

Memorandum Date: May 23, 2011
Ordinance First Reading Date: June 8, 2011
Ordinance Second Reading/Public Hearing Date: June 22, 2011

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Lydia McKinney, Transportation Planning

AGENDA ITEM TITLE: **Ordinance No. PA ____** In the matter of amending the Lane County Rural Comprehensive Plan (LCRCP) to adopt a new comprehensive plan and zoning designation for the area within the jurisdiction of the Coburg/Interstate-5 Interchange Area Management Plan (IAMP); amending the Lane County Transportation System Plan to incorporate the IAMP by reference; adopting an Official Lane County Interchange Area Management Plan Combining Zone Map; and adopting a severability clause.

Ordinance No. 11- ____ In the matter of amending Lane Code Chapter 16 to add new text and designation for an Interchange Area Management Plan (IAMP) Combining Zone for the Coburg/Interstate-5 IAMP area within the Lane County Rural Comprehensive Plan (LCRCP) and correcting a reference to the adopting ordinance for the Lane County Transportation System plan in Lane Code Chapter 16.400 (16.012, 16.297, 16.400).

I. MOTION

For June 8, 2011: Move approval of the first reading and set the second reading and public hearing for Ordinance No. PA ____ and Ordinance No. 11- ____ for June 8, 2011, 1:30 p.m.

For June 22, 2011 or a subsequent work session: Move approval, adopting each individually in the following order: Ordinance No. PA ____ and then Ordinance No 11- ____.

II. AGENDA ITEM SUMMARY

The purpose of the Ordinances before the Board of County Commissioners (Board) is to amend the Lane County Rural Comprehensive Plan, Lane Code Chapter 16, and the Lane County Transportation System Plan in order to implement the Coburg Interstate 5 Interchange Area Management Plan (IAMP). Adoption of the Coburg IAMP initiated these amendments, and the Ordinances contained herein will carry out the policies in Section 6.1.2 of the IAMP that are applicable to Lane County (Attachment 3). The result of the amendments will be to create the IAMP Combining Zone map designation and Lane Code zoning text for the IAMP area, including related mechanical code changes necessary for consistency, and to correct a reference to the

adopting ordinance for the Lane County Transportation System Plan. These amendments are referred to herein as the Coburg IAMP implementation measures.

III BACKGROUND

A. Board Action and Other History

The Board adopted the Coburg IAMP on October 21, 2009 (Ordinance No. PA 1258). For reference, the adopted Coburg IAMP is in a binder in the Board office reception area entitled **Coburg IAMP Adopted Ordinance**. Adopting of the Coburg IAMP separately from the proposed Coburg IAMP implementation measures allowed the design, right-of-way acquisition and construction of the proposed improvements to continue to move forward.

The Lane County Planning Commission held a work session and public hearing on the Coburg IAMP implementation measures on June 15, 2010. The Planning Commission closed the public hearing on that date, and left the record open until August 23, 2010. Deliberations were originally scheduled to occur before the Lane County Planning Commission on September 7, 2010, but the Board directed staff to cease working on this planning action and other related matters until issues regarding matching funds for the project to the County Capital Improvement Program and execution of associated Intergovernmental Agreements (IGAs) were addressed.

Staff provided an update to the Lane County Planning Commission on November 16, 2010, indicating that:

- 1) The Board affirmed its direction to not provide the federal earmark match and therefore, to terminate the associated match IGA; and
- 2) The Board affirmed its support for Phase I operational and physical improvements west of I-5 by directing staff to move forward with the Access Management and Construction IGAs.

On February 2, 2011, the Board authorized the County Administrator to sign the two IGAs between the Oregon Department of Transportation (ODOT), the City of Coburg, and the County regarding access management and construction of Pearl Street and Coburg Industrial Way (Board Order 11-2-2-10).

