

Final 2017-18 Work Program

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Final 2017 Long Range Planning Work Program staff report

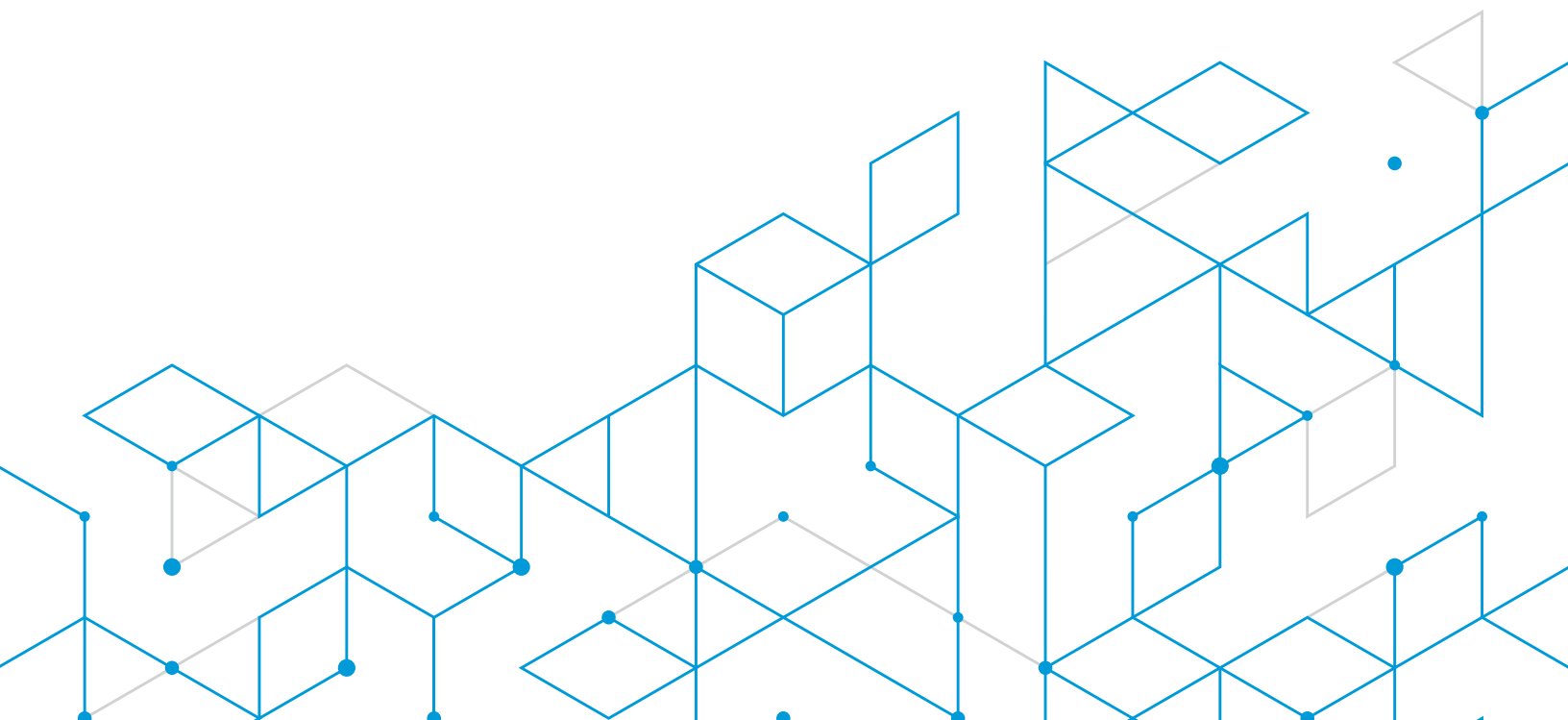




Table 2 – ADOPTED 2017 LONG RANGE PLANNING WORK PROGRAM TASKS

TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
Ongoing Tasks						
1.1	Ongoing Non-discretionary Tasks Includes ongoing Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services (GIS) Tasks.	9		Tasks include processing of plan amendments, annexations, trails and parks coordination, coordination of transportation plans by cities, legislation review, grant funding opportunities, economic and demographic data analysis, ongoing state and regional planning, transportation project development and funding, transportation performance and investment monitoring, travel demand forecasting, Washington County Coordinating Committee, minor staff support for the Aloha Reedville Community Council (ARCC), special district coordination, etc.	C	L
Regional Planning						
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: <ul style="list-style-type: none"> a) 2018 Growth Management decision and setting processes to allow for mid-cycle UGB expansions. b) 2018 Regional Transportation Plan. c) Regional transportation funding initiatives and funding policies. 	1.5		Growth management decision requires analysis of housing needs, buildable land supply, and other data to support Growth Management decision, as well as development of new policy-guiding decisions for amendments to the UGB. Staff multiple work groups in developing policy and project amendments for 2018 Regional Transportation Plan.	C	

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No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.3	Transit Service Planning and Coordination Coordinate with TriMet on service priorities and long term transit strategy for the county including strategies to improve access to transit, and last mile connections.	.25		Reflects ongoing coordination with TriMet for service improvements and priorities.	U, T	
1.4	 Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, and redevelopment areas, including: a) City concept planning for new UGB areas and urban reserves. Efforts are underway, or will commence, in Hillsboro (N. and S. Hillsboro, Witch Hazel), King City, Tigard, Cornelius, Forest Grove and Sherwood. b) Basalt Creek Concept & Finance Plans (Tualatin, Wilsonville). c) Town Center/2040 planning coordination. d) City comprehensive plan/TSP updates (e.g., Hillsboro and Beaverton Comprehensive Plans). e) Port of Portland’s Hillsboro Airport Master Plan.	1.75		a) This task will ramp up as cities get underway on concept planning for new UGB and urban reserve areas. b) Ongoing. c) Coordination with other cities in planning for urban centers funded by CPDG grants in 2015. d) Work includes coordination on infrastructure financing, particularly transportation infrastructure, across jurisdictions. e) Monitor Port’s progress. Project Advisory Committee will start in February. Work on Master Plan will continue to 2019.	C, T	
1.5	Urban Planning Area Agreement (UPAA) updates Update all UPAA’s to support continued County/City coordination, including planning for urban reserves and new UGB areas. Beaverton, Cornelius, Forest Grove, Hillsboro, King City, Sherwood, Tigard, Tualatin, and Wilsonville have outdated UPAA’s that are due to be updated. Review Urban Services Agreements (USA’s) and update as appropriate.	1.75	Y	Initial focus will be on cities actively concept planning new urban reserve areas and areas added to the UGB. Prioritization may be necessary due to staffing constraints. Specifically address consistency among UPAA’s, including planning authority for urban reserves and new urban areas. Transportation issues/needs to be considered. CAO and County Counsel participation will be necessary.	U	M

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No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.6 	Southwest Corridor Plan Participate in preparation of Draft Environmental Impact Statement (DEIS) for SW Corridor LRT project, leading to the selection of locally preferred alternative. Participation in planning for an equitable housing strategy, station plans, roadways, bicycle/pedestrian access projects in the corridor and development of a finance strategy.	.5		Multi-year effort leading to DEIS and finance plan in 2018 and proceeding to Final EIS and Federal Record of Decision.	T	
Comprehensive Plan / Community Planning						
1.7 	Aloha Tomorrow Develop a refined land use and transportation plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form and transportation investments that are supportive of planned high capacity transit, and encourage the preservation and development of housing and commercial spaces affordable to all income levels. CPDG Grant awarded. Work commenced in 2016 and will continue into 2017.	2.5	Y	Implementation work likely to follow, and may include CDC amendments, exploration of performance or form-based code opportunities, and TGM grant funded work to further develop options for traffic and transit operations on TV Highway. Potential ordinance changes likely in 2018. Work will dovetail with the Equitable Housing grant work.	U, T	H
1.8 	Housing Affordability Together with the Departments of Housing Services and Community Development, explore options for encouraging the development of affordable housing. Options might include reductions in development requirements (e.g., parking standards, zoning flexibility, subsidizing fees and taxes, density bonuses) and alternative housing types (e.g., cottage housing, micro-housing, cluster housing, tiny houses, co-housing, detached row houses).	1.5	Y	New senior planner hired September 2016. Specific work program will be discussed with Board with LUT, Housing Services and Office of Community Development. Ordinance(s) likely in 2017 & 2018. Work will dovetail with Aloha Tomorrow, Metro Equitable Housing Grant, and work being done by Metro and other jurisdictions.	C	M

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No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.9 	<i>Metro Equitable Housing Grant</i> <i>This project will identify three to five potential affordable housing development sites and evaluate them for site suitability and key barriers through code and financial feasibility analysis, and draft potential solutions. Work could lead to comprehensive plan and or CDC amendments in 2018.</i>	.25	Y	<i>Metro grant awarded, scope and timeline being negotiated. Work will dovetail with Aloha Tomorrow efforts and other tasks under Housing Affordability. Focus on CDC regulations and potential code and plan changes to facilitate affordable housing.</i>	U	L
1.10	Mineral/Aggregate Regulations Current County regulations regarding sites with mineral and aggregate resources do not reflect changes made to state law since 1996. This task includes consideration of potential short-term changes that can be made to address current issues without a complete update to the mineral and aggregate overlay regulations. In particular, consider developing a special use permit process for mining activities in the Exclusive Forest Conservation district (EFC) and to review current standards. As part of this work, a consultant would assist in analyzing the County's current regulations and how they compare to state law, and outline a potential phased approach. This assessment would include an estimate of the resources needed to do the work and identification of potential revenue sources.	.5	Y	Carry-over from 2014-15. Originally requested by ODOT and Manning Rock to update regulations as they relate to their quarries. Task would require a consultant to assist in scoping and to do the technical/legal work. The legal and technical aspects of this task are quite specialized and County staff does not have this expertise. This is likely to be a multi-year task. A complete update would require analysis of current rules to determine any necessary changes for the sites currently recognized on the County's plan, and the applicable review standards.	R	M
1.11	Plan amendment procedures update Update R&O 84-24 and 87-145 and Comprehensive Plan (CFP and CDC) provisions to streamline/improve plan amendment application, review, and billing criteria/procedures.	.25	Y	Issue paper underway – will recommend process improvements that will likely necessitate changes to R&Os, CDC, CFP and informal guidelines.	C	L

TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.12	<p>Rural regulations State law comparison</p> <p>Study to identify areas where County requirements are more restrictive than state requirements and review the reasons for the differences. County CDC may differ in terms of uses or procedures/standards. This task will compare the County’s requirements for rural land development with relevant state requirements, focusing on the resource lands (EFU, AF-20 and EFC) but also considering exception lands.</p> <p>Work from the Rural Tourism Study and the outcomes of the Department of Land Conservation and Development (DLCD) study of rural regulations will be considered in the analysis.</p>	.25	Y	Issue paper underway to frame issues. Consultant will review findings of the issue paper.	R	L
1.13	<p>North Bethany Main Street Planning</p> <p>The North Bethany Subarea Plan of the Bethany Community Plan requires that a specific urban design plan for the Main Street area (Kaiser Road) be in place before commercial development can occur and the street significantly improved. The Subarea Plan includes a <i>Main Street Program Guide</i> that identifies plan, design, and process requirements specific to development in the Main Street area. Development of the Main Street area will also be closely tied to access spacing requirements and the design/improvement of Kaiser Road.</p> <p>North Bethany residential land is being developed at a good pace, but no commercial land has yet been developed. Some developer interest in commercial development in the Main Street area has been expressed, and it appears timely to begin preparation of the Main Street plan.</p>	.5	Y	<p>Residential development and new school construction has commenced along Kaiser Road. Preliminary road design for Kaiser Road is needed now to establish grades and identify expected improvements. This will allow the determination of funds required from developers.</p> <p>In order to create a pedestrian and bike friendly Main Street area for the community that is not precluded by road design, road design work should dovetail with Main Street planning.</p> <p>Include high-level road design integrated with urban design.</p> <p>Work expected to get underway in 2017 with ordinance expected in 2018.</p>	U, T	M


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No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.14	<p>Flood plain CDC updates</p> <p>This past year the National Marine Fisheries Service (NMFS) released a Biological Opinion to address potential impacts to federally-listed anadromous fish (salmon and steelhead) from development within the FEMA-regulated floodplain. To remain compliant with the National Flood Insurance Program (NFIP) in Oregon, changes will be required to existing state and local regulations specific to development within these federally regulated floodplains. The extent of amendments to County regulations will not be known until DLCD, working with NMFS, FEMA and local jurisdictions, develops recommendations to implement the alternatives identified in the Biological Opinion. This task will also include addressing any required FEMA mapping changes.</p>	.4	Y	<p>Work on developing interim implementation measures is currently underway. Once the interim measures are in place, work will then begin on full implementation of the alternatives.</p> <p>While full implementation of new NFIP requirements is expected to take a number of years, interim measures are expected to be implemented within the next two to three years. This task is likely to include revisions to County flood plain regulations in the CDC. Further study may need to be completed for rural watersheds.</p>	C	L
Transportation Planning						
1.15	<p><i>Refinement Plan for arterial connections between high growth residential areas</i></p> <p><i>Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building on findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th Avenue and River Road, including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th Avenue and provide more direct connections.</i></p>	.5	Y	<p><i>Funding for the refinement plan will need to be identified; initial effort would focus on scoping issues for a work plan.</i></p> <p><i>Multi-year project. Ordinance possible in 2018 or 2019.</i></p>	C	M



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1.16	<i>Transportation planning for Urban Reserves</i> <i>This study will evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively, rather than individually, to plan for transportation system needs. The study will identify road network needs, road jurisdiction and update plan documents as appropriate to meet future transportation needs within and adjacent to the identified urban reserve areas. Concept plans for urban reserves will impact several of the county arterials designated as ‘Rural Road Enhancement Study Corridors’ in the TSP, including Roy Rogers, Elwert, River, Jackson School, West Union, and Cornelius Pass Roads, and 185th Avenue.</i>	.5	Y	<i>This work could be funded by a Metro CPDG grant in the 2017 grant cycle, in coordination with the cities of Hillsboro, Beaverton, Tigard, King City, and Sherwood. Funding for this study will need to be identified, particularly if a CPDG grant is not awarded.</i> <i>All of the cities are considering UGB additions in 2018 or 2021, and information about transportation system needs is a key part of the UGB expansion assessment.</i> <i>Multi-year project. Ordinance possible in 2018 or 2019.</i>	U/R	M
1.17	<i>Road function review and standards update</i> <i>Participate in a multi-year project to review and update County road standards. The intent is to implement road standards that better reflect urban conditions and address conflicts in rural areas. Work would involve a committee consisting of elected officials in the county and staff.</i>	.4		<i>Work would primarily be done by Engineering. LRP would help set policy groundwork for more technical discussions, including identifying how standards should be updated in mixed use, higher density pedestrian districts.</i>	U/R, T	L
1.18	Right Sizing the Parking Code The parking study, completed in June 2016, evaluated current County parking policies and development standards and produced a toolkit of context-sensitive parking management strategies. Updates to the CDC and CFP will be proposed consistent with the recommendations of the study.	.5	Y	Issue paper expected in early 2017. Likely to result in recommendations for CDC/policy revisions for consideration in 2017. Changes to CDC and policy will include discussions on how parking standards can influence affordable housing.	U, T	M

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1.19 	Transportation Development Tax / SDC review and update Review selected credit policies of TDT and Transportation SDCs. Potential ordinance amendment to clarify appeal procedures and credits. Potential project list amendments to respond to new development areas and opportunities. Review includes consideration of TDT rate for Accessory Dwelling Units (ADUs) and credits for fees paid in lieu of improvements.	.25	Y	Washington County Code (WCC) amendments require ordinance, though not a land use ordinance; project list amendments require R&O. County staff has an ongoing role defining and clarifying TDT policy. This may result in an ordinance in 2018 instead of 2017, depending on coordination with cities and policy direction of the Washington County Coordinating Committee.	T	L
1.20	New tools for eliminating walkway gaps Implement 2016-01: “Walkway Gaps” Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas. Consider right-of-way dedication or sidewalk requirements for development and explore funding to address walkway gaps.	.2	Y	Some CDC changes to Article V were made in 2016 through A-Eng. Ord. No. 814. Potential new processes and resource development including expanded use of the Transportation Improvement Master List (TIM). Staff will also consider funding options for a comprehensive sidewalk program.	U	L
1.21 	Transportation Development Review Process Update Update Resolution & Order 86-95, the procedures used to determine the transportation safety-related conditions of development approval. The current procedures were adopted in 1986. The TSP calls for a review and update of these procedures to consider the multimodal transportation system.	.5		Issue paper expected winter 2017, and likely to identify additional issues for research and development. The effort was informed by the results of the Multimodal Performance Measures grant project and the “Walkway Gaps” Issue Paper. Current Planning, Traffic Engineering and County Counsel are involved in the update.	T	L

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1.22	<p>Urban/Rural Roadways Issue Paper</p> <p>Develop issue paper to identify major rural roads that serve urban traffic (including cars, freight, and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users and identify priorities and approach to address the state’s exceptions process.</p>	.25	N	<p>Issue paper expected spring 2017, and likely to lead to further work/refinement on how to address issues identified in the issue paper. CCI requested issue paper during 2013-2014 TSP update process. Work to be coordinated with DLCD.</p> <p>Results of Transportation Futures Study will inform needs for rural roads.</p>	U/R, T	M
1.23	<p><i>TV Highway Corridor Transit Concept and Access Plan</i></p> <p><i>This TGM Grant funded project will study traffic and transit operations in the TV Highway Corridor. This is a near-term action item to follow up on the Aloha Tomorrow Study. Work will begin in the summer, as the Aloha Tomorrow project nears completion. The purpose of this project is to develop more refined traffic and transit analysis necessary to confirm feasibility before moving forward with transit enhancements.</i></p>	.5	Y	<p><i>ODOT awarded grant in 2016. An RFP will be issued in spring 2017; a consultant will be under contract in the summer.</i></p>	U, T	L



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Potential Code Changes						
1.24	<i>Community Development Code minor revisions – Phase 1</i> <i>First year of a multi-year review of the CDC. Phase 1 would review CDC for inconsistencies, outdated and repetitive information, make formatting changes, update definitions, etc. Part of this work would be to assess potential revisions to be included in future work programs, which could include focus on sections most in need of revision (as identified by Current Planning staff or the public).</i>	.5	Y	<i>CDC update identified for several years as a Tier 3 task. This would break that task into smaller sub-tasks so that work could begin.</i> <i>Ordinance expected in 2018.</i>	C	M
1.25	Streamline cell tower CDC standards and address FCC rules Clarify and streamline current standards in the CDC relating to cell towers. Address FCC report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.	.5	Y	County has received several requests from the industry to streamline regulations to match current federal regulations. Current regulations are unclear and outdated. Preliminary work began in 2016 on this task and ordinance is expected in 2017.	C	M
1.26	Group Care and Fair Housing clean-up Update to County’s group care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443, and federal fair housing requirements. Work will be coordinated with the Housing Affordability work currently underway. Issue papers to be completed first, followed by 2017 or 2018 ordinance.	.5	Y	Issue papers to be completed in 2017. Housing issue but separate from affordability. Work will start with consideration of retirement residence regulations to provide for a continuum of care (Sisters of St. Mary request).	C	M

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1.27 	<p>Minor CDC Amendments – Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</p> <ol style="list-style-type: none"> 1. Amend limitations on air conditioning units in side yards. 2. Change the CDC so that Type III TOD appeals do not go to the Board (but rather to LUBA) as with other Type III applications. 3. CFP Policy 41 update regarding size of Industrial parcels in FD-20. 4. Setbacks in mobile home parks. 5. Clarification on allowances in rural reserves. 6. Consider amending the CDC to require either posting or a neighborhood meeting when a Type II or III Commercial, Institutional or Industrial use is within 100’ of a residential area. 7. Other potential minor CDC amendments. 	.5	Y	Focus on minor discretionary CDC changes.	C	M
1.28 	<p>Infill development standards in R-5 and R-6 Based on the 2017-01: “Infill” Issue Paper, proceed with limited scope of CDC amendments to establish privacy screening requirements. Issue paper focuses on CDC provisions in light of Hearings Officer concerns that its standards are not “clear and objective.”</p>	.35	Y	The issue paper’s scope was limited to CDC Section 430-72’s existing standards relating to privacy, screening, building orientation and other factors. 2015 CCI request.		M

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No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.29	Food Cart CDC Regulations Current CDC regulations do not provide for food carts as a potential land use. Based on recommendations in the 2017-02: "Food Carts" Issue Paper, proceed with development of possible CDC changes to allow food carts in certain land use districts under specific conditions.	.5	Y	Current Planning staff regularly receive requests to allow food carts, which are not provided for under current CDC regulations.	U	M
1.30	Measure 49 Transfer of Development Credits (TDC) program Issue paper is underway to consider the ramifications of developing a new program based on provisions of Measure 49 and recently adopted administrative rules. The program would allow the transfer of development credits from Measure 49 properties on EFU, AF-20 and lands with certain sensitive resources to receiving areas in the AF-10, AF-5 and RR-5 districts. An ordinance would be required to implement. Staff recommends revisiting with Board when Issue Paper is complete. Should the task move forward in Tier 1, it could force a reallocation of staff resources.	.25	?	Issue paper underway – expected completion in spring 2017. TDC programs are complex. This is a new program that no other counties have implemented. Likely requires additional state rule changes to make it feasible. High staff requirements to develop such a program. Oregonians in Action, Dave Hunnicutt request.	R	L
1.31	Housekeeping Ordinance Non-substantive changes to elements of the Comprehensive Plan, particularly the Community Development Code (CDC). Intended to maintain the Plan’s consistency with federal, state, regional and local requirements and to improve the efficiency and operation of the Plan.	.25	Y		C	L

Full Time Equivalent (FTE) staff needed for Tier 1 Tasks:

27.85

(26.22 in LRP 2017/18 budget)

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.1	<i>Comprehensive Plan Review</i> <i>Prepare issue paper analyzing current status of Comprehensive Plan elements, focusing initially on Comprehensive Framework Plan for the Urban Area and possibly community plans. The CFP was prepared in 1983, and many references are now out of date. It is the source document that establishes issues of countywide concern and minimum criteria for community plans and other detailed elements of the Comprehensive Plan.</i>	L-M	Y	<i>Work will start with scoping the extent of language/maps that may be outdated and the level of work needed to update, as well as implications of updating.</i>	U
2.2	Rural tourism study potential implementation measures Potential implementation measures could include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts, as well as more minor changes to intent statements and allowed uses in certain land use districts.	M	Y	A follow-up report summarizing public input from the Rural Tourism Study was distributed Jan. 12, 2017 and presented to the BOC at its work session Feb. 14. Follow up ordinance(s) could be Tier 1 or 2 depending on Board direction.	R
2.3	County Infill Policy Develop an issue paper outlining options, issues, and concerns with facilitating infill development to meet regional goals. Implementation of regional growth management is based on additional development occurring in existing urban areas.	M	?	Work on Aloha Tomorrow and Equitable Housing Grant may inform this issue, therefore it may be best to wait until that work moves forward before pursuing this task.	U
2.4	Historic and Cultural Resources Overlay Updates Update existing cultural resources inventory, mapping, and site designations to reflect current conditions. Consider revisions to CDC regulations in light of 2016 Oregon Supreme Court case and Oregon Administrative Rule changes.	M	Y	Not to include Oak Hills subdivision.	C

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2.5	North Bethany work to support plan implementation a) Community Service Use periodic evaluation. b) Ongoing monitoring of North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98.	L	Y	a) Requirement of North Bethany Subarea Plan of the Bethany Community Plan to review after five years. Requires assembly of committee to assist in review. b) Ongoing.	U, T
2.6	Addressing broader Article VII concerns – CDC Sections 421 and 422 A request from the LUT Operations/Maintenance and Engineering/Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities.	H	Y	Tier 2 in 2014 – minor amendments already made.	C
2.7	HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts Prepare issue paper assessing state law language and implications for the CDC. Current practice is to apply state law directly on a case-by-case basis.	L	Y		R
2.8	Minor CDC amendments Address several minor code changes, including: adding sign regulations in FD-10 and FD-20 (CDC is currently silent on sign regulations in those two districts), private streets regulations, and rural posting requirements on private roads not maintained by the County.	M	Y	Several of these items were in earlier work programs.	C
2.8	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	M	?	Potential to address as a quasi-judicial plan amendment if property owners coordinate and assemble land. Continue to search for grant funding.	U

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2.9	Non-conforming uses/Standing wall remodel Issue paper to examine legality and justifications for "Standing Wall Remodel" (SWR) development applications, summarize other non-conforming use regulations and issues.	L			C


TIER 3 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
3.1 	Comprehensive Community Development Code overhaul	H	Y	Phase 2. Scope could be narrowed by focusing on specific sections most in need of revision (as identified by Current Planning or the public).	C
3.2 	Transit Corridor Planning Streamline and add flexibility regarding density and mixed use requirements.	H	Y		U
3.3	Airports Monitor Hillsboro and Port of Portland's work concerning the Hillsboro Airport; initiate amendments to the Rural/Natural Resource Plan as appropriate. The County would apply state airport planning requirements to affected lands outside Hillsboro's city limit.	L	Y	A handful of FD-20 properties owned by Port of Portland would be affected. Airport Master Plan update effort starting February 2017.	C

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3.4	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	L		Town Center Plan – follow-up to road project.	U
3.5	 Vacation Rental by Owner (VRBO) regulation request Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes rented as short-term rentals. Work could include preparing an issue paper regarding short-term rentals (e.g., VRBO and Airbnb) to explore issues and opportunities in response to regulatory and CDC compliance issues.	L	Y	Submitted in 2015 and again in 2016 by CPO 3 residents and LUT Code Enforcement staff due to citizen complaints.	C
3.6	Cooper Mountain Urban Reserve Area tree preservation review Implementation measure in Beaverton’s Cooper Mountain Concept Plan requesting the County to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the UGB.	M	Y	Requested by Beaverton as part of Cooper Mountain implementation.	U
3.7	Habitat protection policies <i>Current Planning staff is applying habitat protection policies derived from a 1977 document, which is very out of date. To make changes, however, would require a countywide habitat study.</i>	H	Y	<i>Issue identified by Current Planning.</i>	C

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AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation; County Counsel (ALL CPOs)

Agenda Title: **CONSIDER THE 2017 LONG RANGE PLANNING WORK PROGRAM AND AUTHORIZE FILING OF LAND USE ORDINANCES**

Presented by: Andrew Singelakis, Director of Land Use & Transportation;
Alan Rappleyea, County Counsel

SUMMARY:

At its February 14, 2017 work session, the Board of Commissioners (Board) directed Land Use & Transportation Long Range Planning staff to distribute the draft 2017 Long Range Planning Work Program for public review and comment. The draft Work Program was sent to a number of organizations and interested parties, including citizens who had already provided comment, Community Participation Organizations (CPOs), cities, and service districts. The draft Work Program was also posted on the Annual Long Range Planning Work Program webpage below.

www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/annual-work-program.cfm

The Work Program identifies and ranks potential long range community and transportation planning tasks such as ordinances, issue papers, long-term studies, and ongoing long range planning activities for the coming year.

