

ORDINANCE NUMBER 747

Exhibit "A"

Amendments to the Yamhill County Comprehensive Plan

The following amendments to the Yamhill County Comprehensive Plan (goals & policies) are proposed for the Newberg-Dundee Bypass and interchange areas. Existing comprehensive plan text that is to be deleted is shown in ~~strikeout~~ type. Revised or new plan text is shown in underline type.

**Expand the Summary** discussion under Section III.A (Transportation) of the Comprehensive Plan to include the following narrative:

**SUMMARY**

Yamhill County and ODOT have discussed ways to relieve traffic congestion on Oregon 99W through Newberg and Dundee for many years.

A Southern Bypass is included in Newberg's acknowledged Transportation System Plan and also is an element of Dundee's recently adopted Transportation System Plan.

ODOT initiated a tiered environmental impact statement to consider transportation alternatives for the Newberg-Dundee corridor. A Tier 1 Location Draft Environmental Impact Statement (LDEIS) was published in September 2002. The LDEIS evaluated eight Build Alternatives and a No Build Alternative.

Following the public comment period and public hearings on the LDEIS, the Project Oversight Steering Committee (which includes representatives of ODOT, the Federal Highway Administration, Yamhill County, and the Cities of Newberg, Dundee, Dayton and McMinnville) determined that a Bypass was needed to solve the region's growing traffic congestion problem.

The recommended four-lane Bypass (Modified 3J) extends for approximately 11 miles from the Rex Hill area east of Newberg to the intersection of Oregon 99W and Oregon 18 (McDougal Corner) near Dayton.

The Bypass will function as a high-speed statewide expressway and freight route as defined in the Oregon Highway Plan. The Bypass includes four associated interchanges at Dayton (directional), East Dundee (full movement), Oregon 219 (full movement) and East Newberg (directional). The Bypass and interchanges will be fully access controlled and no direct access will be allowed from private properties. The primary function of the Bypass is to provide for high-speed, through trips and to relieve congestion on Oregon 99W through the downtown areas of Newberg and Dundee.

ODOT and Yamhill County will complete the local land use process for the location of the Bypass (corridor width of about 300 feet) before the record of decision is issued on the Location Final Environmental Impact Statement. The specific Bypass alignment

within the wider location corridor will be determined in the Tier 2 Design Environmental Impact Statement.

Land use actions including goal exceptions are required for the portions of the Bypass located on rural lands. As part of the goal exception, Yamhill County must adopt facility design and land use measures to minimize accessibility of rural lands from the proposed transportation facility and support continued rural use of surrounding lands. The new policies specific to the Bypass were adopted concurrent with the goal exception to address the requirements of OAR 660-012-0070 of the Transportation Planning Rule. In addition, a new Interchange Area Overlay District is established and applied to implement the new plan policies.

AMEND existing transportation policies in Section III.A as follows:

Change the heading under Goal Statement 1 to:

**1. GENERAL POLICIES**

DELETE policy r from the existing policies in Section III.A:

- ~~r. The county will continue to work with the State, the City of Newberg, and the City of Dundee on alternatives for routing Highway 99W traffic through or around Newberg and Dundee. (Ord. 517)~~

AMEND Section III.A to add the following heading and policies:

**2. SPECIFIC POLICIES FOR THE NEWBERG-DUNDEE BYPASS**

- a. The functions of the Newberg-Dundee Bypass are to accommodate and divert longer-distance through trips around the Newberg-Dundee urban area and to serve regional trips going to and from Newberg or Dundee (i.e., those trips with either an origin or destination outside of the Newberg-Dundee urban area). The function of the planned intermediate interchanges is to provide access between Newberg or Dundee and other regions (e.g., McMinnville, Portland or the coast). It is not the function of the interchanges to provide for or attract regional commercial or highway commercial development in the vicinity of the interchanges. In general, needs for commercial development should be accommodated in areas currently planned for commercial development within Newberg and Dundee. Plan amendments and zone changes shall be consistent with the function of the bypass and interchanges as set forth in this policy.
- b. Yamhill County will apply an Interchange Overlay District to unincorporated county lands that are within approximately ¼ to ½ mile of the interchange ramps to protect agricultural and rural lands from development pressures that could result from improved proximity, visibility, accessibility and faster travel times associated with the interchanges to the Newberg-Dundee Bypass.