On March 1, 2011, the Lane County Planning Commission took action to recommend approval (unanimous, with one abstention) of the proposed implementation measures, finding that doing so would be consistent with previous Board actions. The public hearing before the Board is scheduled for June 22, 2011. Notice of the public hearing was mailed to all property owners within the boundary of the IAMP and to those property owners within 750 feet on June 2, 2011. Notice of the public hearing was also posted in the Register Guard on June 1, 2011. Information regarding the project and the June 22 public hearing date was also posted on the Transportation Planning webpage.

B. Policy Issues

The Lane County Transportation System Plan (TSP) lists Goals and Policies relevant to this

action. The findings attached as Exhibit “D” to Ordinance No. PA ____ and Exhibit “A” to Ordinance No. 11-_____ cover other relevant policies in addition to those referenced below.

Goal 1: Maintain the safety, physical integrity and function of the County road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.

Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road standards.

Policy 1-f: Maintain County arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic analysis, design policies and standards and land use regulations.

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

Policy 2-a: Safe movement of vehicles on the state system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety operation, and structural characteristics of the state highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:

- (i) plan development;*
- (ii) managing the existing state system; and*
- (iii) designing and developing facility improvements of the state system in Lane County.*

Policy 2-d: ODOT safety, preservation and modernization projects on the state system shall be consistent with Policies 2a-c above [2-c being not relevant to this item], and need not be identified in the Lane County TSP 20-year Project List

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel through Lane County.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County’s and other jurisdictions’ transportation systems.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrians travel to local destinations.

C. Board Goals

The following goals from the Lane County Strategic Plan relate to this item:

- *Provide opportunities for citizen participation in decision making, voting, volunteerism, and civic and community involvement.*
- *Contribute to appropriate community development in the areas of transportation and telecommunications infrastructures, housing, growth management and land development.*
- *Maintain a healthy environment with regard to air quality, water quality, waste management, lane use and parks.*

D. Financial and/or Resource Considerations

None

E. Analysis

As the Board may recall, there have been several actions related to the improvements at I-5/Coburg in the past five years. Adoption of these implementation measures is the final step in this process, and likely the final Board action on the Coburg IAMP process.

The specific property owner impacts resulting from adoption of these implementation measures relate to access management. The operative policy for property owners is Policy 10 on page 6-3 (see Attachment 3). Implementing this policy, the Oregon Department of Transportation (ODOT) is currently working with property owners to purchase of access rights on the west side of I-5, as outlined in the Access Management Sub-Team Project Narrative (Attachment 4). This is the approved access management strategy prepared by ODOT and provides specific details regarding the proposed access controls. Specific project strategies developed by the Access Management Sub-Team are listed on pages 5 and 6 of Attachment 4. These efforts will continue to move forward and are unlikely to be impacted by the Board's action on this item.

The proposed LC text will be applicable to all properties within the proposed Coburg IAMP Combining Zone (Attachment 2). As with the policy, the effects of the regulatory code language are specific to access management. Subsection (5)(a)(i) of the proposed code text is the operative language that will impact property owners within this area. Staff can address any questions the Board has regarding this language at the Board's meeting.

F. Alternatives/Options

- Option 1. Approve the Ordinances.
- Option 2. Revise the Ordinances as directed by the Board and return for a date certain set by the Board.

Option 3. Do not approve the Ordinances.

IV. TIMING IMPLEMENTATION

The public hearing is scheduled for Wednesday June 22, 2011. The Board may take action on that date or schedule additional readings as necessary.

V. RECOMMENDATION

Staff recommends Option 1. This action is consistent with previous Board actions and will be the final action necessary to implement the adopted Coburg IAMP.

If Option 3 is chosen, then Lane County will not comply with the adopted Coburg IAMP.

VI. FOLLOW-UP

Notice of the Board's action will be sent to the Department of Land Conservation and Development (DLCD) and all interested parties.

VII. ATTACHMENTS

1. Ordinance No. PA__ and Exhibits
2. Ordinance No. 11__ and Exhibit
3. Coburg IAMP Policies 6.1.2
4. Access Management Sub-Team Project Narrative