- The final Work Program Staff Report will be provided to the Board prior to the April 4, 2017 meeting and will be available at the clerk's desk. The Report will also be posted on the Annual Long Range Planning Work Program webpage. Staff will provide interested parties with a link to the report when it is posted.
- The Board has discretion on whether to take public comment on this action agenda item.

Clerk's Desk Item: Staff Report with attachments (*click to access electronic copy*)

DEPARTMENT'S REQUESTED ACTION:

Approve the 2017 Long Range Planning Work Program outlined in the Staff Report prepared for the April 4, 2017 meeting and authorize the filing of ordinances for Tier 1 and Tier 2 tasks where prior authorization does not exist.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER #17-65.....
DATE4-4-17.....
BY *Barbara Hejmanek*
CLERK OF THE BOARD

Agenda Item No.	<u>5.a.</u>
Date:	04/04/17



March 27, 2017

To: Washington County Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

RE: **Final 2017 Long Range Planning Work Program**

RECOMMENDATION

Approve the attached 2017 Long Range Planning (LRP) Work Program and authorize filing of Tier 1 and Tier 2 ordinances that were not previously authorized by the Board of Commissioners as shown on Table 2 of this report. Direct staff to return with issue papers regarding the items in the *Issue Papers* section. Direct specific changes to the work program, if desired.

OVERVIEW AND SUMMARY

At its Feb. 14, 2017 meeting, the Board released the Draft 2017 Long Range Planning Work Program for public review and comment through 4 p.m. March 14, 2017. The report was sent to a number of organizations and interested parties including the Washington County Committee for Community Involvement (CCI), Community Participation Organizations (CPOs), cities and service districts. It was also posted at the Annual Long Range Planning Work Program website:

www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/annual-work-program.cfm

During the month-long public review period, 33 comment letters were received; the majority of which (28 in total) were in regard to Task 1.15 in Table 2 of the draft work program report. The remaining five comment letters are described in the *Input* section starting on Page 4 of this report. Copies of the comment letters are provided in Attachment C.

This final report and its attachments have been posted on the Annual Long Range Planning Work Program webpage, and distributed to all interested parties listed above.

Summary of Staff-Recommended Changes

As in the past, this year's work program is ambitious. The recommended 2017 Work Program reflects staff's opinion on the breadth and depth of tasks that can be accomplished this year. Due to the number of tasks in this year's work program, staff's resources are over programmed by approximately six percent. Staff is often able to manage more Tier 1 tasks than suggested by the total number of full time equivalent (FTE) resources due to the following:

- The start and end times of tasks are staggered;
- Some tasks are delayed due to actions outside of staff's control;
- Some tasks take less time than initially expected; and,
- We have the ability to shift staff resources around the ebb and flow of the work demands of individual projects.

Work may, however, move more slowly as a result of being over programmed. Staff has recommended the work of several tasks to be spread over this year and the next, to ensure sufficient time and staff attention given other competing priorities. The tasks that may be spread over the next two years include:

- Urban Planning Area Agreements (Task 1.5)
- Housing affordability (Task 1.8)
- Mineral/aggregate regulations (Task 1.10)
- North Bethany Main Street planning (Task 1.13)
- Flood plain CDC updates (Task 1.14)
- Refinement Plan for arterial connections between high growth residential areas (Task 1.15)
- Transportation planning for urban reserves (Task 1.16)
- Community Development Code minor revisions – Phase 1 (Task 1.24)
- Group care and fair housing clean-up (Task 1.26)

In the event the Board wishes to add more tasks to Tier 1, or speed up the timelines, staff will propose and ask the Board to move some Tier 1 tasks to Tier 2. Further adjustments to the 2017 Work Program may be needed if additional tasks are added, existing tasks are expanded, or LRP's proposed budget for Fiscal Year 2017/2018 is reduced through the budget adoption process. Staff will return to the Board for refinements to the work program as needed.

Regarding the budget implications of the 2017 Work Program, several projects will require the expertise of consultants. North Bethany Main Street planning requires the assistance of urban design professionals, while preparation of mineral/aggregate regulations (quarries) requires the assistance of both legal and geology/mining professionals. At this time, outside funding sources have not specifically been identified for this work and it would need to be absorbed by General Fund in the LUT budget. Staff will continue to search for other supplemental funding sources. In the case of North Bethany Main Street planning, this may include approaching developers in North Bethany for contributions toward the cost of the planning effort.

Work on the mineral/aggregate regulations review (Task 1.10) is proposed to commence mid-year, with a consultant report by the fall for consideration of ordinance development over the winter, and Board consideration in early 2018. The intent is to consider potential short-term changes to address current issues without a comprehensive update to the mineral and aggregate overlay regulations. In particular, to consider developing a special use permit process for mining activities in the Exclusive Forest Conservation (EFC) district and review current standards. Staff expects this work to be time consuming and controversial.

One work program subtask is recommended to be removed from the omnibus ordinance (Task 1.27) to a separate new Tier 2 *Task 2.4: Historic and Cultural Resources Overlay Updates* in light of a recent Oregon Supreme Court decision. This request and the recommended new task are described on Page 11 of this report.

Issue Papers

Two issue papers were released Jan. 12, 2017, and were presented to the Board in work sessions in February.

- 2017-01: “Updating the Standards of Community Development Code Section 430-72 (Infill)”
- 2017-02: “Food Carts in Unincorporated Washington County”

Staff received comments on the Infill Issue Paper from the CCI Code and Ordinance Subcommittee and those comments are addressed on Page 9 of this staff report. No comments were received on the Food Carts Issue Paper, except support for preparation of regulations addressing food carts from both the Planning Commission and the CCI Code and Ordinance Subcommittee.

Several other tasks require further analysis and Board direction prior to determining if they require additional work and/or should move forward as ordinances. Issue papers are being/will be developed on the following:

- Plan amendment procedures update (Task 1.11)
- Rural regulations state law comparison (Task 1.12)
- Right sizing the parking code (Task 1.18)
- Transportation development review process update (Task 1.21)
- Urban/rural roadways (Task 1.22)
- Group care and fair housing clean-up (Task 1.26)
- Measure 49 Transfer of Development Credits (TDC) program (Task 1.30)

Planning Commission discussion

At its Jan. 18 and March 15 work sessions, the Planning Commission discussed the work program. While they had a robust discussion, no action or specific recommendations were made. Some comments include:

- Ongoing concern with the restrictions of the ordinance season.
- Comments that the work program seems ambitious and wondering if there were sufficient staff resources for all Tier 1 tasks.
- Interest from several members in moving up the North Bethany Main Street planning work so that an ordinance could be considered in 2017.
- Interest in the affordable housing work currently underway.
- Support for an ordinance addressing food carts.

Staff will consider these comments as work on specific tasks moves forward.

Input Received Regarding the Draft 2017 Long Range Planning Work Program Comment Period

Provided below is a summary of comments from citizens that were received during the public comment period of Feb. 14 through March 14, 2017, as well as the staff response to the request.

1. Comments from 28 Cooper Mountain residents in support of Task 1.15: “Refinement Plan for arterial connections between high growth residential areas”

Staff received 28 email comments from residents of the Cooper Mountain area and those who travel on 175th Avenue (between SW Scholls Ferry Road and Kemmer Road) supporting transportation planning efforts as part of Task 1.15. Specifically, they mentioned the need for an ‘around the mountain’ route which would connect and improve the existing rural roads that run to the west of 175th Avenue to provide an alternative to 175th Avenue in this area. The feedback included concerns that 175th Avenue is unsuitable for large volumes of traffic primarily due to safety concerns such as dangerous curves, elevation changes, sight distance, and speeding drivers. Many residents have driveways that directly access 175th Avenue and cited concerns with their ability to safely turn in or out of their driveways and access their mailboxes. Some of the letters expressed support for building a new, limited access road in the rural area to connect Sherwood and Hillsboro.

Staff response: 175th Avenue is identified as an arterial in Washington County’s Transportation System Plan. The road has elevation and safety concerns and is expected to carry much more traffic in the future as the high growth residential areas and a new high school are developed at the southern end of the road. This work program item is the first phase of what will be a multi-year effort to identify potential alignments and funding sources for transportation connections between River Terrace, South Cooper Mountain, and South Hillsboro.

2. Request from Michael Gallagher regarding Hillsboro Airport Master Plan Update

Michael Gallagher, a city of Hillsboro resident, requested that emergency planning for natural disasters be included in the update of the Hillsboro Airport Master Plan which is currently underway. He also suggested evaluation of the Transportation Utility Fee (TUF) for fairness.

Staff response: While the airport master plan update is not a County-led effort, County staff is participating in the planning by attending technical advisory committee meetings. The Transportation Utility Fee is a funding program specific to the city of Hillsboro. Mr. Gallagher’s comments concerning these two items will be passed along to the city of Hillsboro.

3. Request from Matthew Lowe of Jordan Ramis, PC, requesting a reduction in the front yard setback for the Heritage Village manufactured home community

Matthew Lowe of Jordan Ramis, PC, representing the owner of the Heritage Village manufactured home community, submitted a letter requesting a reduction in the front yard setback for the mobile home subdivision. Mr. Lowe notes that part of the property was

originally platted as a subdivision and the remainder was developed as a park without individual lots. These two areas are subject to different setback regulations.

Many of the original manufactured homes from the 1970s are due to be replaced, however, the newer and more energy efficient manufactured homes are now larger than the older-style homes. Mr. Lowe notes that these newer homes are not able to meet the minimum front setback of 10 feet required in Section 430-79.4 of the CDC. Citing a 5-foot front setback requirement in the two applicable state building codes, Mr. Lowe's clients are requesting a reduction of the front setback in Section 430-79.4 from 10 feet, to 5 feet. This reduction in the CDC standards would allow the installation of new homes on vacant lots, and replacement of older, deteriorated homes, thus preserving more affordable housing options.

Staff response: *The Heritage Village planned development was approved in 1972 to allow development of a contiguous mobile home park (with rental spaces) in the R-6 District and a mobile home subdivision (with platted lots) in the R-5 District. It was developed when single wide mobile homes were the norm. However, the size and dimensions of the spaces/lots are apparently not always adequate to accommodate the longer and wider modern manufactured homes currently being used.*

CDC Section 430-79.4 addresses setback and yard requirements for manufactured dwelling subdivisions, noting specific yard requirements for subdivisions approved before Dec. 27, 1983. These were modified in 2007 through Ordinance No. 684 specifically to address issues that Heritage Village/Cal Am Properties was experiencing with larger replacement dwellings not being able to meet setback requirements.

Ordinance No. 684 provided flexibility in the side yard and rear yard setbacks through footnotes that allowed reductions in certain circumstances. Specifically, the side yard requirement is 5 feet, but footnote 3 provides that it may be less than 5 feet when the requirements of the Oregon Manufactured Dwelling Standards and the Residential Specialty Code are met, as determined by the Building Official. The required rear yard setback is 10 feet, however footnote 2 was added to allow reduction to 5 feet when it abuts a designated open space or public non-buildable tract and when the requirements of the Oregon Manufactured Dwelling Standards and the Residential Specialty Code are met, as determined by the Building Official. The ordinance provided some flexibility on how the front yard setback was measured, but did not provide for a reduction to this setback.

The current front yard setback requirement is 10 feet. Mr. Lowe's request is to allow this to be reduced to 5 feet when the requirements of the Oregon Manufactured Dwelling Standards and the Residential Specialty Code are met, as determined by the Building Official. This could be accomplished by applying the same footnote to the front yard setback as currently applied to the side yard setback.

This is an unusual situation, where a manufactured home community is platted as a subdivision rather than as a park. For the mobile home park portion, the only property line is the property line around the park, so the setback is whatever the Building Code permits between structures. With the platted subdivision there are property lines for each lot and

setbacks are measured between the structure and the property line. Both the CDC and the Building Code have setback requirements from property lines. There is no flexibility with the CDC setbacks, whereas there is some with the Building Code.

*It appears the original plat was created for the smaller, single wide mobile homes of the time. Since 1983, mobile homes have gotten larger and it is increasingly difficult to situate replacement units on these lots. **In order to help preserve this existing, relatively affordable housing while still maintaining health and safety requirements, staff recommends consideration of this request as part of the omnibus ordinance.***

4. CPO 7 letter regarding North Bethany Main Street planning

CPO 7 submitted a letter of support for North Bethany Main Street planning as a 2017 priority (Table 2, Task 1.13). The CPO recommends the creation of a stakeholder advisory group with CPO representatives from North Bethany and the surrounding community to assist with bike and pedestrian friendly commercial development to create a complete community in North Bethany.

***Staff response:** Work on North Bethany Main Street planning is contingent on the Board including it as a Tier 1 task in the 2017 Work Program. Staff has started conversations about how to move the work forward, in coordination with Kaiser Road preliminary design. No determinations have yet been made on how to structure an advisory group or the timeline for the project. Should the Board approve moving forward with this task, initial thoughts are that background work and the development of a public involvement plan might start in April or May and that the work would be completed by early next year so that Community Plan and CDC changes could be considered in the 2018 ordinance season. Staff would plan to include the CPO in a project advisory group that also would include agency representatives and other key stakeholders.*

5. Washington County Committee for Community Involvement (CCI) Comments

The CCI comment letter on the Draft 2017 Long Range Planning Work Program Staff Report reinforced their original requests and concerns as submitted in November 2016. Following is a summary of the requests and staff's responses:

- a) Request relaxation of rules for the permitting/renewal process of health hardships, and strongly disagrees with staff's response to this request in the draft work program staff report and summarized below. The CCI letter notes their belief that lack of compliance with a permit requirement is a code enforcement issue and should not be an issue of permit reissuance. Because of concerns with paperwork and costs, the November CCI request was that an initial temporary health hardship permit be issued for a period of four years and that renewal be through a Type I review. The March 14 letter focused on the renewal process and a request that this be a Type I review.

***Staff Response:** CDC Section 430-135.2 allows for the use of a temporary living accommodation, for a period not to exceed two years, to provide health care for the existing resident or a relative of the resident. Typically this provides for a caregiver to live close by to provide assistance. The living accommodation can be a recreational*

vehicle, manufactured home, or converted existing structure. Renewal after the initial two-year period is provided for as long as the circumstances have remained substantially similar to those of the original approval. Both the initial approval and the renewal are Type II reviews and require the health hardship/need for care to be documented by a physician.

The temporary living accommodation for a health hardship is an important and compassionate provision to temporarily allow an additional dwelling where it would not otherwise be allowed. As long as the hardship continues, it is appropriate to allow the temporary accommodation. Problems arise, however, when the need for the health hardship no longer exists. Code enforcement staff has confirmed that these temporary accommodations often continue past the time of the health hardship, resulting in two permanent dwellings on a parcel. The County is aware of occasions when the health hardship dwelling has been rented out after the health hardship has been resolved. The majority of the county's rural area has stringent requirements for permanently locating a primary or secondary dwelling on a parcel. Health hardship dwellings, when not removed from the property after there is no longer a need for the health hardship, are a code enforcement issue.

Both the initial application and the renewal are Type II processes. Initial reviews are discretionary and require a Type II process since the regulations require impact test findings in resource districts and compatibility findings for both the resource districts and the rural residential districts. Renewals are discretionary decisions and require a Type II process since they require assessment of potential impacts to the neighborhood. They do tend to elicit interest by neighbors. A Type II process provides notice to the surrounding property owners, and the County has found that often it is a neighbor who identifies that the hardship is no longer applicable.

Regarding renewal, the County surveyed five other counties and all required Type II review and renewal at two years. A comparison of fees for the initial application shows the County slightly below the average of \$1166 (County fee is \$1060). For renewals, the County's fee of \$448 is above the average of \$255 for the same counties. Staff notes that the County's fees are set to be full cost recovery. Additionally, the Director has the opportunity to waive fees based on family income.

Staff notes that over the last four years, there has been an annual average of four new and 20 renewal applications for temporary living accommodation for a health hardship. Several times a year these types of accommodations become a code enforcement issue. Staff has not heard many complaints about the fee requirements, but it is an area that staff can monitor over the next year.

For these reasons, staff does not recommend making changes to the existing health hardship regulations.

- b) Request that **all** Type II and Type III development should require a neighborhood meeting or site posting of pending development activity regardless of the land use district. The CCI does not support the staff recommendation for a CDC amendment that would exempt a proposed Type II or III Commercial, Institutional, and Industrial development from a site posting or neighborhood meeting requirement if the site is more than 100' from a residential area.

***Staff Response:** Neighborhood meeting requirements for certain land use actions were established in 1996. Staff notes that at the time neighborhood meeting requirements were being considered, a trade-off between posting and requiring neighborhood meetings was discussed with community members. Neighborhood meeting requirements were updated in 2004 and revisited in an issue paper in 2005, resulting in changes in 2006. They were again revisited in an issue paper in 2013 to address several issues raised by CPO 7. In 2013, the Board discussed the issue paper and agreed that change was not warranted on most of the items but asked for more information on two items. These two items were discussed with the Board in last year's work program and staff recommended further consideration of one of the two items, but no further action was directed.*

For the 2017 Work Program, staff continues to recommend consideration of the one remaining item from the 2013 issue paper as part of the omnibus ordinance. It is to consider an amendment to the CDC to require either posting or a neighborhood meeting when a proposed Type II or III Commercial, Institutional or Industrial use is within 100' of a residential area. An applicant could choose their preferred approach. The CCI concern with this proposal is with the 100' limitation. Staff will consider this concern during ordinance preparation.

- c) Require site posting with contact information for a responsible party in the CDC and memorialized through a condition of approval in a development application. The CCI states that the staff suggestion of passing the information to the Building Services Division (Page 6 of the Feb. 14 staff report) will render its request for signage ineffective and unenforceable.

***Staff Response:** This is not a LRP work program issue. LRP staff will work with Building Services to identify the pros and cons of this request.*

- d) Request minor updates to neighborhood meeting rules to account for advances in technology such as allowing the use of emails for communication, and posting development documents to the County website. The CCI notes this will aid in the effective distribution of factual information.

***Staff response:** LRP staff will coordinate with Current Planning staff to consider these requests. Code changes are not required.*

6. CCI Code and Ordinance Subcommittee Comments

The CCI Code and Ordinance Subcommittee provided the following comments:

a) Table 2, Task 1.27: Minor CDC Amendments (omnibus)

Historic Overlays: The subcommittee supports the removal of the historic designation where the resource no longer exists, however, the subcommittee is requesting that a permanent plaque be placed on such sites to retain a historic reference.

Staff Response: Staff is recommending removing this subtask from the omnibus ordinance and adding/expanding it as a Tier 2 task. The plaque idea can be considered as part of that task in the future.

b) Table 2, Task 1.28: Infill:

The subcommittee supports broadening the discussion of ‘infill’ beyond R-5 and R-6 land use designations and wishes to participate in future discussions. They are not, however, in agreement with staff’s proposals as outlined in the 2017-01: “Updating the Standards of Community Development Code Section 430-72 (Infill)” Issue Paper. Specifically, the subcommittee states proposed modifications to Section 430-72 to require the installation of a 6-foot fence to lessen infill impacts to existing neighborhoods would be inadequate. They cite the following other factors that would not be addressed by a fence: building orientation, vegetation removal, noise, site access, light trespass, traffic calming, site circulation, and drainage.

The letter includes further recommendations for areas that infill regulations should address, including:

- Limit removal of vegetation
- Encourage use of existing vegetation as water quality/quantity facilities
- Encourage process to preserve existing trees
- Limit construction of two story homes adjacent to existing homes
- Limit or prohibit second story windows in side yards of new homes adjacent to existing homes
- Allow for traffic calming as a condition of approval
- Direct driveway and street placement away from existing homes

Staff response: A broader discussion of infill development is included as Tier 2, Task 2.3. In the future, when work on this task commences, staff intends to include the CCI in the discussion.

Regarding details about the current proposal, staff notes the CCI’s comments and concerns regarding the fence requirement and will consider them as part of the ordinance development and the CCI is welcome to comment on the ordinance.

Regarding the other areas that the CCI believes the infill regulations should address, staff notes that Board direction concerning the 2017 “Infill” Issue Paper in the 2016 Work Program was for a very limited scope, as follows:

“Prepare an issue paper to review the provisions of CDC Section 430-72, Infill, in light of Hearings Officer concerns that its standards are not ‘clear and objective.’ The Issue Paper’s scope will be limited to CDC Section 430-72’s existing standards relating to privacy, screening, building orientation and other factors.”