- c. Yamhill County will retain existing zoning within the Interchange Overlay District and discourage expansion of urban growth boundaries toward the interchanges to support continued rural use of lands surrounding the interchanges and to protect the planned function and capacity of the Bypass and interchanges to serve primarily longer-distance through trips.
- d. Within the Interchange Overlay District, Yamhill County will permit all uses that are permitted outright or that may be authorized as conditional uses in the underlying zoning district(s).
- e. Yamhill County will provide notice to ODOT of all proposed land use and development applications within the boundaries of the Interchange Overlay District. ODOT may request that an applicant submit a traffic impact study or access plan before a land use application is accepted as complete by Yamhill County. Yamhill County zoning maps shall clearly indicate on a parcel-specific basis if property is within the planned right-of-way for the Newberg Dundee Bypass or interchanges.
- f. ODOT may recommend that Yamhill County impose conditions or mitigation to land use or development approvals to protect the function and capacity of the interchange; to protect the planned right-of-way for the bypass and interchange; and to assure that proposed access points are located consistent with the anticipated access spacing standards for the interchange.
- g. Yamhill County will consider and may impose additional setback requirements or restrict use of the planned right-of-way to low intensity uses such as agriculture, parking or storage in the interim period before right-of-way for the Newberg-Dundee Bypass is acquired by ODOT.
- h. In cooperation with the City of Newberg, Yamhill County will not approve expansion of the Newberg UGB within the East Newberg or Oregon 219 Interchange Overlay District until Interchange Area Management Plans are prepared and adopted for the respective interchanges by ODOT, Yamhill County and the City of Newberg. An exception to this policy will be allowed for a limited expansion of the Newberg UGB into the westerly portion of Urban Reserve Area C to accommodate construction of the Northern Arterial in the general location shown on the City of Newberg acknowledged Transportation System Plan.
- i. In cooperation with the City of Dundee, Yamhill County will not approve expansion of the Dundee UGB within the East Dundee Interchange Overlay District until an Interchange Area Management Plan is prepared and adopted for the interchange by ODOT, Yamhill County and the City of Dundee.
- j. Yamhill County will coordinate with the City of Dayton to discourage further expansion of the Dayton UGB to the north or east of the South Yamhill River.

with the exception of possible expansion needed for the city's sewage treatment lagoons.

- k. The Newberg Dundee Bypass is being planned and developed as a two tiered project where the corridor will first be approved and then the design of the facility will be approved. Therefore, for purposes of compliance with the Transportation Planning Rule (OAR 660-012-060), the bypass and associated interchanges are not considered to be planned transportation facilities and cannot be relied upon for providing additional planned capacity until the Oregon Transportation Commission approves a financing plan for the project.
- l. Yamhill County will coordinate with ODOT and the affected jurisdictions to further explore and implement agreed upon elements of the Alternate Mode and Land Use Components of the Newberg-Dundee Transportation Improvement Project.
- m. Yamhill County will coordinate with ODOT and the affected jurisdictions and property owners to adopt Interchange Area Management Plans for each of the four interchanges, consistent with the requirements of the 1999 Oregon Highway Plan. The interchange area management plans will address the following at a minimum: access management standards, road connections and local street circulation, compatible land uses and bypass termini protection. The interchange area management plans will be designed to protect the function and capacity of the interchanges for at least a 20 to 25-year planning period.
- n. These policies for the Newberg-Dundee Bypass and the provisions of the Interchange Overlay District shall be considered interim provisions that may be refined, revised or replaced as needed based on the Tier 2 Design EIS and/or the adopted Interchange Area Management Plans.