Many of the items listed by the CCI go beyond this scope and veer into general design and compatibility requirements, some have been addressed in the 2017-01: ‘Infill’ Issue Paper, and some don’t relate directly to infill development regulations we currently have in our CDC (e.g., water quality facilities or traffic calming). Staff does not believe it is appropriate to address these as part of the limited infill regulations currently under consideration.

- c) Community Development Code updates. The subcommittee looks forward to the opportunity to fully participate in the update of this document.

Staff Response: *This work will likely not begin until the fall. When the public involvement plan is developed, staff will include participation with the CCI, CCI Code and Ordinance Subcommittee and others in the process.*

- d) 2017-02: “Food Carts in Unincorporated Washington County” Issue Paper. The subcommittee desires to participate in the development of simple food cart regulations to encourage legitimate, viable and safe businesses, without adding unnecessary burdens to the community/staff/business owners.

Staff Response: *Staff notes the interest of the CCI Code and Ordinance Subcommittee and will plan to confer with them and others in the process.*

- e) 2016-01: “Solutions for Addressing Walkway Gaps in the Urban Unincorporated Area” Issue Paper. The subcommittee supports the development of new funding tools to address sidewalk gaps. Additionally, they support CDC changes that would require **all** new construction, including replacement dwellings, to comply with current right-of-way (ROW) standards. They believe adequate ROW should be dedicated in all cases and is needed to ensure proper safety to travelers.

Staff response: *Staff continues to identify ways to complete sidewalk gaps. Various ideas for funding more of these projects have been discussed but no policy changes are planned for this year. There are no plans for amendments to the CDC this year, since Ordinance No. 814 last year resolved conflicts in CDC language identified through the issue paper. During the hearings for Ordinance No. 814, the Planning Commission and Board discussed requiring right-of-way dedication for construction on all lots of record. The Planning Commission voted 5-2 against this requirement, and the Board agreed not to include the language in the ordinance. Additionally, staff researched requiring right-of-way dedication from all lots of record and for replacement dwellings and determined that there have been so few building permits for either that this would have a negligible impact on filling the gaps.*

Reconsideration of 2017 request addressed in the Feb. 14, 2017 Staff Report:

Two requests were considered in the Feb. 14 staff report and recommended for inclusion in the 2017 Work Program. Based on additional research, staff now recommends modification to the initial recommendations, as follows:

7. Graham Colton, Colton Properties, LLC, letter dated Jan. 3, 2017, requesting removal of a Historic and Cultural Resource Designation.

A letter was received from Mr. Graham Colton regarding removal of a Historic and Cultural Resource designation from a property he owns at SW 170th Avenue and SW Pike Street in unincorporated Washington County. The designated resource on Mr. Colton's property, the Kohler Home, was removed from this property in 2012 by an exemption (12-407-HST). The overlay designation, however, is still present on the land where the home stood. Mr. Colton has noted the difficulty to obtain financing with the designation remaining on the site, and has requested that the County include a legislative plan amendment in the 2017 Work Program to address removal of the designation.

Staff Response: CDC Section 373, Historic and Cultural Resource Overlay District, established an overlay district in response to requirements of Statewide Planning Goal 5, "Open Spaces, Scenic and Historic Areas and Natural Resources." The overlay district is intended to identify and protect certain historic resources within the county (e.g., sites, buildings and historic districts) that reflect special elements of the county's heritage and to facilitate their restoration and upkeep. Section 373-3 allows for exemption from the overlay district through a land use process, however, exemption does not remove the designation. Section 373-11 provides for the removal of the designation through a plan amendment process (quasi-judicial or legislative) in certain circumstances, including when the property owner has requested it or when the resource has ceased to exist.

An Oregon Supreme Court decision (Lake Oswego Preservation Society v. city of Lake Oswego, 2016) was recently issued concerning owner consent and removal of a site from a local resource list. It held that "the right to remove a historic designation under ORS 197.772 (3) applies only to those owners who held title when a local historic designation was first imposed and not to those whose property was already designated at the time they acquired it." This appears to preclude any subsequent property owner from requesting removal of the historic designation, like Mr. Colton or even Tualatin Valley Fire & Rescue, who previously owned the land. If the original property owner is no longer the current property owner, only the local jurisdiction may be able to remove the already approved designation through a plan amendment process, per CDC Section 373-11.

Based on the holdings in the Supreme Court case, staff believes that the issues surrounding the removal of the designation from Mr. Colton's and other properties is more complicated than originally thought. Initially, staff believed that language could be added to the Historic Resource CDC section to simplify the process for removal of historic designations through the omnibus ordinance process when the historic resource has been removed from a site. Staff no longer believes this is possible. Staff also believes

that significant research may be required should we try to remove the designation from the numerous properties where the resource has been removed. There is also potential for significant public interest in the removals and in the County's processes for exemptions and designation removal. Staff believes this task is now larger than can reasonably be included in an omnibus ordinance and that the issue warrants its own task.

Given competing priorities, however, staff recommends that this become a Tier 2 task, and include a full review of the implications of the Oregon Supreme Court determinations in the Lake Oswego case on the County's current regulations and procedures. A new Tier 2 task has been included in Table 2.

DRAFT ORDINANCE HEARING SCHEDULE

A draft schedule for ordinance topics to be addressed this year is shown in the following table.

Ordinance Topic	Proposed Ordinance Filing	Initial PC Hearing	Initial Board Hearing
<ul style="list-style-type: none"> – Housekeeping – Infill R5/R6 	Mid - May	Mid - Late June	Mid - Late July
<ul style="list-style-type: none"> – Food Carts – King City UPAA – Sherwood UPAA 	Late May	Early July	Early Aug.
<ul style="list-style-type: none"> – Omnibus (Minor CDC Amendments) – Parking Regulations – Plan Amendment process updates 	Mid-June	Late July	Mid-Late Aug.
<ul style="list-style-type: none"> – Group Care/Retirement Home clean-up – Cell towers – Hillsboro UPAA – Mineral/Aggregate Regulations (may move to 2018) 	Late June/ Early July	Early Aug.	Early Sept.

The remaining elements of this 2017 Work Program Staff Report consist of:

- **Table 1**, which outlines the general time frames for major Long Range Planning projects.
- **Table 2**. Categorizes tasks into Tier 1, 2 and 3. In Tier 1, these tasks are split into five areas: 1) Ongoing tasks, 2) Regional Planning, 3) Comprehensive Plan/Community Planning, 4) Transportation Planning, and 5) Potential Code Changes. Whether each task has a Countywide, Transportation, Rural or Urban focus is also noted. Another category has been added indicating the anticipated level of public involvement. Additionally, those tasks which will be reviewed through an Affordable Housing Lens are identified. A number of the tasks shown were continued from 2017, and new tasks are *italicized*.

Tier 1 tasks are the highest priority. These tasks include the major projects shown in Table 1 and other projects that must be addressed this year, including Long Range Planning's ongoing responsibilities. Several tasks were continued from 2016. Some Tier 1 tasks will continue into 2018 and beyond because they are multi-year tasks.

Tier 2 tasks are projects and ordinance topics that are not scheduled to begin until late in 2017 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need further evaluation in order to determine their priority. Because most of Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2018. Their priority in 2018 will be determined as part of next year's work program.

Tier 3 tasks are projects and ordinance issues that were previously authorized by the Board but there are insufficient staffing resources or priority to address them. These are projects and ordinances that can potentially be addressed in future years, or they may drop off the work program entirely.

- **Attachment A**, descriptions of tasks listed in Table 2.
- **Attachment B**, descriptions of ongoing Long Range Planning tasks and activities.
- **Attachment C**, public comments on the draft work program received during the month-long review period.

TABLE 1 - General Timeframes for Major Planning Projects

	2017				2018				2019				2020				2021			
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec
County Land Use Planning	North Bethany Implementation • Application Review • Provision of Parks, Roads, etc. • Develop Main Street Plan • N. Bethany 5-Year Funding Review																			
	Aloha Tomorrow																			
	Update Urban Planning Area Agreements to Implement UGB Urban Reserve Decisions and other coordination needs																			
County Transportation Planning	TV Highway Corridor Transit Operations																			
	Transportation System Planning and Forecasting																			
City Planning	Coordination with City Land Use and Transportation Planning • UGB Expansion Area Planning (Basalt Creek, etc.) • City TSP Updates (Hillsboro, Cornelius, etc.) • Redevelopment Plans																			
State and Regional Planning	Regional Land Use and Transportation Planning • Southwest Corridor • 2018 Regional Transportation Plan Update • Regional Framework and Functional Plan Updates • Regional Flexible Funds and STIP (Statewide Transportation Improvement Program) • Urban Growth Boundary Report - Metro																			
Other	Monitor Statewide Planning Program/Legislature/LCDC																			
	State Legislative Session				State Legislative Session				State Legislative Session				State Legislative Session				State Legislative Session			

Table 2 – 2017 LONG RANGE PLANNING WORK PROGRAM TASKS


TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
Ongoing Tasks						
1.1	<p>Ongoing Non-discretionary Tasks</p> <p>Includes ongoing Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services (GIS) Tasks.</p>	9		<p>Tasks include processing of plan amendments, annexations, trails and parks coordination, coordination of transportation plans by cities, legislation review, grant funding opportunities, economic and demographic data analysis, ongoing state and regional planning, transportation project development and funding, transportation performance and investment monitoring, travel demand forecasting, Washington County Coordinating Committee, minor staff support for the Aloha Reedville Community Council (ARCC), special district coordination, etc.</p>	C	L
Regional Planning						
1.2	<p>Regional Coordination</p> <p>Participate in and respond to major Metro initiatives, including:</p> <p>a) 2018 Growth Management decision and setting processes to allow for mid-cycle UGB expansions.</p> <p>b) 2018 Regional Transportation Plan.</p> <p>c) Regional transportation funding initiatives and funding policies.</p>	1.5		<p>Growth management decision requires analysis of housing needs, buildable land supply, and other data to support Growth Management decision, as well as development of new policy-guiding decisions for amendments to the UGB. Staff multiple work groups in developing policy and project amendments for 2018 Regional Transportation Plan.</p>	C	

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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.3	Transit Service Planning and Coordination Coordinate with TriMet on service priorities and long term transit strategy for the county including strategies to improve access to transit, and last mile connections.	.25		Reflects ongoing coordination with TriMet for service improvements and priorities.	U, T	
1.4	 Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, and redevelopment areas, including: a) City concept planning for new UGB areas and urban reserves. Efforts are underway, or will commence, in Hillsboro (N. and S. Hillsboro, Witch Hazel), King City, Tigard, Cornelius, Forest Grove and Sherwood. b) Basalt Creek Concept & Finance Plans (Tualatin, Wilsonville). c) Town Center/2040 planning coordination. d) City comprehensive plan/TSP updates (e.g., Hillsboro and Beaverton Comprehensive Plans). e) Port of Portland’s Hillsboro Airport Master Plan.	1.75		a) This task will ramp up as cities get underway on concept planning for new UGB and urban reserve areas. b) Ongoing. c) Coordination with other cities in planning for urban centers funded by CPDG grants in 2015. d) Work includes coordination on infrastructure financing, particularly transportation infrastructure, across jurisdictions. e) Monitor Port’s progress. Project Advisory Committee will start in February. Work on Master Plan will continue to 2019.	C, T	
1.5	Urban Planning Area Agreement (UPAA) updates Update all UPAA’s to support continued County/City coordination, including planning for urban reserves and new UGB areas. Beaverton, Cornelius, Forest Grove, Hillsboro, King City, Sherwood, Tigard, Tualatin, and Wilsonville have outdated UPAA’s that are due to be updated. Review Urban Services Agreements (USA’s) and update as appropriate.	1.75	Y	Initial focus will be on cities actively concept planning new urban reserve areas and areas added to the UGB. Prioritization may be necessary due to staffing constraints. Specifically address consistency among UPAA’s, including planning authority for urban reserves and new urban areas. Transportation issues/needs to be considered. CAO and County Counsel participation will be necessary.	U	M

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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.6 	Southwest Corridor Plan Participate in preparation of Draft Environmental Impact Statement (DEIS) for SW Corridor LRT project, leading to the selection of locally preferred alternative. Participation in planning for an equitable housing strategy, station plans, roadways, bicycle/pedestrian access projects in the corridor and development of a finance strategy.	.5		Multi-year effort leading to DEIS and finance plan in 2018 and proceeding to Final EIS and Federal Record of Decision.	T	
Comprehensive Plan / Community Planning						
1.7 	Aloha Tomorrow Develop a refined land use and transportation plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form and transportation investments that are supportive of planned high capacity transit, and encourage the preservation and development of housing and commercial spaces affordable to all income levels. CPDG Grant awarded. Work commenced in 2016 and will continue into 2017.	2.5	Y	Implementation work likely to follow, and may include CDC amendments, exploration of performance or form-based code opportunities, and TGM grant funded work to further develop options for traffic and transit operations on TV Highway. Potential ordinance changes likely in 2018. Work will dovetail with the Equitable Housing grant work.	U, T	H
1.8 	Housing Affordability Together with the Departments of Housing Services and Community Development, explore options for encouraging the development of affordable housing. Options might include reductions in development requirements (e.g., parking standards, zoning flexibility, subsidizing fees and taxes, density bonuses) and alternative housing types (e.g., cottage housing, micro-housing, cluster housing, tiny houses, co-housing, detached row houses).	1.5	Y	New senior planner hired September 2016. Specific work program will be discussed with Board with LUT, Housing Services and Office of Community Development. Ordinance(s) likely in 2017 & 2018. Work will dovetail with Aloha Tomorrow, Metro Equitable Housing Grant, and work being done by Metro and other jurisdictions.	C	M


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TIER 1 (new Tasks are italicized)						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.9 	<i>Metro Equitable Housing Grant</i> <i>This project will identify three to five potential affordable housing development sites and evaluate them for site suitability and key barriers through code and financial feasibility analysis, and draft potential solutions. Work could lead to comprehensive plan and or CDC amendments in 2018.</i>	.25	Y	<i>Metro grant awarded, scope and timeline being negotiated. Work will dovetail with Aloha Tomorrow efforts and other tasks under Housing Affordability. Focus on CDC regulations and potential code and plan changes to facilitate affordable housing.</i>	U	L
1.10	Mineral/Aggregate Regulations Current County regulations regarding sites with mineral and aggregate resources do not reflect changes made to state law since 1996. This task includes consideration of potential short-term changes that can be made to address current issues without a complete update to the mineral and aggregate overlay regulations. In particular, consider developing a special use permit process for mining activities in the Exclusive Forest Conservation district (EFC) and to review current standards. As part of this work, a consultant would assist in analyzing the County’s current regulations and how they compare to state law, and outline a potential phased approach. This assessment would include an estimate of the resources needed to do the work and identification of potential revenue sources.	.5	Y	Carry-over from 2014-15. Originally requested by ODOT and Manning Rock to update regulations as they relate to their quarries. Task would require a consultant to assist in scoping and to do the technical/legal work. The legal and technical aspects of this task are quite specialized and County staff does not have this expertise. This is likely to be a multi-year task. A complete update would require analysis of current rules to determine any necessary changes for the sites currently recognized on the County’s plan, and the applicable review standards.	R	M
1.11	Plan amendment procedures update Update R&O 84-24 and 87-145 and Comprehensive Plan (CFP and CDC) provisions to streamline/improve plan amendment application, review, and billing criteria/procedures.	.25	Y	Issue paper underway – will recommend process improvements that will likely necessitate changes to R&Os, CDC, CFP and informal guidelines.	C	L


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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.12	<p>Rural regulations State law comparison</p> <p>Study to identify areas where County requirements are more restrictive than state requirements and review the reasons for the differences. County CDC may differ in terms of uses or procedures/standards. This task will compare the County’s requirements for rural land development with relevant state requirements, focusing on the resource lands (EFU, AF-20 and EFC) but also considering exception lands.</p> <p>Work from the Rural Tourism Study and the outcomes of the Department of Land Conservation and Development (DLCD) study of rural regulations will be considered in the analysis.</p>	.25	Y	Issue paper underway to frame issues. Consultant will review findings of the issue paper.	R	L
1.13	<p>North Bethany Main Street Planning</p> <p>The North Bethany Subarea Plan of the Bethany Community Plan requires that a specific urban design plan for the Main Street area (Kaiser Road) be in place before commercial development can occur and the street significantly improved. The Subarea Plan includes a <i>Main Street Program Guide</i> that identifies plan, design, and process requirements specific to development in the Main Street area. Development of the Main Street area will also be closely tied to access spacing requirements and the design/improvement of Kaiser Road.</p> <p>North Bethany residential land is being developed at a good pace, but no commercial land has yet been developed. Some developer interest in commercial development in the Main Street area has been expressed, and it appears timely to begin preparation of the Main Street plan.</p>	.5	Y	<p>Residential development and new school construction has commenced along Kaiser Road. Preliminary road design for Kaiser Road is needed now to establish grades and identify expected improvements. This will allow the determination of funds required from developers.</p> <p>In order to create a pedestrian and bike friendly Main Street area for the community that is not precluded by road design, road design work should dovetail with Main Street planning.</p> <p>Include high-level road design integrated with urban design.</p> <p>Work expected to get underway in 2017 with ordinance expected in 2018.</p>	U, T	M


TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.14	<p>Flood plain CDC updates</p> <p>This past year the National Marine Fisheries Service (NMFS) released a Biological Opinion to address potential impacts to federally-listed anadromous fish (salmon and steelhead) from development within the FEMA-regulated floodplain. To remain compliant with the National Flood Insurance Program (NFIP) in Oregon, changes will be required to existing state and local regulations specific to development within these federally regulated floodplains. The extent of amendments to County regulations will not be known until DLCD, working with NMFS, FEMA and local jurisdictions, develops recommendations to implement the alternatives identified in the Biological Opinion. This task will also include addressing any required FEMA mapping changes.</p>	.4	Y	<p>Work on developing interim implementation measures is currently underway. Once the interim measures are in place, work will then begin on full implementation of the alternatives.</p> <p>While full implementation of new NFIP requirements is expected to take a number of years, interim measures are expected to be implemented within the next two to three years. This task is likely to include revisions to County flood plain regulations in the CDC. Further study may need to be completed for rural watersheds.</p>	C	L
Transportation Planning						
1.15	<p><i>Refinement Plan for arterial connections between high growth residential areas</i></p> <p><i>Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building on findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th Avenue and River Road, including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th Avenue and provide more direct connections.</i></p>	.5	Y	<p><i>Funding for the refinement plan will need to be identified; initial effort would focus on scoping issues for a work plan.</i></p> <p><i>Multi-year project. Ordinance possible in 2018 or 2019.</i></p>	C	M

TIER 1 (new Tasks are italicized)						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.16	<i>Transportation planning for Urban Reserves</i> <i>This study will evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively, rather than individually, to plan for transportation system needs. The study will identify road network needs, road jurisdiction and update plan documents as appropriate to meet future transportation needs within and adjacent to the identified urban reserve areas. Concept plans for urban reserves will impact several of the county arterials designated as 'Rural Road Enhancement Study Corridors' in the TSP, including Roy Rogers, Elwert, River, Jackson School, West Union, and Cornelius Pass Roads, and 185th Avenue.</i>	.5	Y	<i>This work could be funded by a Metro CPDG grant in the 2017 grant cycle, in coordination with the cities of Hillsboro, Beaverton, Tigard, King City, and Sherwood. Funding for this study will need to be identified, particularly if a CPDG grant is not awarded.</i> <i>All of the cities are considering UGB additions in 2018 or 2021, and information about transportation system needs is a key part of the UGB expansion assessment.</i> <i>Multi-year project. Ordinance possible in 2018 or 2019.</i>	U/R	M
1.17	<i>Road function review and standards update</i> <i>Participate in a multi-year project to review and update County road standards. The intent is to implement road standards that better reflect urban conditions and address conflicts in rural areas. Work would involve a committee consisting of elected officials in the county and staff.</i>	.4		<i>Work would primarily be done by Engineering. LRP would help set policy groundwork for more technical discussions, including identifying how standards should be updated in mixed use, higher density pedestrian districts.</i>	U/R, T	L
1.18	Right Sizing the Parking Code The parking study, completed in June 2016, evaluated current County parking policies and development standards and produced a toolkit of context-sensitive parking management strategies. Updates to the CDC and CFP will be proposed consistent with the recommendations of the study.	.5	Y	Issue paper expected in early 2017. Likely to result in recommendations for CDC/policy revisions for consideration in 2017. Changes to CDC and policy will include discussions on how parking standards can influence affordable housing.	U, T	M

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TIER 1 (new Tasks are italicized)						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.19 	Transportation Development Tax / SDC review and update Review selected credit policies of TDT and Transportation SDCs. Potential ordinance amendment to clarify appeal procedures and credits. Potential project list amendments to respond to new development areas and opportunities. Review includes consideration of TDT rate for Accessory Dwelling Units (ADUs) and credits for fees paid in lieu of improvements.	.25	Y	Washington County Code (WCC) amendments require ordinance, though not a land use ordinance; project list amendments require R&O. County staff has an ongoing role defining and clarifying TDT policy. This may result in an ordinance in 2018 instead of 2017, depending on coordination with cities and policy direction of the Washington County Coordinating Committee.	T	L
1.20	New tools for eliminating walkway gaps Implement 2016-01: "Walkway Gaps" Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas. Consider right-of-way dedication or sidewalk requirements for development and explore funding to address walkway gaps.	.2	Y	Some CDC changes to Article V were made in 2016 through A-Eng. Ord. No. 814. Potential new processes and resource development including expanded use of the Transportation Improvement Master List (TIM). Staff will also consider funding options for a comprehensive sidewalk program.	U	L
1.21 	Transportation Development Review Process Update Update Resolution & Order 86-95, the procedures used to determine the transportation safety-related conditions of development approval. The current procedures were adopted in 1986. The TSP calls for a review and update of these procedures to consider the multimodal transportation system.	.5		Issue paper expected winter 2017, and likely to identify additional issues for research and development. The effort was informed by the results of the Multimodal Performance Measures grant project and the "Walkway Gaps" Issue Paper. Current Planning, Traffic Engineering and County Counsel are involved in the update.	T	L

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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.22	<p>Urban/Rural Roadways Issue Paper</p> <p>Develop issue paper to identify major rural roads that serve urban traffic (including cars, freight, and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users and identify priorities and approach to address the state’s exceptions process.</p>	.25	N	<p>Issue paper expected spring 2017, and likely to lead to further work/refinement on how to address issues identified in the issue paper. CCI requested issue paper during 2013-2014 TSP update process. Work to be coordinated with DLCD.</p> <p>Results of Transportation Futures Study will inform needs for rural roads.</p>	U/R, T	M
1.23	<p><i>TV Highway Corridor Transit Concept and Access Plan</i></p> <p><i>This TGM Grant funded project will study traffic and transit operations in the TV Highway Corridor. This is a near-term action item to follow up on the Aloha Tomorrow Study. Work will begin in the summer, as the Aloha Tomorrow project nears completion. The purpose of this project is to develop more refined traffic and transit analysis necessary to confirm feasibility before moving forward with transit enhancements.</i></p>	.5	Y	<p><i>ODOT awarded grant in 2016. An RFP will be issued in spring 2017; a consultant will be under contract in the summer.</i></p>	U, T	L


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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
Potential Code Changes						
1.24	<i>Community Development Code minor revisions – Phase 1</i> <i>First year of a multi-year review of the CDC. Phase 1 would review CDC for inconsistencies, outdated and repetitive information, make formatting changes, update definitions, etc. Part of this work would be to assess potential revisions to be included in future work programs, which could include focus on sections most in need of revision (as identified by Current Planning staff or the public).</i>	.5	Y	<i>CDC update identified for several years as a Tier 3 task. This would break that task into smaller sub-tasks so that work could begin.</i> <i>Ordinance expected in 2018.</i>	C	M
1.25	Streamline cell tower CDC standards and address FCC rules Clarify and streamline current standards in the CDC relating to cell towers. Address FCC report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.	.5	Y	County has received several requests from the industry to streamline regulations to match current federal regulations. Current regulations are unclear and outdated. Preliminary work began in 2016 on this task and ordinance is expected in 2017.	C	M
1.26	Group Care and Fair Housing clean-up  Update to County’s group care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443, and federal fair housing requirements. Work will be coordinated with the Housing Affordability work currently underway. Issue papers to be completed first, followed by 2017 or 2018 ordinance.	.5	Y	Issue papers to be completed in 2017. Housing issue but separate from affordability. Work will start with consideration of retirement residence regulations to provide for a continuum of care (Sisters of St. Mary request).	C	M

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TIER 1 (new Tasks are italicized)						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.27 	<p>Minor CDC Amendments – Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</p> <ol style="list-style-type: none"> 1. Amend limitations on air conditioning units in side yards. 2. Change the CDC so that Type III TOD appeals do not go to the Board (but rather to LUBA) as with other Type III applications. 3. CFP Policy 41 update regarding size of Industrial parcels in FD-20. 4. Setbacks in mobile home parks. 5. Clarification on allowances in rural reserves. 6. Consider amending the CDC to require either posting or a neighborhood meeting when a Type II or III Commercial, Institutional or Industrial use is within 100’ of a residential area. 7. Other potential minor CDC amendments. 	.5	Y	Focus on minor discretionary CDC changes.	C	M
1.28 	<p>Infill development standards in R-5 and R-6 Based on the 2017-01: “Infill” Issue Paper, proceed with limited scope of CDC amendments to establish privacy screening requirements. Issue paper focuses on CDC provisions in light of Hearings Officer concerns that its standards are not “clear and objective.”</p>	.35	Y	The issue paper’s scope was limited to CDC Section 430-72’s existing standards relating to privacy, screening, building orientation and other factors. 2015 CCI request.		M

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TIER 1 <i>(new Tasks are italicized)</i>						
No.	Tasks	Staff Time *FTE	Ordinance	Comments	Area Priority**	Public Inv.***
1.29	Food Cart CDC Regulations Current CDC regulations do not provide for food carts as a potential land use. Based on recommendations in the 2017-02: "Food Carts" Issue Paper, proceed with development of possible CDC changes to allow food carts in certain land use districts under specific conditions.	.5	Y	Current Planning staff regularly receive requests to allow food carts, which are not provided for under current CDC regulations.	U	M
1.30	Measure 49 Transfer of Development Credits (TDC) program Issue paper is underway to consider the ramifications of developing a new program based on provisions of Measure 49 and recently adopted administrative rules. The program would allow the transfer of development credits from Measure 49 properties on EFU, AF-20 and lands with certain sensitive resources to receiving areas in the AF-10, AF-5 and RR-5 districts. An ordinance would be required to implement. Staff recommends revisiting with Board when Issue Paper is complete. Should the task move forward in Tier 1, it could force a reallocation of staff resources.	.25	?	Issue paper underway – expected completion in spring 2017. TDC programs are complex. This is a new program that no other counties have implemented. Likely requires additional state rule changes to make it feasible. High staff requirements to develop such a program. Oregonians in Action, Dave Hunnicutt request.	R	L
1.31	Housekeeping Ordinance Non-substantive changes to elements of the Comprehensive Plan, particularly the Community Development Code (CDC). Intended to maintain the Plan's consistency with federal, state, regional and local requirements and to improve the efficiency and operation of the Plan.	.25	Y		C	L

Full Time Equivalent (FTE) staff needed for Tier 1 Tasks:


27.85

(26.22 in LRP 2017/18 budget)

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TIER 2 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.1	<i>Comprehensive Plan Review</i> <i>Prepare issue paper analyzing current status of Comprehensive Plan elements, focusing initially on Comprehensive Framework Plan for the Urban Area and possibly community plans. The CFP was prepared in 1983, and many references are now out of date. It is the source document that establishes issues of countywide concern and minimum criteria for community plans and other detailed elements of the Comprehensive Plan.</i>	L-M	Y	<i>Work will start with scoping the extent of language/maps that may be outdated and the level of work needed to update, as well as implications of updating.</i>	U
2.2	Rural tourism study potential implementation measures Potential implementation measures could include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts, as well as more minor changes to intent statements and allowed uses in certain land use districts.	M	Y	A follow-up report summarizing public input from the Rural Tourism Study was distributed Jan. 12, 2017 and presented to the BOC at its work session Feb. 14. Follow up ordinance(s) could be Tier 1 or 2 depending on Board direction.	R
2.3	County Infill Policy Develop an issue paper outlining options, issues, and concerns with facilitating infill development to meet regional goals. Implementation of regional growth management is based on additional development occurring in existing urban areas.	M	?	Work on Aloha Tomorrow and Equitable Housing Grant may inform this issue, therefore it may be best to wait until that work moves forward before pursuing this task.	U
2.4	Historic and Cultural Resources Overlay Updates Update existing cultural resources inventory, mapping, and site designations to reflect current conditions. Consider revisions to CDC regulations in light of 2016 Oregon Supreme Court case and Oregon Administrative Rule changes.	M	Y	Not to include Oak Hills subdivision.	C

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TIER 2 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.5	North Bethany work to support plan implementation a) Community Service Use periodic evaluation. b) Ongoing monitoring of North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98.	L	Y	a) Requirement of North Bethany Subarea Plan of the Bethany Community Plan to review after five years. Requires assembly of committee to assist in review. b) Ongoing.	U, T
2.6	Addressing broader Article VII concerns – CDC Sections 421 and 422 A request from the LUT Operations/Maintenance and Engineering/Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities.	H	Y	Tier 2 in 2014 – minor amendments already made.	C
2.7	HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts Prepare issue paper assessing state law language and implications for the CDC. Current practice is to apply state law directly on a case-by-case basis.	L	Y		R
2.8	Minor CDC amendments Address several minor code changes, including: adding sign regulations in FD-10 and FD-20 (CDC is currently silent on sign regulations in those two districts), private streets regulations, and rural posting requirements on private roads not maintained by the County.	M	Y	Several of these items were in earlier work programs.	C
2.8	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	M	?	Potential to address as a quasi-judicial plan amendment if property owners coordinate and assemble land. Continue to search for grant funding.	U

TIER 2 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.9	Non-conforming uses/Standing wall remodel Issue paper to examine legality and justifications for "Standing Wall Remodel" (SWR) development applications, summarize other non-conforming use regulations and issues.	L			C


TIER 3 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
3.1 	Comprehensive Community Development Code overhaul	H	Y	Phase 2. Scope could be narrowed by focusing on specific sections most in need of revision (as identified by Current Planning or the public).	C
3.2 	Transit Corridor Planning Streamline and add flexibility regarding density and mixed use requirements.	H	Y		U
3.3	Airports Monitor Hillsboro and Port of Portland's work concerning the Hillsboro Airport; initiate amendments to the Rural/Natural Resource Plan as appropriate. The County would apply state airport planning requirements to affected lands outside Hillsboro's city limit.	L	Y	A handful of FD-20 properties owned by Port of Portland would be affected. Airport Master Plan update effort starting February 2017.	C

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3.4	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	L		Town Center Plan – follow-up to road project.	U
3.5	 Vacation Rental by Owner (VRBO) regulation request Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes rented as short-term rentals. Work could include preparing an issue paper regarding short-term rentals (e.g., VRBO and Airbnb) to explore issues and opportunities in response to regulatory and CDC compliance issues.	L	Y	Submitted in 2015 and again in 2016 by CPO 3 residents and LUT Code Enforcement staff due to citizen complaints.	C
3.6	Cooper Mountain Urban Reserve Area tree preservation review Implementation measure in Beaverton’s Cooper Mountain Concept Plan requesting the County to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the UGB.	M	Y	Requested by Beaverton as part of Cooper Mountain implementation.	U
3.7	Habitat protection policies <i>Current Planning staff is applying habitat protection policies derived from a 1977 document, which is very out of date. To make changes, however, would require a countywide habitat study.</i>	H	Y	<i>Issue identified by Current Planning.</i>	C

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DESCRIPTION OF 2017 TASKS AND LAND USE ORDINANCES

Tasks and land use ordinances are assigned to Tier 1, Tier 2 or Tier 3, depending upon the level of importance, degree of complexity or urgency. Tasks shown with a  indicate those related to housing affordability.

TIER 1 PRIORITIES

Tier 1 tasks will be the primary work undertaken by Long Range Planning staff in 2017, in addition to required, ongoing staff responsibilities.

Ongoing Tasks

1.1 Ongoing Non-discretionary Tasks – See Attachment A.

Reason for Tasks – To carry out ongoing activities that are non-discretionary.
Staff Resources Needed – **9 FTE**

Regional Planning

1.2. Regional Planning Coordination

Participate in and respond to major Metro initiatives, including:

- a) 2018 Growth Management Decision
Review regional analysis of alternatives to meet the region’s 20-year land use needs for forecasted growth and provide staff support to Metro Policy Advisory Committee (MPAC) in their recommendations to Metro Council.
- b) 2018 Regional Transportation Plan
In 2015, staff participated in the regional process to identify policy issues to address in the next major update of the Regional Transportation Plan (RTP) and initiate that work in 2016. The next RTP is scheduled to be completed in 2017 for adoption by Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2018. Staff will serve on a number of workgroups in developing policy and project amendments for the 2018 RTP.
- c) Other Regional transportation funding initiatives.

Reason for Tasks – To comply with state and federal legislation.
Staff Resources Needed – **1.5 FTE**

1.3 Transit Service Planning and Coordination

Coordinate with TriMet on service priorities and long-term transit strategy for the county including strategies to improve access to transit, and last mile connections.

Reason for Tasks – To address county issues.
Staff Resources Needed - **.25 FTE**

1.4. Planning by cities or others 

Staff will participate in a number of city projects for the planning of Urban Growth Boundary (UGB) expansion areas, urban reserve areas and redevelopment areas. Projects include:

- a) City planning of 2011 UGB expansions and new UGB areas, particularly the areas known as North Hillsboro and South Hillsboro.
- b) Basalt Creek Concept Plan – Participate in work by the cities of Tualatin and Wilsonville as they develop a concept plan for future land uses and service provision in the area between the two cities. Transportation is a key element of this plan.
- c) Town Center/2040 planning coordination.
- d) City planning of urban reserve areas. Support cities in developing concept plans for urban reserve areas that are currently funded through Metro Community Planning and Development Grants (CPDG).
- e) Port of Portland’s Hillsboro Airport Master Plan.

Of primary concern to the County will be transportation issues because development of these new areas will impact roads of countywide significance and transportation impacts may affect more than one city. Staff will also address potential traffic and land use impacts to unincorporated areas. Updates to County and city transportation plans may be needed. Some of this work will relate to Task 1.5, Urban Planning Area Agreement (UPAA) updates.

Reason for Task – To address county issues and comply with regional and state requirements.

Staff Resources Needed – **1.75 FTE**

1.5 Urban Planning Area Agreement (UPAA) Updates

Since the adoption of the county/city UPAA's in the 1980s, only periodic amendments have been made to some of the agreements regarding specific issues that needed to be immediately addressed in order to respond to a legal requirement. The UPAA's are in need of a major update in order to address a variety of planning issues that have arisen during the past two decades, such as compliance with Metro’s 2040 Plan. Several UPAA's with cities in Washington County also require updating to reflect areas brought into the UGB since 2002, to authorize planning authority for urban reserve areas, and to show the eventual service providers for urban reserve areas identified in 2011 and 2014. This task anticipates the review of all county/city UPAA's. Prioritization will be necessary and this work will take several years to complete. The initial focus will be on updating UPAA's with cities that are actively planning new urban areas or urban reserves.

Work has commenced with several cities on their UPAA's, including the city of Beaverton. Beaverton and the County have identified coordination procedures in the UPAA that should be updated to reflect current practice and facilitate smooth transition during annexation. As part of the County/Beaverton UPAA update, an assessment will be done to determine if any elements of the now expired Interim Beaverton Urban Service Agreement (USA) should be incorporated into the UPAA.

Reason for Task – To support continued county/city coordination.
Staff Resources Needed – **1.75 FTE**


1.6 Southwest Corridor High Capacity Transit Plan

The Southwest Corridor Plan integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a corridor refinement plan to examine the function, mode and general location of a High Capacity Transit (HCT) project; and other multi-modal projects that support the transportation needs and land use vision for the corridor. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City.

County staff participates in preparation of the Draft Environmental Impact Statement for the SW Corridor LRT project, leading to the selection of a locally preferred alternative. Staff also participates in plans for an equitable housing strategy, station plans, roadways, bicycle and pedestrian access projects in the corridor, and a finance strategy. Staff participates in analysis and community outreach to ensure the county's needs are met.

Reason for Task – To address county transportation issues.
Staff Resources Needed – **.5 FTE**

Comprehensive Plan / Community Planning

1.7 Aloha –Tomorrow 

This \$400,000 Community Planning and Development Grant (CPDG) from Metro was awarded to the County in 2016 for the next step in planning/implementation for Aloha-Reedville. The grant is funding an 18-month project that will build on the framework plan from the Aloha-Reedville Study and Livability Plan. This planning will set the stage for the multi-cultural, active, safe and accessible town center envisioned by the community. The intent is to provide additional certainty and reduce barriers for development and redevelopment, foster urban form and transportation investments that are supportive of planned high capacity transit. It also will consider the preservation and development of housing and commercial spaces affordable to all income levels.

This work may result in amendments to Community Development Code (CDC) criteria for plan map amendments to enable additional density relative to the transit corridor. Broader transit corridor/node regulations will be considered as part of this work including assessment of land uses at key transit nodes along the TV Highway corridor. This part of the project will identify changes to support future high capacity transit, likely either bus rapid transit (BRT) or express service through this section of the corridor and will include visual depictions and roadway cross-sections to guide future development. By taking the next step in implementing the TV Highway Corridor Study recommendations for BRT in this corridor, this study will help set the stage for this corridor to compete as a regional priority for future high capacity transit investments.

Much of this work will be managed by a consultant. Outcomes would likely necessitate CDC changes in 2018.

Reason for Task – To address county issues.
Staff Resources Needed – **2.5 FTE**

1.8 Housing Affordability 

Housing affordability has become an issue of regional interest and importance in the past year. Increasingly family incomes are not keeping pace with increases in rents and home prices. Together with the Departments of Housing Services and Community Development, explore the range of options for encouraging the development of affordable housing. Options include reductions in development requirements (e.g., parking standards, zoning flexibility, subsidizing fees and taxes, density bonuses) and alternative housing types (e.g., cottage housing, micro-housing, cluster housing, tiny houses, co-housing, detached rowhouses). Depending on the outcome of this work, an ordinance(s) could be likely in 2017 or 2018.

A new senior planner was hired in late 2016 to focus on this work. Work will dovetail with Aloha Tomorrow, Metro Equitable Housing Grant, and work being done by Metro and other jurisdictions.

Reason for Task – To address a county issue.
Staff Resources Needed – **1.5 FTE**

1.9 Metro Equitable Housing Grant 

In early 2017 the County was awarded a \$97,500 grant from Metro to focus on equitable housing issues. This project will identify three to five potential affordable housing development sites and evaluate them for site suitability and key barriers through code and financial feasibility analysis, and draft potential solutions. Work could lead to community plan and or code amendments and pre-development work on at least one site.

The Metro grant has been awarded, and the scope and timeline are being negotiated. Work will take approximately a year to complete. Work will dovetail with Aloha Tomorrow efforts and other tasks under housing affordability. Focus on CDC regulations and potential code and plan changes to facilitate affordable housing.

Reason for Task - To address a county issue.
Staff Resources Needed – **.25 FTE**

1.10 Mineral/Aggregate Overlay District update to reflect current OARs

Current County regulations regarding sites with mineral and aggregate resources do not reflect changes made to state law since 1996. Aggregate resources, needed for road and housing construction, are growing more limited in the county and shortages are occurring. Potential new quarry sites are finding it difficult to meet existing regulations. This task is a carry-over from 2014-15 based on an original request by ODOT and Manning Rock to update regulations as they relate to their quarries.

This task includes consideration of potential short-term changes that can be made to address current issues without a complete update to the mineral and aggregate overlay regulations. In particular, to consider developing a special use permit process for mining activities in the Exclusive Forest Conservation district (EFC) and to review current standards.

Consultant assistance in scoping and technical/legal aspects of the work will be required. The legal and technical aspects of this task are quite specialized and County staff does not have this expertise.

As part of this work, a consultant would assist in analyzing the County's current regulations and how they compare to state law, and outlining a potential staged approach. This assessment would include an estimate of the resources needed to do the work and identification of potential revenue sources.

Reason for Task – To address a county identified need.
Staff Resources Needed – **.5 FTE**

1.11 Plan Amendment Procedures Update

Update R&O 84-24 and 87-145 and Comprehensive Plan (CFP and CDC) provisions to streamline and improve plan amendment application, review, and billing criteria/procedures.

Issue paper underway and expected in winter 2017. This will recommend process improvements that will likely necessitate changes to R&Os, CDC, CFP and informal guidelines.

Reason for Task – To address a county issue.
Staff Resources Needed – **.25 FTE**

1.12 Rural Regulations State Law Comparison

Prepare an issue paper and ensure review by third party consultant to compare the County's requirements for rural land development in resource districts with relevant state requirements. Study would identify areas where County requirements differ from state requirements and attempt to identify the reasons for the differences. This work will be coordinated with the outcomes of the Department of Land Conservation and Development (DLCD) study of rural regulations and the rural tourism study. It will include preparation of a report for Board consideration.

This work will result in the identification of differences, but the decision on whether or not to address these differences will be part of a future work program.

Reason for Task – To address county issues and meet state regulations.
Staff Resources Needed – **.25 FTE**

1.13 North Bethany Main Street Planning

The North Bethany Subarea Plan of the Bethany Community Plan requires that a specific urban design plan for the Main Street area (Kaiser Road) be in place before commercial development can occur. The Subarea Plan includes a *Main Street Program Guide* that identifies plan, design, and process requirements specific to development in the Main Street area. Development of the Main Street area will also be closely tied to access spacing requirements and the design/improvement of Kaiser Road.

North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. Some developer interest in commercial development in the Main Street area has been expressed, and it appears timely to begin preparation of the Main Street plan in this fiscal year.

Residential development and new school construction has commenced along Kaiser Road. Preliminary road design for Kaiser Road needs to be done at this time to be able to establish grades and expected improvements along the road in order to establish funds required from developers.

Main Street planning should dovetail with Kaiser Road design so that they work together to create a pedestrian and bike friendly Main Street area for the community (and so this is not precluded by road design). Work will include high-level road design integrated with urban design.

Reason for Task – To address a county issue and provide for development to commence in the North Bethany Main Street area.

Staff Resources Needed – **.5 FTE**

1.14 Flood Plain CDC Updates

This past year the National Marine Fisheries Service (NMFS) released a Biological Opinion to address potential impacts to federally listed anadromous fish (salmon and steelhead) from development within the FEMA-regulated floodplain. To remain compliant with the National Flood Insurance Program (NFIP) in Oregon, changes will be required to existing state and local regulations specific to development within these federally regulated floodplains. The extent of amendments to County regulations will not be known until DLCD, working with NMFS, FEMA and local jurisdictions, develops recommendations to implement the alternatives identified in the Biological Opinion. This task will also include addressing any required FEMA mapping changes.

Work on developing interim implementation measures is currently underway at the state level. Once the interim measures are in place, work will then begin on full implementation of the alternatives.

While full implementation of new NFIP requirements is expected to take a number of years, interim measures are expected to be implemented within the next two to three years. This task is likely to include revisions to county flood plain regulations in the CDC. Further study may need to be completed for rural watersheds.

Reason for Task – To address county issues and meet state regulations.
Staff Resources Needed – **.4 FTE**

Transportation Planning

1.15 Refinement Plan for arterial connections between high growth residential areas

Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building on findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th Avenue and River Road, including an option raised by community members for an ‘around the mountain’ route that would reduce traffic on 175th Avenue and provide more direct connections. Funding for the refinement plan will need to be identified; initial effort would focus on scoping issues for a work plan.

Reason for Task – To address county transportation and development issues.
Staff Resources Needed – **.5 FTE**

1.16 Transportation Planning for Urban Reserves

This study will evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively, rather than individually, to plan for transportation system needs. The study will identify road network needs, road jurisdiction and update plan documents as appropriate to meet future transportation needs within and adjacent to the identified urban reserve areas. Concept plans for urban reserves will impact several of the county arterials designated as ‘Rural Road Enhancement Study Corridors’ in the TSP, including Roy Rogers, Elwert, River, Jackson School, West Union and Cornelius Pass Roads, and 185th Avenue.


This work could be funded by a Metro CPDG grant in the 2017 grant cycle, in coordination with the cities of Hillsboro, Beaverton, Tigard, King City, and Sherwood. Funding for this study will need to be identified, particularly if a CPDG grant is not awarded. All of the cities are considering UGB additions in 2018 or 2021, and information about the transportation system needs is a key part of the UGB expansion assessment.

Reason for Task – To address county transportation and development issues.
Staff Resources Needed – **.5 FTE**

1.17 Road function review and standards update

Participate in a multi-year project to review and update County road standards. The intent is to implement road standards that better reflect urban conditions and address conflicts in rural areas. Work would involve a committee consisting of elected officials in the county and staff. Work would primarily be done by Engineering. LRP would help set policy groundwork for more technical discussions.

Reason for Task – To address county transportation and development issues.
Staff Resources Needed – **.4 FTE**


1.18 Right Sizing the Parking Code 

The parking study, completed in June 2016, evaluated current County parking policies and development standards and developed a toolkit of context sensitive parking management strategies. Updates to the CDC and CFP will be proposed consistent with the recommendations from the study. An issue paper is expected in early 2017, and is likely to result in recommendations for code/policy revisions for consideration in 2017.

Changes to code and policy will include discussions on how parking standards can influence affordable housing.

Reason for Task – To address county transportation and development issues and support vibrant, walkable, and transit-supportive urban and suburban settings in the county.

Staff Resources Needed – **.5 FTE**

1.19 Transportation Development Tax (TDT)/System Development Charge (SDC) review and update 

This task includes a coordinated review of selected credit policies for both the TDT and Transportation SDCs. This task will, in part, address issues raised by West Hills Development during discussions on the Bonny Slope West transportation SDC. Potential code amendments may be needed to clarify appeal procedures and credits. This task also includes potential project list amendments to respond to new development areas and opportunities. Review includes consideration of TDT rate for Accessory Dwelling Units (ADUs) and credits for fees paid in lieu of improvements.

Reason for Task – To address a county issue.

Staff Resources Needed – **.25 FTE**

1.20 New tools for eliminating walkway gaps

Implement 2016-01: “Walkway Gaps” Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas. Consider right-of-way dedication or sidewalk requirements for development and explore funding to address walkway gaps.

Some CDC changes to Article V were made in 2016 through A-Eng. Ord. No. 814. Potential new processes and resource development include expanded use of the Transportation Improvement Master List (TIM).

Reason for Task – To address a county issue.

Staff Resources Needed – **.2 FTE**

1.21 Transportation Development Review Process Update 

This task will update the procedures used to determine the transportation safety-related conditions of development approval, currently known as Resolution & Order 86-95. The current procedures were last updated in 1986. The update of the Transportation System Plan calls for a review and update of these procedures. An issue paper is expected winter

2017, and is likely to identify additional issues for research and development. The effort was informed by the results of the Multi-modal Performance Measures grant project and the 2016-01: “Walkway Gap” Issue Paper. Current Planning, Traffic Engineering and County Counsel are involved in the update.

Reason for Task – To enhance transportation safety and implement TSP goals.
Staff Resources Needed – **.5 FTE**

1.22 Urban/Rural Roadways Issue Paper

During the 2013/2014 update of the Transportation System Plan (TSP), the Committee for Citizen Involvement (CCI) requested an issue paper to explore design and operational issues related to rural roadways that accommodate urban traffic, including roads that form the boundary between urban and rural areas.

The issue paper, expected in spring of 2017, will identify major roads in urban reserves, rural reserves and undesignated areas that serve both rural and urban traffic; identify major roads that separate urban zones from rural/agricultural zones; and explore design and operational practices and policies that protect the vitality of rural/agricultural land uses while serving transportation needs for both urban and rural users.

Particular issues to explore include inter-urban traffic on rural roads (including cars, freight trucks and cyclists), design of urban/rural fringe roads, movement of agricultural equipment, crop issues such as weed seed dispersion and lighting impacts to crops, and the appropriateness of street lighting, sidewalks, curbs, bike lanes and wide shoulders on rural roads. This task will also identify priorities and approach to address the state’s exceptions process.

Reason for Task – To address a community request and rural/agricultural issue.
Staff Resources Needed – **.25 FTE**

1.23 TV Highway Corridor Transit Concept and Access Plan

This TGM Grant funded project will study traffic and transit operations in the TV Highway Corridor. This is a near-term action item to follow up on the Aloha Tomorrow Study. Work will begin in the summer, as the Aloha Tomorrow project nears completion. The purpose of this project is to determine the feasibility and nature of high capacity transit (HCT) in the TV Highway Corridor, primarily in the portion of the corridor located within unincorporated Washington County. While substantial planning work has been done for the TV Highway corridor, more refined transit analysis and planning is necessary. ODOT awarded grant in 2016. An RFP will be issued in the spring 2017; a consultant will be under contract in the summer.

Reason for Task – To address county issues.
Staff Resources Needed – **.5 FTE**

Potential Code Changes

1.24 Community Development Code minor revisions – Phase 1

First year of a multi-year review of the CDC. First year would review CDC for inconsistencies, outdated information, and repetitive information, make formatting changes, update definitions, etc. Part of this work would be an assessment of potential future year revisions to be included in future work programs. Potential future year work could include focus on specific sections most in need of revision (as identified by Current Planning staff or the public.)

A full CDC update has been identified for several years as a Tier 3 task. This would break that task into smaller subtasks so that work could begin.

Reason for Task – To address a county issue and improve the operation of the CDC.
Staff Resources Needed – **.5 FTE**

1.25 Streamline cell tower CDC standards and address FCC rules

Cell tower standards were last updated by Ordinance No. 623 in 2004 and since that time, suggestions for clarifying and streamlining the standards have been suggested by Current Planning staff and applicants tasked with implementing the standards. Minor clarifying changes can be made in the annual housekeeping ordinance, but this task would undertake a more substantive update to the County's current regulations. Additionally, it is timely to address the recent Federal Communications Committee Report and Order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.

Reason for Task – To address a county issue and improve the operation of the CDC.
Staff Resources Needed – **.5 FTE**

1.26 Group Care and Fair Housing clean-up

Update to County's group care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443, and federal fair housing requirements. Changes would include reflecting current trends/types of group care uses and to identify additional land use districts where they may be appropriate. An issue paper will be developed including both group care as well as fair housing issues. After considering the issue paper, the Board may direct staff to file an ordinance.

Work will be coordinated with the housing affordability work currently underway. This work may start with consideration of expansion of retirement residences regulations, based on a Sisters of St. Mary request from 2016.

Reason for Task – To address county issues.
Staff Resources Needed – **.5 FTE**

1.27 Minor CDC amendments – Omnibus 

Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:

1. Amend limitations on air conditioning units in side yards.
2. Change the CDC so that Type III TOD appeals do not go to the Board (but rather to LUBA) as with other Type III applications.
3. CFP Policy 41 update regarding size of Industrial parcels in FD-20.
4. Setbacks in mobile home parks.
5. Clarification on allowances in Rural Reserves.
6. Consider amending the CDC to require either posting or a neighborhood meeting when a Type II or III Commercial, Institutional or Industrial use is within 100' of a residential area.
7. Other potential minor code amendments.

Reason for Task – Address a county need.

Staff Resources Needed – **.5 FTE**

1.28 Infill development standards in R-5 and R-6 

The 2017-01: “Infill” Issue Paper released in January 2017 reviewed the provisions of CDC Section 430-72, Infill, in light of Hearings Officer concerns that its standards are not “clear and objective.” The issue paper’s scope was limited to CDC Section 430-72’s existing standards relating to privacy, screening, building orientation, and other factors. This task was requested in 2015 and again this year by the CCI. Specifically they have cited concerns that a County Hearings Officer determined that the standards are not considered “clear and objective.”

Based on the issue paper, proceed with limited scope of CDC amendments to establish privacy screening requirements.

Reason for Task – To address county issues.

Staff Resources Needed – **.35 FTE**

1.29 Food Cart CDC Regulations

Current Planning staff regularly receive requests to allow food carts as a potential land use, however, they are not provided for in existing CDC regulations. Most recently, interest in food cart pods has been raised relative to potential redevelopment of the Murray/Cornell site. The 2017-02: “Food Carts” Issue Paper released in January 2017 outlined how food carts are currently considered under County code and makes recommendations for possible CDC changes to allow food carts in certain districts under certain conditions. An ordinance will be prepared in 2017 as outlined in the issue paper.

Reason for Task – To address county issues.

Staff Resources Needed – **.5 FTE**

1.30 Measure 49 Transfer of Development Credits (TDC) program

Preparation of an issue paper is underway to consider the ramifications of developing a new program based on provisions of Measure 49 and recently adopted administrative rules. The program would allow the transfer of development credits from Measure 49 properties on EFU, AF-20 and lands with certain sensitive resources to receiving areas in the AF-10, AF-5, and RR-5 districts. An ordinance would be required to implement.

TDC programs are complex. This is a new program and no other counties have yet to implement. It will likely require additional state rule changes to make it feasible. Developing such a program would be staff intensive. These and other issues will be addressed in the issue paper. This task is based on a request from Dave Hunnicutt, Oregonians in Action.

Staff recommends revisiting this issue with the Board when the issue paper is complete. Should the task move forward beyond the issue paper in Tier 1, it could force a reallocation of staff resources.

Reason for Task – To address county issues.
Staff Resources Needed – **.25 FTE**

1.31 Housekeeping and General Update ordinance

Each year, staff proposes limited changes to elements of the Comprehensive Plan, particularly the CDC. This is an important task because it helps to maintain the Plan's consistency with federal, state, regional and local requirements. It also improves the efficiency and operation of the Plan. Housekeeping and general update amendments do not make policy changes to any Plan elements. Typical amendments correct errors and inconsistencies, update references, incorporate Board interpretations, address court cases, "fine-tune" standards, address limited non-policy issues identified through the development review process, and revise criteria so they are more easily understood and applied.

Reason for Task – To maintain the Comprehensive Plan and make its requirements and procedures more efficient, effective and user-friendly.
Staff Resources Needed – **.25 FTE**

TIER 2 PRIORITIES

Tier 2 tasks are projects and ordinance topics that are not scheduled to begin until late in 2017 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need further evaluation prior to determining their priority. Because most of Long Range Planning’s resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2018. Their priority in 2018 will be determined as part of next year’s work program.

2.1 Comprehensive Plan Review

Prepare issue paper analyzing current status of Comprehensive Plan elements, focusing initially on Comprehensive Framework Plan for the Urban Area and possibly Community Plans.

The CFP was prepared in 1983 – 33 years ago – and many references are now out of date. It is the source document that establishes issues of countywide concern and minimum criteria for community plans and other detailed elements of the Comprehensive Plan.

Work will start with scoping the extent of language/maps that may be outdated and the level of work needed to update, as well as implications of updating.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low - Medium**

2.2 Rural Tourism Study potential implementation measures

The Board directed Rural Tourism Study was completed in mid-2016 and was distributed for an extensive public review period. The study identified existing, trending and desired conditions for rural tourism in Washington County that reflect a broader range of rural interests, practices, and geographical areas than previously represented in efforts tied to Senate Bill 960 alone. A follow-up report summarizing public input from the Rural Tourism Study was distributed and presented to the Board at its Feb. 14 work session.

Potential implementation measures include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts as well as minor changes to intent statements and allowed uses in certain districts.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.3 County Infill Policy

The state’s growth management program and Metro’s Regional 2040 Plan are predicated on directing new development to areas within the UGB, mainly to already developed areas. Sensitive siting and design of infill projects that are more dense than existing development is desirable – and this concern needs to be balanced with “needed housing” rules. An issue paper will be developed to consider the compatibility of new homes in existing neighborhoods and the requirements of the state “needed housing” rules and other growth

management goals. As this topic moves forward, it will be important to discuss whether or not this level of planning focus is appropriate in the unincorporated area.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.4 Historic and Cultural Resources Overlay Updates

The Cultural Resource Inventory adopted in 1989, identifies and describes important historical and cultural resources in the County. CDC Section 373, Historic and Cultural Resource Overlay District, established an overlay district to protect the resources designated in the inventory. Over time, some of the resources identified in the original inventory have been entirely removed or altered to the extent that they no longer possess the features for which they were first identified as a historic resource. Despite their alteration, the historic designation remains on the property and is still included in the Inventory, Community Plans and Rural/Natural Resource Plan. Removal of the historic designation requires a plan amendment initiated either by the County or the property owner who owned the resource at the time it was designated on the inventory.

Through this task, staff will research the properties listed in the inventory that may have been altered or removed, determine whether the designation is still appropriate and update the inventory and related plans through a legislative plan amendment. This process will remove historic designations from all of the sites where the physical resource is gone, eliminating the site development restrictions that are no longer relevant. Possible amendments to CDC Section 373, Historic and Cultural Resource Overlay District, may also be needed to ensure compliance with recent state court rulings and regulations regarding processes for historic resource designation and removal.

Reason for Task – To maintain the accuracy of the Comprehensive Plan and Cultural Resource Inventory and ensure consistency with federal and state requirements regarding designated historic resources.

Staff Resources Needed – **Medium**

2.5 North Bethany work to support plan implementation

- a) Community Service Use periodic evaluation. Requirement of North Bethany Subarea Plan of the Bethany Community Plan to review after five years. LRP staff would conduct review – requires assembly of committee to assist in review.
- b) Ongoing monitoring of North Bethany Transportation SDC requirements and funding.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.6 Addressing Broader Article VII Concerns – CDC Sections 421 and 422

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities. This task would entail additional review of Article VII to examine and update

Article VII processes related to meeting challenging federal, state and local environmental standards for projects, and to recognize relevant existing environmental compliance programs approved by federal and/or state agencies as sufficient for project review. Minor amendments on this topic were made in 2014. Depending on the content of the Biological Opinion references in Tier 1 Task 1.14, this task may be folded into that work.

Reason for Task – To address county issues.

Staff Resources Needed – **High**

2.7 House Bill 3125 - Parcel sizes in Exclusive Farm Use, Agriculture/Forest -20 Acres and Exclusive Forest and Conservation Districts

In 2013, the Oregon Legislature passed House Bill 3125. HB 3125 provides for the adoption of smaller lot sizes in the rural zones under certain circumstances. The county has no minimum lot size in EFU/AF-20 land use districts, however, state statute has established an 80-acre minimum. In the EFC district, minimum lot size is 80 acres. This law authorizes counties to go through the process to authorize minimum lot sizes smaller than 80 acres in EFC which would help a small number of land owners. County staff has processed an average of one EFC partition every 1.5-2 years. Since the county does not have a minimum lot size acknowledged by DLCD in EFU/AF-20, implementation of this legislation would provide an opportunity to consider the cost/benefits. There may be pent up demand for this type of land division, but unless the standards were loosened considerably, the benefits to land owners would be negligible.

This task would prepare an issue paper assessing state law language and implications for the CDC. Until the CDC is amended, the county implements HB 3125 directly.

Reason for Task – To comply with state requirements and address a county issue.

Staff Resources Needed – **Low**

2.8 Minor CDC amendments

Address a number of minor code changes, including: adding sign regulations in FD-10 and FD-20 (CDC is currently silent on sign regulations in FD-10 and FD-20), private streets regulations and rural posting requirements.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.9 Canyon Road Redevelopment

Prepare issue paper to better define issues relating to the redevelopment potential on the eastern portion of Canyon Road near the Walker Road intersection. Redevelopment could include changes to provision of mixed use or transit-oriented zones and streetscape improvements to encourage redevelopment in the area. Work would be contingent on receiving outside funding. Transportation and Growth Management grant funding application made in 2014 but was not awarded. There may be the potential to address this as a quasi-judicial plan amendment if property owners were able to coordinate and assemble land.

Reason for Task – To address a county issue.
Staff Resources Needed – **Medium**

2.10 Standing Wall Remodel/Non-conforming Uses

Issue paper to examine the legality and justifications for “Standing Wall Remodel” (SWR) development applications, and summarize other non-conforming use regulations. This issue was raised in the Cedar Mill Town Center area with the development of a new Walgreen’s store that was not required to meet new transit oriented regulations because they left one wall standing from the old structure. An issue paper would also more broadly give examples of how non-conforming uses are addressed.

Reason for Task – To address county issues.
Staff Resources Needed – **Low**

TIER 3 PRIORITIES

Tier 3 tasks are projects and ordinance issues that were previously authorized by the Board but there are insufficient staffing resources or priority to address them. These are projects and ordinances that potentially can be addressed in future years, or they may drop off the work program entirely.

3.1 Comprehensive Community Development Code (CDC) Overhaul 

Overhaul the CDC beyond housekeeping to address consistency and archaic language. Much of the CDC is more than 25 years old. The nature of development and how development gets implemented has changed over that time. Archaic language comes to light sporadically and can cause problems (for example, car washes). It would be more prudent to proactively address. Scope could be narrowed by focusing on specific sections most in need of revision (as identified by Current Planning or the public.)

Reason for Task – To improve the operation of the Community Development Code.
Staff Resources Needed – **High**

3.2 Transit Corridor Planning

Streamline and add flexibility regarding density and mixed use requirements.

Reason for Task – To address a county issue.
Staff Resources Needed – **High**

3.3 Airports

Continue to monitor the city of Hillsboro and the Port of Portland’s update of the Hillsboro Airport Master Plan; initiate amendments to the Rural/Natural Resource Plan as appropriate. The County would apply state airport planning requirements to affected lands outside Hillsboro’s city limit. Master Plan update effort starting in February 2017.

Reason for Task – To address a county issue.
Staff Resources Needed – **Low**

- 3.4 Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan
As part of the intersection study for this area, a redevelopment plan was developed to examine opportunities for parcel consolidation, land use redevelopment, improving multi-modal circulation and public/private financing. The plan is intended to enhance the relationship between local land uses and proposed transportation improvements. This Tier 3 task includes the presentation of the redevelopment plan to the Board for its consideration of potential ordinance changes in 2016 or beyond. This study would be undertaken if funding was made available.

This was a required task to receive \$1 million in 2006-09 MTIP funds from Metro to begin preliminary engineering for Phase 1 (Oleson Road realignment) of the project. Preliminary work was completed to fulfill the grant.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

- 3.5 Vacation Rental by Owner (VRBO) regulation request
Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes being rented as short-term rentals. Work could include preparing an issue paper regarding short-term rentals (e.g., VRBO and Airbnb) to explore issues and opportunities in response to regulatory and code compliance issues raised. Submitted by Denise Brem and Bill Yaeger in 2015, residents in CPO 3 and LUT Code Compliance due to complaints.

Reason for Task – Address a county need.

Staff Resources Needed – **Low**

- 3.6 Cooper Mountain Urban Reserve Area tree preservation review
Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the County to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB). Requested by Beaverton as part of Cooper Mountain implementation. Moved down from Tier 2 to Tier 3.

Reason for Task – Address a county need.

Staff Resources Needed – **Medium**

- 3.7 Habitat protection policies
Current Planning staff is applying habitat protection policies derived from a 1977 document. It is very out-of-date. To make changes, however, would require a countywide habitat study. Current Planning identified issue.

Reason for Task – Address a county need.

Staff Resources Needed – **High**

ONGOING LONG RANGE PLANNING TASKS AND ACTIVITIES

These tasks represent the majority of ongoing activities conducted as part of Long Range Planning's customary operational responsibilities.

Plan Amendments

- Process applications for proposed changes to land use designations of properties, analyze and review applications for consistency with County plans and the Transportation Planning Rule, provide public notice to nearby property owners and prepare staff reports for review at a public hearing.
- Review and comment on city plan amendment applications where there is County interest for consistency with County plans and the Transportation Planning Rule.

Special Service District Annexations and Extra-Territorial water and sewer line extensions

- Process applications and coordinate all activities associated with the annexation, notify adjacent property owners, prepare staff reports for review at a public hearing. More applications are expected due to new development in North Bethany and Bonny Slope West.

School District Boundary Amendments

- Planning and Development Services Division staff process school district boundary changes, including completeness review, public notifications, publications and hearings before the Board of Commissioners as a result of House Bill 3298 (2011). A fee is charged for actual costs to the County.

North Bethany Subarea Plan Implementation

- Partner with Clean Water Services (CWS) and Tualatin Hills Park & Recreation District (THPRD) to assist with and review development applications.
- Provide technical support to service providers including parks and trails, regional stormwater facilities and transportation improvements.

Transportation Planning and Funding in the North Bethany Subarea

- Assist applicants with technical questions concerning transportation issues and assist in the review of North Bethany development applications.
- Provide assistance to design and implement transportation improvements identified in the North Bethany Funding Plan.
- Assist with tasks associated with the North Bethany service district and the North Bethany transportation SDC.
- Review the North Bethany Funding Strategy at the five-year marker.
- Metropolitan Transportation Improvement Program (MTIP)

Review Development Applications in Transit-Oriented Districts

- Review development applications within Transit Oriented Districts to ensure conformance with the standards and special design requirements of this land use district.

Minor Urban Growth Boundary Adjustments

- Review and prepare staff reports for proposed UGB locational adjustments.

Metro Regional Planning Advisory Committee Support

- Monitor and participate in Metro Policy Advisory Committee (MPAC) and Metro Technical Advisory Committee (MTAC) activities.
- Support the Board designee on MPAC-related activities and the Planning and Development Services Manager on MTAC-related items. Participation on MTAC ensures Washington County's interests are articulated.

Washington County Coordinating Committee (WCCC)

- Provide committee support, including administrative staff support, for activities of the WCCC Policy Group and the WCCC Transportation Advisory Committee.
- Give presentations and lead discussions on transportation and other regional issues. Each group meets once per month.

Joint Policy Advisory Committee on Transportation (JPACT)

- Provide support to JPACT, its technical advisory committee and Transportation Policy Alternatives Committee by the LUT Director, his staff, and Planning and Development Services Division staff.
- Coordinate with the committee members, which include both elected officials and representatives of agencies involved in transportation, to recommend priorities and develop transportation plans for the region.
- Meet monthly to coordinate the development of plans defining regional transportation improvements, develop a consensus of governments on the prioritization of required improvements, and promote and facilitate the implementation of identified priorities.

Northwest Area Commission on Transportation (NWACT)

- Meet monthly with jurisdictional representatives to improve local-state coordination of transportation issues in western Washington County, Tillamook County, Clatsop County and Columbia County.
- Monitor the NWACT meetings and support the County Engineer who represents Washington County at these meetings.

Technical Advisory Committees (TACs) for Other Local and Regional Governments

- Participate on advisory committees such as the Basalt Creek Concept Plan, Hillsboro and Beaverton Comprehensive Plan updates, the Old Town Hillsboro Refinement Plan, city TSP updates, Beaverton Western Avenue Employment Area Plan, Hillsboro Airport Master Plan, King City Urban Reserve Concept Plan, Tigard Triangle Urban Renewal TAC, Wilsonville Coffee Creek Urban Renewal Area TAC.

Planning Commission

- Provide staff support, including administrative support, for activities of Washington County's Planning Commission.

Annual Reporting to Metro and Department of Land Conservation and Development (DLCD)

- Notify Metro as required by Metro's Urban Growth Management Functional Plan and demonstrate that changes in zoning do not reduce residential capacity.
- Document Tualatin Basin Program implementation.
- Report annual land use application activity to DLCD.

Regional Coordination

- Coordinate with Metro and Washington County cities on the 2018 Metro Regional Transportation Plan update.
- Participate in ongoing Metro committees such as TPAC, Regional Freight Committee, and regional funding efforts.
- Coordinate growth forecasts and the allocation between Metro, Washington County and the cities of Washington County as part of Metro's Growth Management Cycle.

Demographic/Economic/Information Analysis

- Provide decennial census statistics and general demographic information support to a wide variety of data users (including many County departments, cities and service districts, hospitals and religious organizations, businesses considering expansion or location within the county, etc.).
- Serve as County liaison with the U.S. Census Bureau (including responses to boundary and annexation surveys and coordination of county level activities related to the Decennial Census).
- Prepare and update forecasts of future population and employment growth which are essential for transportation modeling and are used in a number of ways (e.g., annual updates of growth estimates for the Enhanced Sheriff's Patrol District).
- Participate in regional urban growth management projects.
- Develop historical and ongoing transportation investment data (Transportation Performance and Investment Monitoring) to respond to frequent public inquiries about geographic equity, modes served, etc.
- Monitor transportation system "dashboard" to track sidewalk and bike lane completion, congestion, severe/fatal crashes, etc.
- Respond to increasing requests for data on historic transportation spending.
- Perform economic analysis associated with several of the above tasks.

Document and Information Management

- Maintain and archive planning documents, assist the public, and update the Planning and Development Services Division's webpages.

Miscellaneous Public and Intra-County Communication and Information

- Coordinate with Traffic Safety Committee, MSTIP, LUT Updates, LUT's Happening.

Parks, Trails and Open Space

- Participate in master planning of the Council Creek Trail, city of Hillsboro Trails System and Salmonberry Corridor.
- Monitor Yamhelas Westsider Trail planning work.
- Implement the Fanno Creek Greenway, Ice Age Tonquin, and Westside Trails.
- Coordinate with THPRD to identify park and trail projects for portions of Bethany, Cedar Mill and Cooper Mountain as candidates for funding by the County Park System Development Charge (SDC).
- Participate in Metro and THPRD park and trail committees.

Grant Applications

- Research and prepare grant applications for programs such as ODOT Transportation & Growth Management, Metro Community Planning and Development Grants, and federal Tiger II Grants to maximize limited public funds for planning efforts.

State Legislation Implementation

- Monitor the Oregon Legislature for bills that will need to be implemented by the County.
- Initiate ordinances to implement state regulations.

Oregon Administrative Rule Updates

- Monitor rulemaking efforts of the Land Conservation and Development Commission.
- Prepare ordinance (s) as needed to keep the County Comprehensive Plan consistent with Oregon Administrative Rules.

Other Planning/Coordination

- Review plan amendments in cities where there is County interest.
- Coordinate Washington County Planning Directors meetings.
- Attend LCDC meetings; work with the Association of Oregon Counties.
- Provide assistance to other LUT divisions and County departments including the Community Engagement Program.
- Provide traffic modeling, review land development applications and proposed capital projects, review and implement Intelligent Transportation System (ITS), refine Resolution & Order 86-95.
- Aloha Reedville Community Council administrative assistance.

Transportation Funding and Project Development

- Support the development of projects funded by county, regional, and state funding sources.
- Implement the Major Streets Transportation Improvement Program (MSTIP).
- Submit project proposals for Regional Flexible Funds, support ODOT Region 1 Area Commission on Transportation in prioritizing local projects for state funding.
- Support the Metropolitan Transportation Improvement Program (MTIP).

Ongoing Transportation Modeling

- Coordinate with Metro and other local governments about development of population and employment forecasts and transportation modeling initiatives.
- Work with Metro and Washington County cities to update and refine the regional transportation model.
- Provide cities with transportation technical support for city transportation projects.

Transportation Development Tax (TDT)

- Coordinate the countywide TDT programs through the WCCC (annual TDT Report, appeals, project list amendments, potential minor TDT code amendments, and ongoing inquiries from County, city staff, and developers).

Project Development and Maintenance

- Develop and maintain GIS data and GIS-based web services for the Planning and Development Services Division.
- Provide GIS support services to cities and special districts.

Transportation Planning Support

- Provide technical support for individual transportation projects, including the Transportation Plan and transportation ordinances.
- Support other divisions on transportation projects requiring GIS support, including project mapping and spatial analysis.
- Provide analysis associated with the TDT program.

Community Planning Support

- Provide technical support on Community Planning activities for ordinances, plan amendments, legislative issues, etc.
- Maintain information associated with land use and the Washington County Comprehensive Plan, including map updates.
- Provide project coordination and technical support for urban service issues (e.g., Senate Bill 122), and Urban and Rural Reserves.

Transportation Improvement Master List

- Complete the first phase of this web-based mapping application that includes the development of a database for all LUT transportation projects in order to display several “views” for use by various workgroups and projects.
- Continue to expand the map “views” to include spatial queries for projects that meet user-defined needs and location criteria in the second phase of this mapping application project.

Comprehensive Plan Data and Map Updates

- Complete effort to more fully centralize, standardize, document, and present the many layers of spatial data used for all volumes of the County’s Comprehensive Plan. This

includes the update of data to incorporate newly adopted ordinances and possible plan amendments.

ArcGIS Online for Organizations (AGOO) Implementation

- Use this web-based GIS solution for the presentation and querying of department information. This multi-year effort continues to build on the update of Comprehensive Plan data by preparing map applications for staff to more directly view and query plan elements.

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**Public input on draft work program
received between**

Feb. 14 – March 14, 2017



From: Mike Gallagher [<mailto:mrgoregon@comcast.net>]
Sent: Wednesday, February 15, 2017 10:47 AM
To: LUT Planning
Subject: Comments on Draft 2017 Work Program

I would like to see the following comments addressed:

1) Emergency planning for the Hillsboro Airport in the event of a natural disaster which closes Portland International Airport for a significant period. Such planning should include coordination with Federal agencies including DOT, FAA, USTRANSCOM, FEMA to insure emergency relief efforts for the region would not be impeded by a lack of airport preparation.

2) Evaluate transportation utility fee (TUF) fairness for those property owners with sole responsibility for maintaining designated private streets which are in fact just part of the public street network. This is not to suggest a waiver of the TUF, but rather a fair discount in recognition of the contribution made in providing privately maintained public streets.

Sincerely,

Michael R. Gallagher

2028 NE 50th Way

Hillsboro, OR 97124

(503) 608-0654, cell

From: Linda Broussard [mailto:LindaBroussard@comcast.net]
Sent: Saturday, February 18, 2017 12:06 PM
To: LUT Planning
Subject: Work Program 2017



Thank you for putting traffic concerns caused by the recent development on Cooper Mountain on your 2017 work program.

Living along 175th, we are treated to the daily squeal of breaks and the frequent sound of crashes as the heavy traffic clogs our "rural" road. We endorse alternative north-south transportation options, especially since we have yet to see promised improvements to sight distance going into effect, even though development all along the road continues apace. Our road had to be closed more than once during recent bad weather as semi trucks jack-knifed trying to negotiate the sharp curves and steep grades over the mountain. With even a light snowfall, neighbors are used to seeing multiple vehicles sliding into the ditches. But even in the best weather, the over crowded road and poor sight distance make accidents a common occurrence.

The need for an alternative is obvious to anyone spending a rush hour observing traffic on 175th.

Thank you!

Linda Broussard
10066 SW 175th Ave.
Beaverton 97007



From: Judy Klor [mailto:judyklor@gmail.com]
Sent: Saturday, February 18, 2017 6:52 PM
To: LUT Planning
Subject: Around Cooper Mountain

To Department of Land Use & Transportation long range Planning,

Our objectives have been primarily the following: *Improving neighborhood livability* and *Improving traffic flow and Improving safety for vehicles, pedestrians and bicyclists*. Our position is that we support the need for a Parkway-type solution for greater mobility, but we also believe that we need a more-immediate alternative route for 175th

- Commuter traffic in the north south direction is congesting local roads and destroying neighborhood livability and safety.
- We need bus expansion to the new High Growth areas since LUT has built bedroom communities compelling residents to drive when there are no nearby buses.
- Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.
- We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

Thank you for your consideration.
John and Judy Klor
17475 SW Reusser Court
Beaverton, Oregon 97007

Sent from my iPad

Judy Klor

VIA E-MAIL

February 24, 2017

Andy Back
Planning and Development Services Manager
Washington County
155 N First St
Hillsboro OR 97124

Re: **Long Range Planning Work Program**
Heritage Village Home Replacement Issues
Our File No. 53417-75092

Dear Mr. Back:

This letter is provided on behalf of Cal-Am Properties, the owner of Heritage Village which is one of the largest manufactured home communities in Oregon. The community is comprised of two areas that are subject to different zoning regulations, because about half of the community was developed as a platted subdivision, and the remainder was developed as a traditional park without individual lots. The different regulations result from setbacks applied to individual lots which of course do not apply to the homes that are not located on individual lots.

Many of the homes in the community were first built in the 1970s and have exceeded their useful life. In that era, homes were typically much smaller and therefore the setback requirements did not present a constraint. Some of the older homes have been well maintained by residents and remain in good condition. Others have deteriorated and are due for replacement with modern homes built to today's improved standards for safety and energy efficiency. Modern homes are substantially larger in both length and width, which is where the setback regulations for the individual lots become a constraint.

The minimum setbacks for the homes on individual lots are found in Table 430-79.4. Our request is to modify that table so that the front setback conforms with the two applicable state building codes, the 2002 Oregon Manufactured Dwelling and Park Specialty Code, and the 2010 Oregon Manufactured Dwelling Installation Specialty Code. Those codes both require a front setback of 5 feet; whereas Table 430-79.4 requires 10 feet. Therefore our request is to reduce the front setback to 5 feet.

This change would facilitate the installation of new homes on the vacant lots, and allow for the continued replacement of the older housing stock as well, so that we can continue to provide the affordable housing options which are becoming increasingly scarce in the Beaverton area.

JORDAN RAMIS PC
ATTORNEYS AT LAW

Andy Back
February 24, 2017
Page 2

Thanks for your assistance.

Sincerely,

JORDAN RAMIS PC



Matthew D. Lowe
Admitted in Oregon and Washington
matt.lowe@jordanramis.com
OR Direct Dial (503) 598-5586

cc: Mark Brubaker, CAL-AM Properties, Inc.
Theresa Cherniak, Washington County



From: Kim Kollie [mailto:kolliekim@gmail.com]
Sent: Sunday, February 26, 2017 12:15 PM
To: LUT Planning
Subject: Board of Commissioners April 4 meeting. Annual Work Program Input

Washington County,

February 26, 2017

I've been informed that public comment on the Draft 2017-18 Work Program for Long Range Planning is being accepted by Washington County Department of Land Use & Transportation (LUT) through March 14.

Below are my comments regarding SW 175th in Beaverton/Washington County.

The north south commuter and freight traffic at the west edge of Washington County/Urban Growth Boundary is dangerously clogged and unsafe on roads that are being traveled at dangerous speeds where there are numerous driveways and poor line of sight involved. The focus needs to be on NEW road development not modifying existing overcrowded roads. The commuter traffic for North and South in Washington is CONGESTING our local roads and destroying our city/county safety and in some areas our home values.

We need an "AROUND COOPER MOUNTAIN" solution AS SOON AS POSSIBLE. SW 175th is one huge grid-lock and this is BEFORE the New school opens and BEFORE all the new housing. The hills and curves and elevation on 175th is not conducive to the gridlock/over trafficked situation that exists today.

I am recommending to NOT invest in trying anything revised on SW 175th (which is being used as a major commuting expressway) or on any existing roads which are in this current gridlock situation.

Starting NOW transportation departments in the city/county MUST create roads to support all these new developments. Road support needs to happen at the SAME time or BEFORE new buildings occur. NOT PROMISED LATER!!!! Beaverton/Washington is in a dangerous GRIDLOCK situation even before 10% of the developments are completed.

A comprehensive system of express type roadways must be planned and built now! I recommend developing QUICKLY a major North South arterial for Sherwood-Beaverton-Hillsboro traffic. Especially considering all the new housing/school developments coming in TODAY.

I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

Kim and Rich Kollie
16910 SW Siler Ridge Lane
Beaverton, Or
503-590-5888
kolliekim@gmail.com

Kim Kollie

503-590-5888

"Success is on the same road as failure; success is just a little further down the road."



From: Soren Petersen - Gmail [<mailto:soren.petersen.or@gmail.com>]

Sent: Tuesday, February 28, 2017 10:56 PM

To: LUT Planning

Subject: 1.15 Refinement Plan for arterial connections between high growth residential areas

Map-draft attached for email below.

Dear Planners,

Many of the current residents of Renaissance and Kemmer View would be really thrilled to see planners plan longer term by connecting South Hillsboro to a point between Scholls Ferry and Sherwood (Beef Bend Rd, Scholls-Sherwood or Lebeau RD) and Roy Rogers

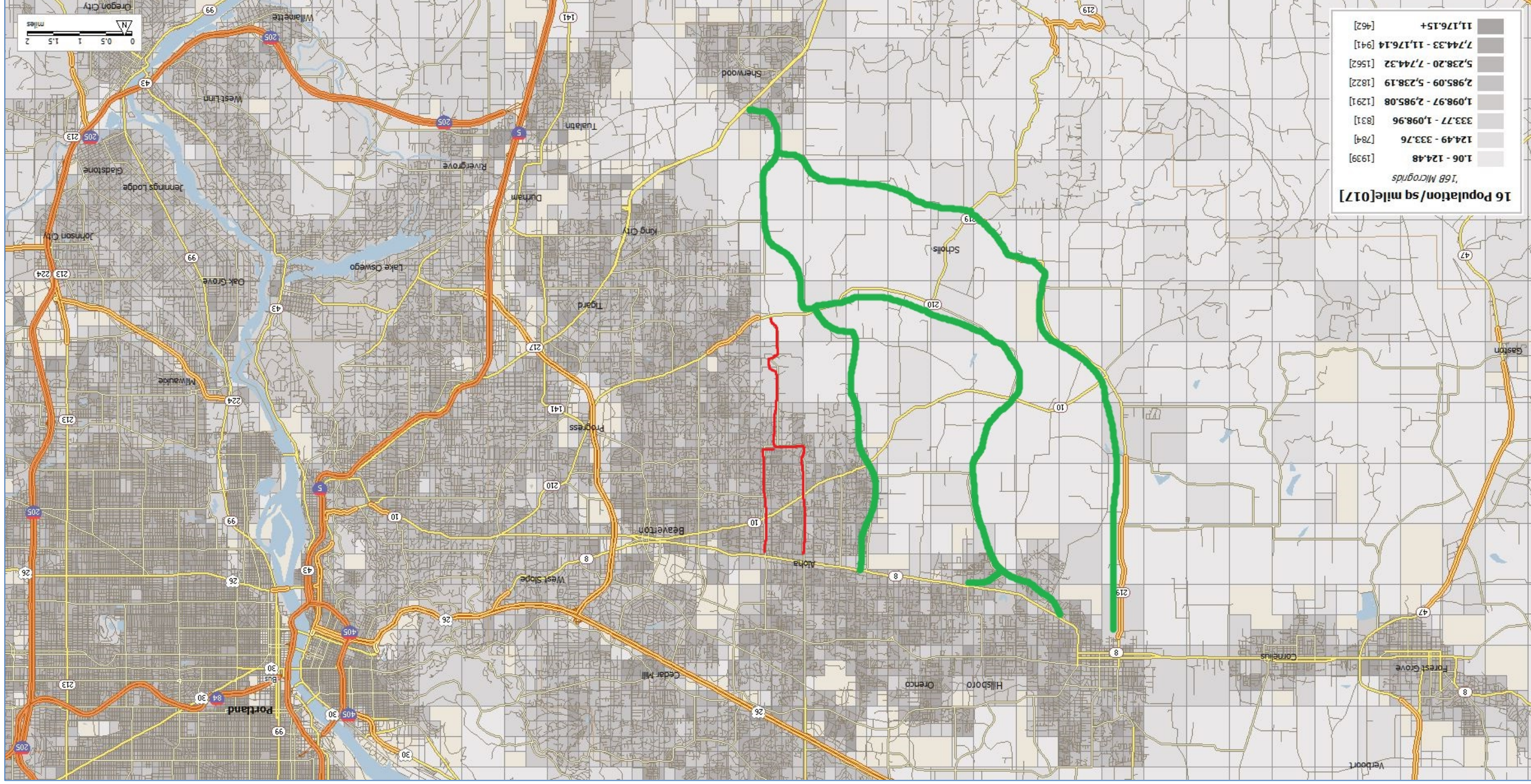
The long term view of moving traffic to arterial connections that go around Cooper Mt. is a much better solution than expanding traffic over a mountain that will never be able to be a high volume corridor. An arterial connection between South Hillsboro and Roy Rogers via 209th, Cornelius Pass or River Road can be made to support much bigger volumes of cars with much better flow than over a mountain and is less expensive to build compared to the volume it can carry. It can also resolve future expansions outside UGB. We need value for the transportation dollars and long term solutions – not short term expensive band-aid fixes.

Here are some further considerations:

- The 800' elevation of Cooper Mt. makes for more winter restrictions
- The protection of the wildlife on top of Cooper Mt is also important. A lot of wildlife is being killed crossing currently high traffic roads of Kemmer Rd. and 175th. Pedestrians have a hard time crossing Kemmer Rd.
- The receiving arterials of from the 175th and Roy Rogers (Kemmer Rd leading to 185th & 175th to 170th) cannot easily be expanded to absorb more traffic. The bottle necks will hinder flow and will be very expensive to expand. The congestions is already there during traffic hours.
- Road and utility costs for residential development is less expensive on lower elevations and undeveloped land.

The more efficient use of transportation dollars through a Roy Rogers to South Hillsboro will leave current residents happier and new residents easier to build for.

Soren Petersen
9231 SW 176th Ave.
Beaverton, OR 97007
503-259-3030





From: ruthemerickgreen@aol.com [mailto:ruthemerickgreen@aol.com]

Sent: Wednesday, March 01, 2017 4:03 PM

To: LUT Planning

Subject: homeowner comments on Transportation Planning 1.15 of LUT Work Plan Proposal, deadline March 14, 2017

Dear Planning Commission:

As required, I give my name and address: Ruth Green, 17565 S.W. Casilda Court, Beaverton, Oregon, 97007. I am using the public opinion comment period, deadline, March 14, 2017, to address 1.15 Refinement Plan of the Transportation Planning of the LUT Work Plan Proposal, Tier 1, in regard to "arterial connections between high growth residential areas ... alignments ... connections between South Hillsboro, South Coper Mountain, and River Terrace." I have been attending every open public workshop or advertised open house meeting I can in regard to the development of South Cooper Mountain for the past few years.

I like the Limited Access Parkway route idea better than the route called "around Cooper Mountain". The costs for both routes are high. I would like to see the choice of expenditure to go toward the Limited Access Parkway because it addresses the bottleneck that future growth in the Hillsboro area will create as it meets the increased housing and business growth along Scholls Ferry Road around Mountainside High School. The standard congested "at grade" intersections on Scholls Ferry Road, those through South Hillsboro, and those north on Cornelius Pass Road come with the "around Cooper Mountain" route. Better than this is the Limited Access Parkway which would move commuter traffic from Sherwood, e.g. into South Hillsboro much more quickly with only one planned interchange with Scholls Ferry Road than the first route. Yes, it will take longer to build. Yes, it is expensive.

The Limited Access Parkway will become a connector between Sherwood, an I-5 transit route, and Brookwood, crossing Tualatin Valley Highway, thus relieving a stretch of commuter traffic on a long stretch from Scholls Ferry Road and S.W. 175th.

A planned new intersection of Brookwood Parkway east of the airport will be made with Airport Road. This is a logical connection to a Limited Access Parkway. So, I am in favor of the Limited Access Parkway ending here.

Thank you.

Ruth Green

From: The Swetts [<mailto:grswett@comcast.net>]
Sent: Tuesday, February 28, 2017 7:02 PM
To: LUT Planning
Subject: SW 175th Ave



Good morning.

As a homeowner along SW 175th Ave. I have had the unfortunate of seeing 175th become a more congested, less regulated (speed) and one of the most dangerous streets in Washington County. Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

Thank you.
Greg Swett



From: Rick Hess [<mailto:rickjhess@yahoo.com>]
Sent: Tuesday, March 07, 2017 10:48 AM
To: LUT Planning
Subject: TRANSPORTATION PLANNING-Tier 1 section 1.15 Comments

I think this transportation planning item should get a very high priority. The new construction of the high school, the construction and occupation of new homes in River Terrace and the construction and the work on six other subdivisions near the high school has already created additional traffic congestion on Roy Rogers Road, SW 175th, Scholls Ferry Road and all of the adjacent roads.

A new "Around the Mountain" route is needed as soon as possible to deal with all of the additional car traffic. Bus routes need to be added to these new areas being built.

Making 175th a major arterial does not appear to be a practical solution for moving north/south traffic.

Rick Hess
South Cooper Mountain



From: Ira Warren [<mailto:ira.d.warren@gmail.com>]

Sent: Monday, March 06, 2017 1:51 PM

To: LUT Planning

Subject: RE: 1.15 Refinement Plan for arterial connections between high growth residential areas

From: Ira Warren

Address: 17830 SW Outlook Ln., Beaverton, OR 97007

Email: ira.d.warren@gmail.com

Traffic on 175th is already over capacity, especially during rush hours, even in good weather ... and this is before the new bedroom communities are built in South Cooper Mountain, Tigard, Sherwood and South Hillsboro, and before the new high school is open. Unless a good all-weather road is built around Cooper Mountain soon, we are going to have a total nightmare on our hands, both from a traffic slowdown standpoint and from a safety standpoint. Here is what is needed ASAP to keep the commute safe, to enable freight movement, to ensure safety during major catastrophic events (snowstorms or earthquakes) and to protect our high school drivers:

- A new all-weather road on flat terrain to the west of Cooper Mountain.
- This road must be as far east as possible or the commuters who are using 175th will not use it. An alignment along Tile Flat and Clark Hill would be ideal.
- The road should connect to the new South Hillsboro development, ideally connecting directly to Cornelius Pass.
- The road should begin as a westward extension of Bull Mtn road, connecting to Tile Flat. This will reduce the traffic at the intersection of Scholls Ferry and around the new high school.
- Straightening and widening of 175th over Cooper Mountain should not be done. We want to encourage commuters to use the new all-weather road. We also do not want to encourage the high schoolers to roar down 175th; this hill used to be called 100-mile an hour hill by the teenagers and we do not want to resurrect that.
- There are some low-cost immediate things that can be done as first steps along the way to producing the new road, such as adding a traffic signal at Scholls Ferry and Tile Flat.

I also support additional north-south roads to the west of this initial road and a limited access parkway or highway a little further to the west as this would be another help to traffic congestion. But both of these are longer term solutions and we need the road around Cooper Mountain immediately. While there are issues with doing this through farmland, face it - suburban expansion in the Tualatin Valley will happen, like it or not, and it is much easier to define major routes now than after subdivisions are built piecemeal.



From: rhenderson57@frontier.com [mailto:rhenderson57@frontier.com]
Sent: Tuesday, March 07, 2017 8:55 AM
To: LUT Planning
Subject: 2017-18 Work Program

Dear Planners,

I am writing in support of developing a route around Cooper Mountain. In my experience (25 years at this address) 175th Avenue is not adequate to handle the amount of traffic currently funneled onto it, not even considering the future traffic volume if an alternative is not developed. Further, this road is not really an all weather route, as amply demonstrated by this winter's snowfall. I personally witnessed two different semi drivers of dubious intelligence backing all the way down 175th Avenue from Cooper Mountain Lane, just below the "kink", after making it part way up the hill. There were also several cars in the ditch.

Let's build a road to anticipate the future load!

Respectfully yours,

Roger C. Henderson
17565 SW Cooper Mountain Lane
Beaverton, OR 97007

From: Susan Atkin [<mailto:satkin@pcc.edu>]
Sent: Monday, March 06, 2017 12:46 PM
To: LUT Planning
Subject: Around-the-mountain highway



Dear planners,

Please prioritize the around-the-mountain alternate route so that it is in place before the area west of Cooper Mountain is too built up. North-south commuter traffic is already congesting local roads, and seriously impacting the livability & safety of residential neighborhoods.

175th is not an appropriate street to be turned into a major arterial; on Cooper Mountain it is solidly residential, with many driveways.

Thanks for your consideration.

Sincerely,
S. B. Atkin
SW Outlook

From: Leslie Shaw [<mailto:buckfalls13@yahoo.com>]
Sent: Sunday, March 05, 2017 8:00 PM
To: LUT Planning
Subject: 175th



Sadly I only felt to copy and paste. I truly see Aloha and county roads going down the toilet.

- A comprehensive system of express type roadways must be planned now and built soon to deal specifically with north south commuter and freight traffic near the west edge of the Urban Growth Boundary.

- Reduce rural arterial speeds to 35mph where there are numerous driveways, poor line of sight or other potential safety issues. Safety should trump over driver comfort speeds.

- Make certain we focus on safe, cost-effective, all-weather roads – not invest in enhancing roads over Cooper Mountain.

- Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

- New N-S roadway needs to be the EAST-most alternative – the westerly path encroaches on rich farmland and is least beneficial to already-urbanized High Growth Areas. Best if elevated.

- New alternative routes must be more "express" than today's system with many intersections.

- Time and fuel are being wasted due to lack of capacity on the existing road system to serve present development.

- We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

- Where the Parkway (especially an elevated one) would seem a better long-term solution, we are concerned about this option since the diagram shown in the Staff Report (see page 52 of the report, Figure 5.8) shows a wide swath and two distinctly different options for the actual location, one of which is so far west of 175th that we are concerned it would not significantly reduce the traffic off 175th. I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving

commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

I find it most amazing that Washington County wants all this development and 1000 of new homes but you don't plan on how to move them. Clogged streets sure must be a determined to move in to your wonderful new communities. Having lived here for 59 years, I think the county has gone down the toilet instead of a bright and budding community .

Leslie Shaw

17853 SW Hart Dr

Aloha, Or 97007

First home

Rt 1 box 508

Aloha, Or

Awe the good old days



-----Original Message-----

From: T Polacek [mailto:tresdori@gmail.com]
Sent: Wednesday, March 08, 2017 9:19 AM
To: LUT Planning
Subject: SW Corridor and Land Use S. Cooper Mt.

Theresa Polacek
17137 SW Rider Lane
Beaverton, OR 97007

Concerns:

Not enough infrastructure roadways to handle immense development surrounding the 175/Scholls Ferry area up to Weir Road, East to 155th!

Environment is being sacrificed for development. Water quality is greatly compromised!
Wildlife displacement and extinction.

Residence of areas being developed should NOT be on the board voting for/against development. Impartial members are critical to avoid self interest.

Support:

North/South express bypass east of 175th to relieve immense addition of people due to massive new neighborhood additions and new high school.

Raised elevation for bypass to lessen "foot print" of expansion.

More attention to environmental needs to support human future needs for quality water and air.

Less development at the COST of our quality of life!



From: johntyneratty . [<mailto:johntyneratty@gmail.com>]
Sent: Thursday, March 09, 2017 2:18 PM
To: LUT Planning
Subject: Around the Mountain Plan

The only realistic hope for a non-gridlock solution to traffic in the South Hillsboro- Cooper Mountain area is if the Cornelius Pass Road extension to Rosedale Road is continued south to link up with Clark Hill Road. The two other alternatives, Grabhorn and 175th Avenue are not appropriate for a number of reasons. The roads themselves are structurally inadequate, I remember growing up here, as a child, when they were gravel with slurry over the top. I don't believe any significant improvement occurred in the interim other than asphalt being laid over the existing substrate.

The recent increases in traffic on the existing roads result in significant delays in rush hour even with out South Beaverton and South Hillsboro being built yet. Traffic congestion at Rosedale and 209th can cause a fifteen minute wait with traffic backing up a quarter mile west. Even with the left turn from NB 209th onto TV Highway, westbound traffic backs up past the fire station.

Clark Hill road is a rural road that crosses tile flat southbound onto a gentle hill down to Schools Ferry. Grabhorn has been closed because of snow repeatedly this winter because it rises to 950 feet over Cooper Mountain. It is the site of numerous accidents in good weather and treacherous commutes in bad. The Water district fence at the dogleg near the Jenkins Estate is in a constant state on disrepair because of the number of cars that fail to negotiate the turn at the posted speed and collide with it. The hairpin turn at the quarry further south forces traffic to slow significantly. I am regularly tailgated as I drive the speed limit over the length of Grabhorn to Tile Flat road. The 175th Road section between Schools Ferry and Rueser is downright dangerous because of the road grade and turns. Any large increase in vehicle traffic ratchets up the hazard.

Failing to take the opportunity to link Cornelius Pass to Clark Hill road before the developments begin will be a great mistake.

John Tyner
7522 SW 208th Pace
Aloha, OR 97007

From: Kathleen Cobb [<mailto:k.cobbcotton@gmail.com>]
Sent: Friday, March 10, 2017 12:36 PM
To: LUT Planning
Subject: South Cooper Mountain



Hello,

I live at 10505 SW 175th Ave. and have been here since 1977. I strongly support an "around the mountain" alternative to respond to the major increase of traffic on 175th. We have to cross the road to get our mail which is terribly unsafe as we live just south of the second hill and the visibility from our driveway is terrible. I support reducing the speed limit on 175th to 35 miles per hour. We need this to happen sooner rather than later as the traffic is already so intolerable right NOW without the new high school being open. During peak hours the traffic on 175th is backed up stop and go all the way past our house which is 1/2 mile from the intersection of 175th and Kemmer. This will only get worse as the developments gain population. I appreciate you taking this into consideration as you plan for our future.

Thank you,

Kathleen Cobb
10505 SW 175th Ave
Beaverton Or. 97007
503-319-3106

From: Cathy Diss [<mailto:cathydiss@yahoo.com>]
Sent: Monday, March 13, 2017 6:45 PM
To: LUT Planning
Subject: Around the mountain tier 1



I would like to see a study of alternative traffic routes done. There are times during the day that I need to wait for 7 minutes to make a left turn out of my driveway. We have lived on the mountain for 20 years, and within the last year, it has become dangerous to drive on the road. When young (high school drivers) are added to the equation, it will be unbearable. Many times during the years, people have ended up in our front yard, while travelling South on 175th. I expect it to only increase, without possible fatalities in the future.

Thank you,
Cathy Diss
11135 SW175th Ave
Beaverton97007

From: warren ferguson [mailto:warren_e_ferguson@hotmail.com]
Sent: Monday, March 13, 2017 6:52 PM
To: LUT Planning
Subject: comments on Cooper Mountain Study



We need an "Around Cooper Mountain" routing for safety, financial, and environmental reasons.

It is not reasonable to continue thinking of 175th as an arterial.

It would be very costly to straighten out the kink in 175th north of the new high-school, and the road downhill starting at the corner of 175th and Kemmer is impassable when it ices/shows and cannot be made safe at arterial speeds. I can't imagine coming down 175th at 45mph and safely navigating the bend at the bottom where Rigert joins 175th. I probably never exceed 25mph when I take this downhill toboggan run.

Nor is it reasonable to continue thinking of Kemmer - 190th - Gassner - Grabhorn as an arterial. There are too many bends in these roads, and too many homes situated near these roads with blind entrances to the roads.

Actually modifying either of these two routes so they are safe to use as arterials would be very very expensive. The traffic on 175th is already crazy, and it will get worse as homes are built on the south side of Kemmer going down to the high-school.

Warren Ferguson
17563 SW Kemmer View Ct, Beaverton

From: Roger S [<mailto:rlsx@aol.com>]
Sent: Monday, March 13, 2017 8:04 PM
To: LUT Planning
Subject: Long Range Planning



My name is Roger Staver. I reside at 17470 SW. Reusser Court, 97007.

I am writing to encourage your careful examination of a proposal in your long range planning regarding a possible alternate north-south route west of The South Cooper Mountain Development Plan area. The term "around the mountain" has been applied to this route. Here (only) two of the more compelling reasons this route is deserving of serious consideration.

It offers an alternate route to those currently being considered. As an example, Southwest 175th is a rolling roadway offering extremely limited site lines and considerable difficulties for commercial traffic. 175th is a two lane rd., with insufficient right-of-way along its route for widening. It is currently burdened by excessive traffic volumes, particularly during a.m. and p.m. peak hours.

New development and the probable expansion of the urban growth boundary dictate added North South access be provided in the westerly portions of this part of Washington County. This is an opportunity for the county to exercise a significant step in "future planning" by recognizing the patterns of development and providing traffic systems that will accommodate them, not subsequent to the development, but rather as traffic increases. This seems a far better approach than further burdening existing systems that are already overused.

Please include "around the mountain" as a preferred alternative in your future planning considerations.

Sincerely,

Roger Staver



From: Sam Louke [mailto:sam.louke@gmail.com]
Sent: Monday, March 13, 2017 9:20 PM
To: LUT Planning
Subject: Comments on the Draft 2017-18 Work Program for Long Range Planning

Hello,

I would like to make some comments on the Draft 2017-18 Work Program for the record, specifically Tier 1 Transportation Planning sections 1.15 and 1.16.

I live on Cooper Mountain (CM) just off of SW 175th Ave. Over the past few years I have observed the levels of traffic increase dramatically as people look for ways to get to work around the area. Trying to drive on CM or into Aloha during the morning and evening rush shows how poorly that Washington County has kept up with the growth of homes and jobs in the county. Lines of cars waiting at stop signs and signals all over Aloha is unacceptable. Alternative North-South routes are needed including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

This winter showed just how bad using 175th Ave. over CM is when there is any snow or ice. Dozens of cars and trucks had trouble at the higher elevation of 175th and shows that we need to find a better all-weather route around CM for commuters and freight.

I see three ways to work on this problem: Immediate fixes, a short term solution, and a long term solution.

1) Immediately, there are some fixes to SW 175th Ave. that can be completed to improve the safety of the road. The speed limit on this narrow rural arterial is 45 mph. However, there are 51 private driveways (more than 20 per mile) along 175th. All the west side residents have to cross the road with its extreme traffic and blind hills to get their mail (the USPS requires all mailboxes must be on the east side of the road). When I look around the county at major 5-lane roads where the speed limit is only 35 mph I am baffled as to why 175th is as high as 45 mph! Safety should trump the speed limit on this road and LUT should work with ODOT to lower it to 35 mph and then enforce it to reduce the possibility of a resident getting hit!

2) In the short term (but still in our lifetimes!), a better route around CM needs to be developed using mostly existing roads. I see this "Around Cooper Mountain" solution as utilizing the route west from the new high school on Scholls Ferry, then along Tile Flat and Clark Hill and into South Hillsboro and aligning with Cornelius Pass. This will link the two new main development areas of South Hillsboro with South CM/River Terrace and provide an all weather route (no hills) to the jobs in the high tech corridor in Hillsboro. Nearly all of this route already exists and the roads would just need to be improved for the expected traffic.

3) Over the long term, the county must develop a limited access route that is further out west of the UGB to handle the freight and commuter traffic from I-5 to Hillsboro and relieve the strain on Hwy-217. The new route must be more "express" than today's system with many intersections to reduce the wasted fuel from long waits at lights. In addition, it should be no farther west than the expected western edge of the UGB less than 50 years from now.

Thanks for the opportunity to provide input to the Draft 2017-18 Work Program.

Sincerely,

Sam Louke
16800 SW Siler Ridge Lane
Aloha, OR 97007
503-579-6987

From: Eric Squires [<mailto:eric@ericsquires.com>]
Sent: Monday, March 13, 2017 1:54 PM
To: LUT Planning
Cc: Fran Warren
Subject: Affirming Need Stated in 1.15 of Workplan



LUT Folks,

Affirming Need Stated in 1.15 of work-plan, supporting work in developing an "Around the Mountain" solution.

Eric Squires

From: Mattingly, Laura J [<mailto:lmattingly@kpmg.com>]
Sent: Monday, March 13, 2017 2:04 PM
To: LUT Planning
Subject: Around Cooper Mountain Study comments



Dear LUT representative,

I would like to thank you all for your hard work and thought-provoking discussion with respect to long range planning relating to the "Around Cooper Mountain" study.

My family and I have resided on top of Cooper Mountain in Kemmer View Estates since 2002. My son will be a sophomore at Mountainside High School next year and my daughter will start there in three years.

To "jump right in", I whole-heartedly support the "Around Cooper Mountain" plan as really our only viable alternative. We at Kemmer View Estates, Phase 1 (which lets out at SW 176th and Kemmer Rd. and also directly onto SW 175th) have already seen a significantly increased amount of traffic made up of people cutting through the neighborhood in order to avoid the long line of cars waiting at the 4-way stop at the intersection of SW Kemmer Rd and SW 175th. Even I have been tempted to cut (I live on the other side of the green space off SW 182nd and Kemmer Road) at times due to the line of cars just sitting on SW 175th waiting to get the intersection at the top. Even with improvement due to a one lane traffic circle, people will still cut through the neighborhood if doing so is faster for them.

Please note that traffic on Cooper Mountain is already slated to get worse due to the number of new home developments along SW 175th. Adding on top of that traffic from people who are simply going over Cooper Mountain as a means to get to the other side will create even more safety issues. I am certainly concerned about the students, including my son and daughter, who will be attending the new high school at the bottom of Cooper Mountain. I can't imagine asking my kids to ride their bikes to school, even though it would be an easy ride for them from a distance perspective. Doing so would be tantamount to asking them to ride their bikes along the side of Hwy 26 during rush hour, if not more dangerous due to the curvy roads and hills.

I ask that you continue to exploration and act on the Around Cooper Mountain alternative. I truly believe that the safety and well-being of our families and neighbors depend on it.

Thank you for your consideration.

Laura Mattingly
18047 SW Ingrid Terrace
Beaverton, OR 97007
503-642-5832



From: Kim McLaughlin [<mailto:minerva@europa.com>]
Sent: Monday, March 13, 2017 2:27 PM
To: LUT Planning
Subject: Around Cooper Mountain

We are new homeowners in the area. I have been struck by the congestion and speed of the traffic in the area, and the prospect of more is a big safety concern.
Please add our names to the list endorsing "Around Cooper Mountain" TIER 1.

Kim McLaughlin & Stan Davis
18700 SW Hart Road
Beaverton, OR 97007
minerva@europa.com
standavis99@comcast.net

From: Ken Seymour [<mailto:ken@3dbcommunications.com>]
Sent: Monday, March 13, 2017 2:53 PM
To: LUT Planning
Subject: Public Comments on Transportation Plan



Hi,

With all of the new growth and development (like in the SE corner of TV Highway and 229th) the propose S. Hillsboro River Road short cut to Roy Rogers Road is too far to the west. There is a lot of traffic now traversing over Cooper Mountain which is inefficient and hazardous in winter. The plan to go around Cooper Mountain is a good one which has been proposed the past. I am in support of this which is asking the County to look into expanding 229th south meeting up with Tile Flat Rd. This can then connect up to Scholl's Ferry Road which would be more efficient for moving traffic to Roy Rogers Road.

Thank you.

Ken Seymour
9115 SW 176th Avenue
Beaverton, OR 97007

1.15 Refinement Plan for arterial connections between high growth residential areas Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th and provide more direct connections.



From: Curt Hinck [<mailto:curthinck@gmail.com>]

Sent: Monday, March 13, 2017 1:35 PM

To: LUT Planning

Cc: fran.coopermtn@frontier.com; sam.louke@gmail.com; Valorie Val Bonner; Carole Hinck, John Barnes

Subject: 1.15 Refinement Plan for arterial connections between high growth residential areas

*Re: 1.15 Refinement Plan for arterial connections between high growth residential areas
Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th and provide more direct connections.*

*And also as pertains to: 1.16 Transportation planning for Urban Reserves
This study will evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively, rather than individually, to plan for transportation system needs. The study will identify road network needs, road jurisdiction and update plan documents as appropriate to meet future transportation needs within and adjacent to the identified urban reserve areas. Concept plans for urban reserves will impact several of the county arterials designated as 'Rural Road Enhancement Study Corridors in the TSP, including Roy Rogers Rd., Elwert Rd., River Rd., Jackson School Rd., West Union Rd., 185th Ave., and Cornelius Pass Rd.*

Hello,

My name is Curt Hinck, and I am a 3rd generation Washington county resident. My family has lived in Washington Country since 1923, and I have lived in Washington County for 52 years of my 52 year life. My Parents own and live on a 35 acre filbert/hazelnut orchard on SW Rosedale road (where I grew up), and I currently live on Cooper Mountain with my family (generation 4 of my Family).

I very much appreciate that growth and subsequent change happens, however managing this growth for the long term seems to be something that is easier said than done. As such, we very much appreciate Washington County giving residents the chance of weighing-in on some of these long term planning/transportation plans.

Since the Roy Rogers North/South roadway was put into use, we have seen the traffic increase over cooper mountain on 175th to a degree I can't even have believed would ever happen. This is a road that is listed @ 45 MPH and 35 MPH (going down the the hill to the north), and is rural, but has a very substantial # of residents-driveways/school bus stops, etc. Additionally, there is now a THPR park on 175th within the 45 MPH area as well as several obstructions/+ an accident causing kink in the road, which also has substantial inclines both to the south and the north (which is not typical of most of Washington county, due to having so much flat farmland). These inclines and elevation of the mountain also directly impact the winter weather driving conditions, that also lead to a severe and unnecessary dangerous commuter condition.

The connector roads to 175th have 25 MPH speed limits (Weir) and as such, we have 25 MPH roads that turn into 45 MPH with the exact same number of driveways and school bus stopes per 100' of roadway. A very unsafe condition for pedestrians, residents and children.

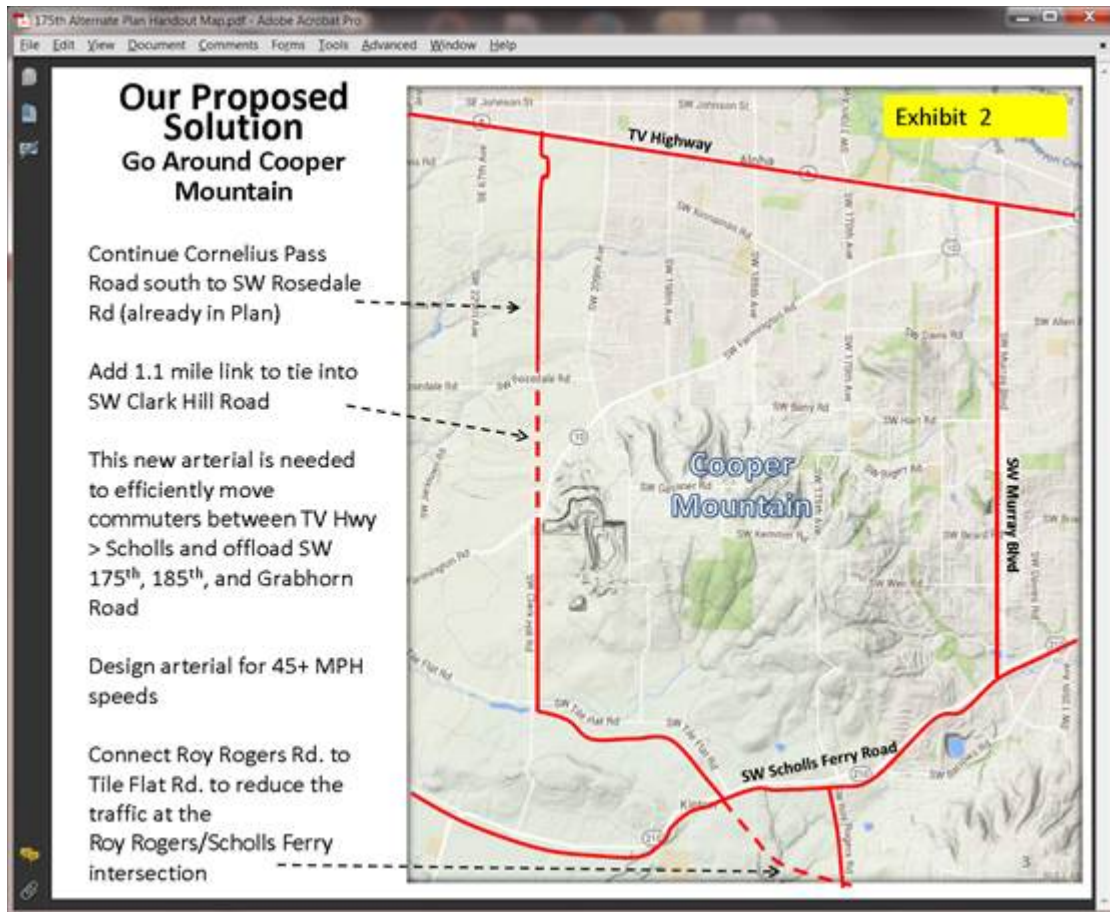
With the high school going in now on 175th/Scholls Ferry, we are going to experience a huge traffic influx as due to this proximity, but added with the aforementioned Roy Rogers cut-through traffic, it will make for what I believe to be a very "un-livable" Cooper Mountain.

I highly recommend an "Around the Mountain" plan be seriously considered based on the aforementioned safety concerns, due to the topography of Cooper Mountain, and to better fit into the long term goals of the development of the Cornelius Pass Extension-north/south expressway in a way to better align with Scholls and Roy Rogers Road areas. The availability of the power lines north-south real estate, coming from Cornelius pass north through the St. Mary's development, through Rosedale and Farmington lead perfectly as an expressway to Scholls and beyond.

Thanks again for the opportunity to provide my thoughts on this topic!

Thanks,


Curt Hinck
16820 SW Siler Ridge Lane
Beaverton, OR
97007
503-793-2201

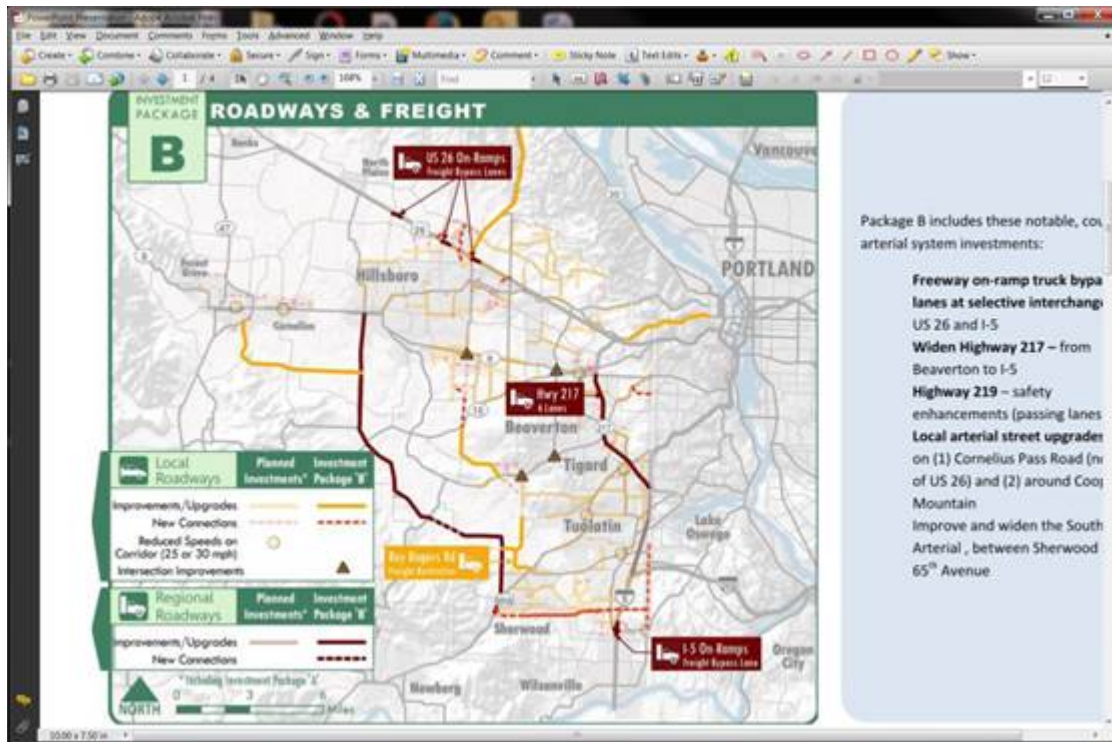


We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

Why is this new development not be cross accessed to Weir road?
 Preview attachment 175th Alternate Plan Handout Map.pdf

[Preview attachment ATM_Map.pdf](#)

 [ATM_Map.pdf](#)
 722 KB



From: Margaret Meyering [mailto:margaret_meyering@cox.net]
Sent: Sunday, March 12, 2017 2:54 PM
To: LUT Planning
Subject: The Around Cooper Mountain Project.



Greetings: We would like to verbalize our support for the “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here now. Commuter traffic in the north south direction is congesting local roads and destroying neighborhood livability and safety.

We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro. During rush hours, the traffic is almost more than the area can handle now.

This past winter has also shown that there should be a focus on safe, cost-effective, all-weather roads – not invest in enhancing roads over Cooper Mountain.

In the past 10 years that we have lived at our residence, we have observed the increasing traffic on 175th Avenue. This increase in traffic is effecting the egress from our road (Alvord Lane) during morning and evening business hours and we haven't even experienced the effects of the new high school traffic or the increase of traffic that will come from River Terrace, the new subdivisions to be built on the East Side of 175 Avenue or around the fire station on 175th Avenue. As Alvord Lane is a dead end street, the only way to get out or into it is from 175th Avenue.

Thank you,

Harold & Margaret Meyering
17290 SW. Alvord Lane
Beaverton, Oregon 97007



From: soren vestergaard [<mailto:sorenvestergaard@msn.com>]
Sent: Monday, March 13, 2017 1:18 PM
To: LUT Planning
Cc: Fran Warren; Sam Louke; Roger Staver
Subject: 2017 LUT Work Plan - SW 175th Ave and "Around the Mountain"

To Washington County LUT Staff,

We appreciate the focus you have placed on the traffic issues around the N - S traffic growth over Cooper Mountain, that so severely is impacting the life of not only all residents along SW 175 Ave between Rigert Rd & Schools Ferry Rd, but also by default is offering commuters a very poor choice of route.

SW 175th Ave is today the same country road it was in the 70's when we moved up on Cooper Mountain. It was never re-designed or improved to become an "arterial".

1. A few re-pavements has been done over these last 40 years.
2. The grades are still the same and little can probably be done to reduce the 14+/- % grade South from Rigert for .4 miles! A lot of accidents and ice & snow dramas has occurred - even with lots of attention from the County with de-icing and gravel (which actually surprise drivers by making braking distances much longer).
3. The most recent improvement to the SW 175th Ave / Rigert junction has been less successful then we hoped it would be. It is still a "surprise-surprise" very difficult turn / junction - unfortunately it seems a waste of money and time.
4. SW 175th Ave is "still a pig even after a lot of lipstick" - it was simply not designed for carrying the high volume of traffic. And the grades/contours are simply not accommodating. For heavy trucks it is way too difficult to handle - there should be size/weight/length restriction for thru-traffic. 18-wheelers easily get stuck trying to maneuver the tight turns and grades - misled by their GPS to take the route.
5. The high growth around the SW 175th Ave / Scholls intersection that now will occur with the new high school and multiple developments coming on line, will only severely aggravate the choking of traffic over Cooper Mountain - and actually also cause increased traffic jams on SW 170th Ave from Rigert N to at least TV Hiway. And lots of school buses are going to contribute and suffer.

We believe LUT is well aware of these issues.

Given the above we will strongly support the following:

A. Proceed as fast as possible with a "around the mountain" traffic route connecting the Sherwood/Roy Rodgers area with the Hillsboro/Reedville/Cornelius Pass Rd. thereby removing a significant portion of traffic from 175th - or at least take the pressure off the route.

B. Do not use big funds on 175th Ave - even "after a lot of lipstick, it will still be a pig". Instead focus the 175th effort on traffic measures such as

- Reduce the speed limit on the Scholls to Rigert stretch down to no more than 35 mph - in line with SW 170th Ave N from Rigert to Farmington. The grades and congestion/access roads from homes, access to mail boxes etc. clearly justify this.

- restrict the use of 175th to smaller trucks - preferably just for local deliveries/pick-up's.

We believe you will receive significant local support for these measures.

Thank you for your willingness to listen and discuss this problem and solutions over the last several years.

Best Regards

Grethe & Soren Vestergaard
8659 SW 175th Ave
Beaverton OR 97007-7768

PH# 503.649.7788



From: Fran Warren [<mailto:fran.warren@frontier.com>]
Sent: Monday, March 13, 2017 1:31 PM
To: LUT Planning
Subject: PUBLIC OPINION RESPONSE - LUT DRAFT 2017 WORKPLAN

Thank you Staff for soliciting inputs for the Workplan – we, the community, appreciate this opportunity to provide feedback. Attached, please see my written Public Opinion response with photos to support – below is the text in stream. Take Good Care – and I hope to be seeing you upon my return to Oregon later this month, Fran.

Public Opinion Response as of 13 March 2017 to Draft 2017 Long Range Planning Work Program Comments from:

Fran Warren
17830 SW Outlook Ln
Beaverton, OR 97007

Regarding the two 2017 CITIZEN REQUESTS, as a member of CCI Steering Committee, I concur with the letter to be sent to Washington County Board of Commissioners dated 14 March, 2017. This letter cites the primary reasons why we citizens feel we should be revisiting: 1) Relax the rules for health hardship permits and renewals; and 2) Improve community communications with developers and staff. I want to particularly address the Issue of Community Communications. Oregon’s Statewide Planning Goals & Guidelines states GOAL 1: CITIZEN INVOLVEMENT - OAR 660-015-0000(1). I believe we should be doing everything fiscally possible to support this goal and if the community (and their representatives, the CCI) believe that there is a gap in the Communications, then this warrants attention. In the past 3 years of local agencies’ preparation for the South Cooper Mountain development, I have personally witnessed many examples of the breakdown in communications between private developers, governmental agencies and private citizens. In the absence of timely accurate information, rumors prevail and local citizens become unduly alarmed. We even formed a “grass roots” citizens group for the express purpose of clarifying communications to dispel the rumors. There were times when our citizens group actually had to assist in clarifying information flow between LUT Planners and the developers as well. I definitely feel that some of the items cited in the CCI letter will reduce this communications gap – and that there are even some other options to help. Please do reconsider investing some effort in this request in 2017. I definitely believe this will save time and effort on the part of many levels of staff in the future as well as improving the quality of life for residents.

The remainder of my Public Opinion response here is to address Transportation Priorities: The Washington County Transportation Futures Study identified the need for further study of items that are included in the work program this year including: urban traffic on rural roads, evaluating transportation infrastructure needs in the urban reserves before they are brought into the Urban Growth Boundary, and further developing a transit grid to serve Washington County’s future population.

Transportation Planning

<i>TIER I (new Tasks are italicized)</i>						
No.	Tasks	Staff Time	Ord.	Comments		Public Inv.
1.15	<i>Refinement Plan for arterial connections between high growth residential areas Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an ‘around the mountain’ route that would reduce traffic on 175th and provide more direct connections.</i>	<i>M</i>	<i>?</i>	<i>Funding for the refinement plan will need to be identified; initial effort would focus on scoping issues for a work plan.</i>	<i>C</i>	<i>?</i>

The citizens group to which I referred earlier in this letter is 175th Neighborhood Association. Our objectives have been to *Improve neighborhood livability by Improving traffic flow and Improving safety for vehicles, pedestrians and bicyclists.* Our position is that we support the need for a Parkway-type solution for greater mobility in Washington County, but we also believe that we need a more-immediate alternative route for 175th and the “Around Cooper Mountain” Study needs to begin right away.

We, those who live in the High Growth Areas need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but this new alternate North-South corridor is also essential for Washington County freight, public transportation and cars. As Washington County makes the transition from majority rural to suburban and urban, we must plan ahead for the transportation corridors.

“Around Cooper Mountain:”

Figure 1 - Around the Mountain is 175th Neighborhood Association’s original presentation to WCTFS in October 2015 for the Alternate route to 175th. We now refer to this as “Around Cooper Mountain” because one of our local mayors asked, “...around what mountain..?” So, we want to be clear! This attachment really needs no further clarification here.

175th-Roy Rogers ByPass:

One key factor in this route is the by-pass of the intersection of Scholls Ferry and Roy Rogers – to reduce the impact of the new High School at this already-troubled location. A by-pass will also divert the traffic further west on Scholls Ferry to reduce some of the mobility issues.

Low-Hanging Fruit Opportunities:

I have been submitting some suggestions for a few short-term modifications needed to facilitate very immediate safer traffic “Around Cooper Mountain” by installing three road signs, a change in speed limit and a traffic light at a blind intersection where the safer, flatter roads are already in place. These are minor capital projects with big payback – especially for truck traffic which has difficulty with the steep grade on 175th during the winter months.

Public Transportation:

When I saw the LUT Long Range Plans, shown at the WCTFS in 2015, I had noted a void of transit solutions in the High Growth areas. LUT and Metro need to revisit this part of the transportation plan to ensure there are viable public transportation options. We’ve recently had

surveys asking the public about transportation needs but if we look at the demographics of the respondents, the survey results seem skewed. I believe the subsequent external consultants' phone survey is a good balance.

Bicycling in suburban/rural areas is for Recreation:

It takes an experienced bicyclist about an hour to ride from the River Terrace/South Cooper Mountain area over to Intel, in Hillsboro – in GOOD WEATHER! Thus, bicycle paths for this High Growth corridor are really for recreation – not for work commuting. And, the 12-14 degree grade on Cooper Mountain makes this almost an unsurmountable endeavor for anyone – especially going to or from work. I sometimes hear people from Southern California talk about how the bicycle works there – but we must remember that the weather in Oregon is not conducive to this mode of transportation as a reliable work commute option.

Plan for Inclement Weather

Figure 2 – Elevations was part of our package presented to the WCTFS in October 2015. This mapping clearly shows the disparity of elevations across some of the North-South roads in the High Growth Areas. I have sent several emails to LUT and the Board of Commissioners showing how this past winter's inclement weather took its toll on trucks as well as commuters trying to get over Cooper Mountain. Many of the accidents were on the North side of the mountain – not just at the “kink.” 175th is an undulating, winding country arterial with steep grades and it is fiscally impractical to try to make this into any kind of commuter route. Current residents along this route have great experience with the inclement weather and we can see that Washington County has definitely stepped up efforts to make the road less slippery, but the nature of the terrain on both the North and South sides of the mountain, the vegetation and the sheer volume growth in traffic make this a poor route for commuters in all kinds of weather. The “Around Cooper Mountain” route which we put forth took this inclement weather issue into consideration – along with the growing public transportation and freight needs.

Limited Access/Parkway still needed:

Where the Parkway (especially an elevated one) would seem a better long-term solution, we are concerned about this option since the diagram shown in the Staff Report (see page 52 of the report, Figure 5.8) shows a wide swath and two distinctly different options for the actual location, one of which is so far west of 175th that we are concerned it would not significantly reduce the traffic off 175th. I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

Plan for Conservation:

We need to remove the unnecessary barriers as our County grows and transitions to its new profile: greater population density which yields more urban and suburban development. *Figure 3 - Developments* is the Google aerial map which I have utilized to demonstrate this expansion. On this map, one can see that there is high density to the east of 175th, but very rural (at the moment) to the west. I have highlighted the 3 High Growth Communities in red. On this map, there are almost zero North-South roads to the west of 175th and nothing (new) connecting the High Growth Areas. Our State legislator is promoting a bill to help reduce the barriers to obtain the needed right-of-way for transportation. I like to think of myself as a pragmatic environmentalist and while I will continue to work to save wetlands and needed farmland, I think that LUT needs to help Washington County to PLAN out conservation in light of our growth. If

we don't plan these transportation corridors with conservation in mind up front, then once the developments have been built, the only remaining land will be the wetlands and natural resources that we needed to protect in the first place. For example, the new N-S Parkway needs to be the EAST-most alternative – the westerly path shown in the WCTFS Study encroaches on rich farmland and is least beneficial to already-urbanized High Growth Areas. When LUT studies the High Growth Area corridor, it is essential that the essential natural resources are also protected upfront – to reduce potential litigation later. Intertwine Alliance is currently working with Metro and many other agencies on mapping the wildlife corridors across our region. I am participating in this effort and would be happy to assist LUT in the Conservation Planning portion if invited.

In conclusion, I am happy to be of assistance in any study efforts and would work with the community to participate as well. We need better transportation options for the well-being of a wide-range of members of the Washington County community.

Thank You for considering the inputs of the community,

A handwritten signature in cursive script that reads "Fran Warren".

Fran Warren

Our Proposed Solution Go Around Cooper Mountain

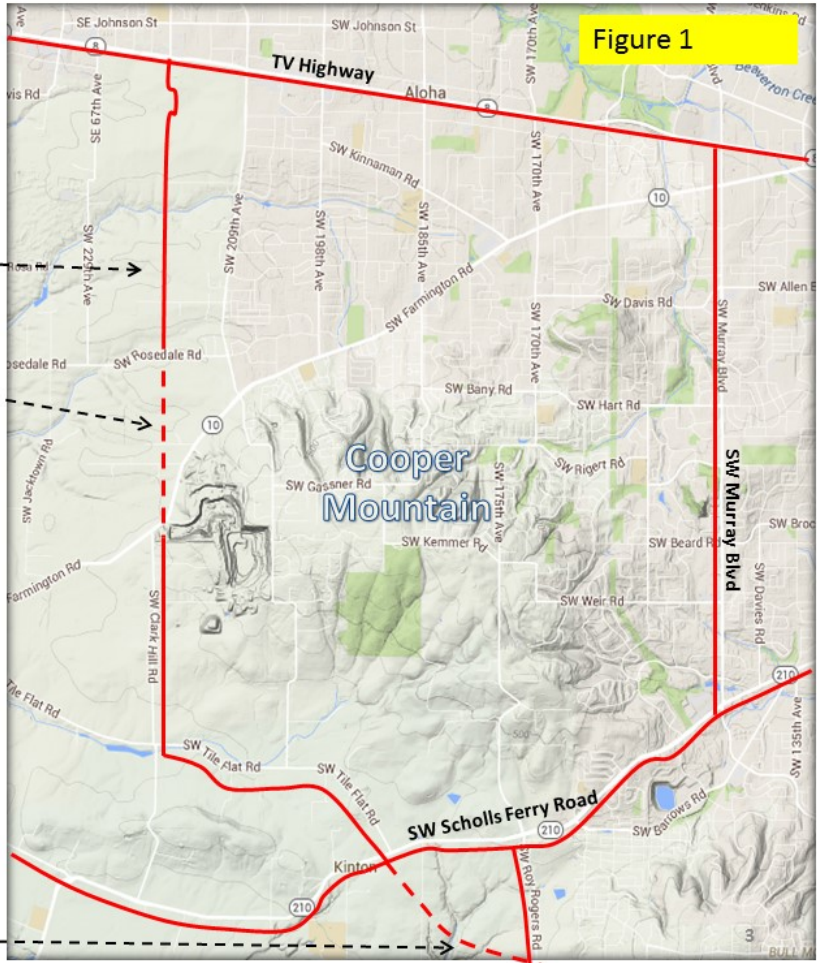
Continue Cornelius Pass Road south to SW Rosedale Rd (already in Plan)

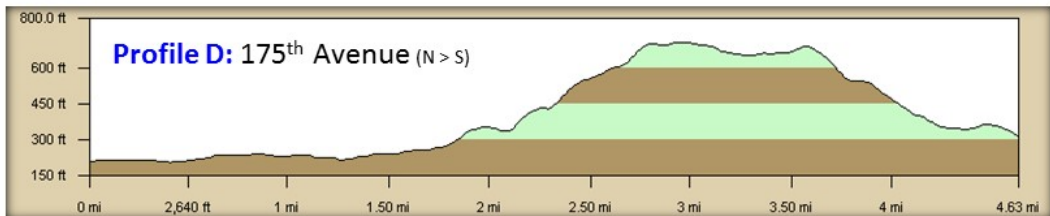
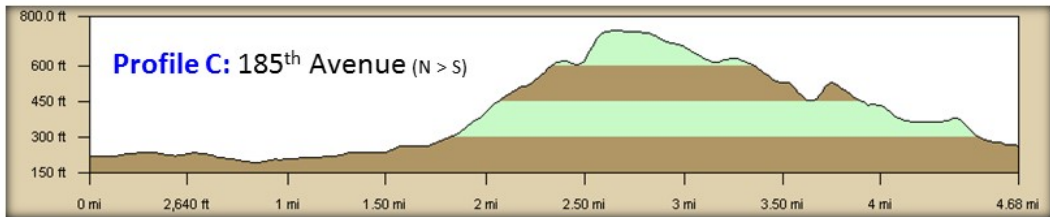
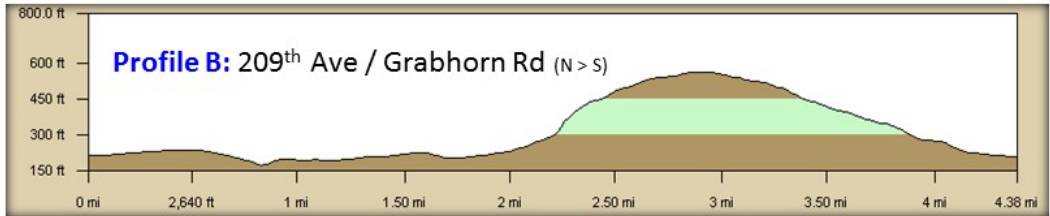
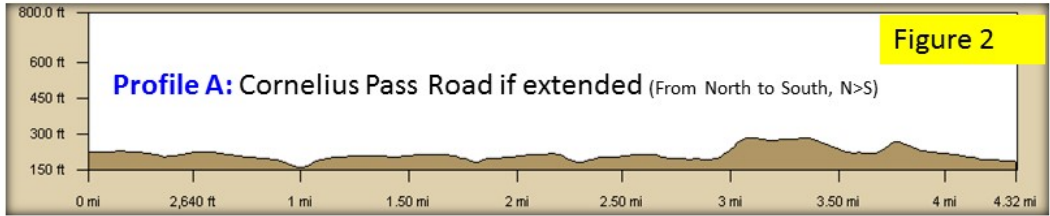
Add 1.1 mile link to tie into SW Clark Hill Road

This new arterial is needed to efficiently move commuters between TV Hwy > Scholls and offload SW 175th, 185th, and Grabhorn Road

Design arterial for 45+ MPH speeds

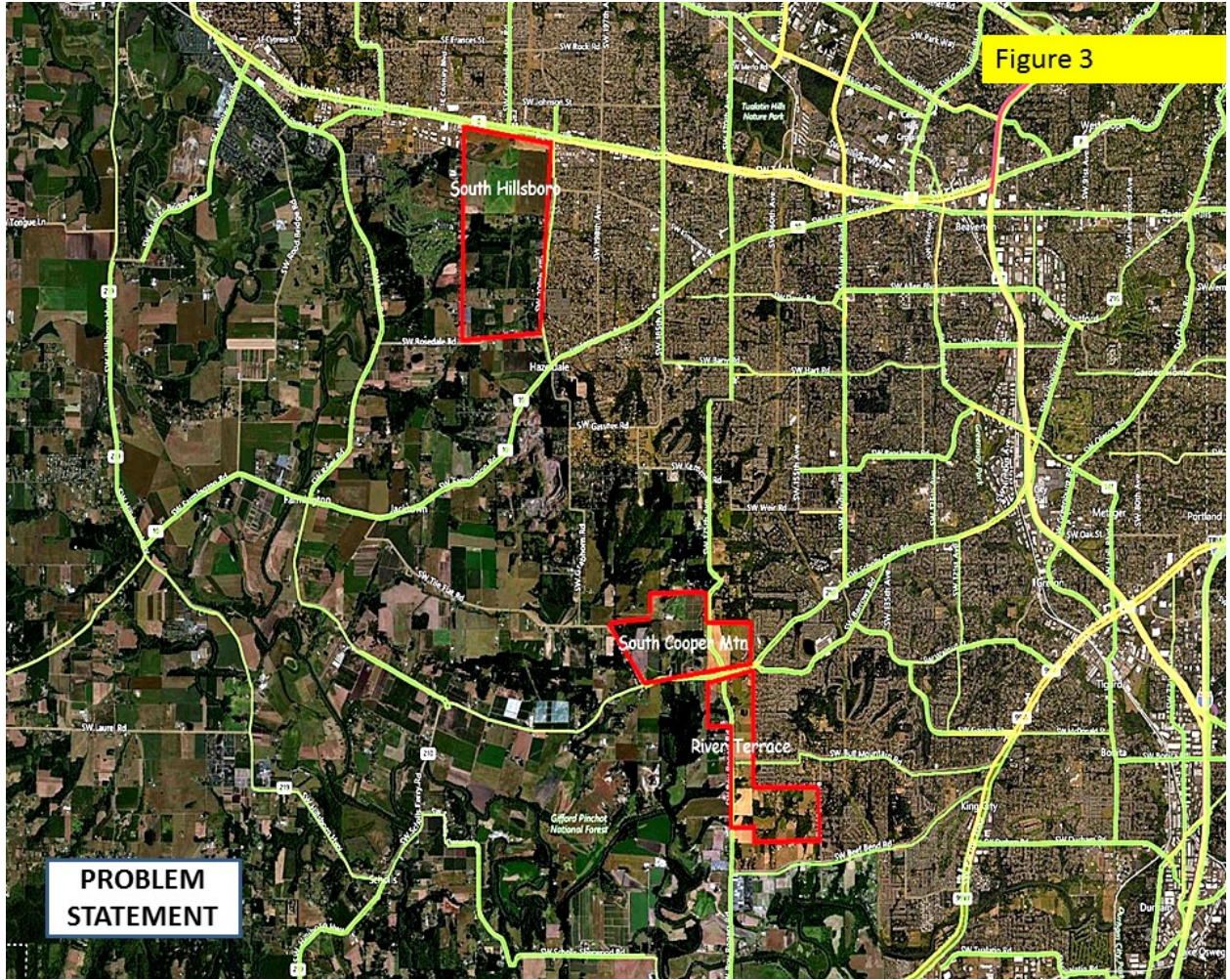
Connect Roy Rogers Rd. to Tile Flat Rd. to reduce the traffic at the Roy Rogers/Scholls Ferry intersection





175th Neighborhood Association

5





Washington County



Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

March 14, 2017

Washington County Board of Commissioners
C/O Andy Back
155 N. First Avenue
Hillsboro, R 97124

SUBJECT: 2017 Draft Work Program,

Dear Commissioners and Mr. Back,

We are pleased that the needed planning for the North Bethany Main Street has been identified as a 2017 priority. Bike and pedestrian friendly commercial development is necessary to create a complete community in this area of Bethany.

As part of the Main Street planning, we recommend the creation of a stakeholder advisory group with CPO representatives from both North Bethany and from the surrounding community. Please keep our CPO informed as this process moves forward to allow our membership to be fully engaged in this planning.

Sincerely,

Cindy Thackery
CPO 7 Chair

Letter authorized by vote of CPO 7 membership on 3/13/2017

 8 Ayes

 0 Nays

 0 Abstentions

Washington County Committee for Community Involvement

254 N First Avenue, MS 20
Hillsboro, OR 97124-3072



March 14, 2017
REVISED March 20, 2017

Washington County Board of Commissioners
c/o Andy Back, PDS Manager
155 N. First Avenue
Hillsboro, Or 97124



Re: 2017 WORK PROGRAM

Dear Commissioners and Mr. Back,

CCI wishes to provide the following feedback on the 2017 Draft Work Program:

UPDATE PLAN DOCUMENTS WITH THE REVISED NAME FOR THE CPO AND CCI PROGRAMS

Thank you for proposing to update the Comprehensive Plans by replacing "citizen" with "community" during 2017.

HEALTH HARDSHIP

Our organization strongly disagrees with the staff response to our request for changes to the health hardship permit rules. We believe a lack of compliance with a permit requirement is an issue of code enforcement, not an issue of permit reissuance. Changes to code should be made to allow permit renewals to be processed as a Type I--reducing both the cost and the paperwork requirements for the applicant.

Initial approval of a permit should adequately address impacts on the surrounding area and the need for the health hardship. Code enforcement, not permit renewal, should be used to determine if terms of the permit have been violated or if impacts to the surrounding area are problematic. Adequate code enforcement should be able to easily identify use of temporary residences with expired permits.

If no code enforcement issues have been raised during the permit period and no changes have been made to the location of the temporary housing, a renewal should not have to resubmit complete responses to CDC 430-135.2. By requiring only a signed document from a medical professional and a Health Department inspection of the septic system (if applicable) for a permit renewal, all discretionary decision have been removed from permitting process and the application can be processed as a Type I.

CCI Steering Committee

Jim Long & Kathy Stallkamp, Co- Chairs / Stan Houseman, Secretary / Paul Johnson, Member / Fran Warren, Member / David Shettles, Member / Mary Manseau, Chair, Code and Ordinance Subcommittee

ALL TYPE II AND TYPE III DEVELOPMENT SHOULD BE REQUIRED TO HOLD A NEIGHBORHOOD MEETING OR POST THE DEVELOPMENT SITE

We support a requirement for either a neighborhood meeting or a site posting for all Type II and III development. We do not support staff's recommendation for exempting Type II or Type III Commercial, Institutional and Industrial use more than 100' from a residential area from this requirement. To provide clear transparency to the community, all Type II and Type III applications should be required to hold a neighborhood meeting or should be required to post the development site with pending development application information regardless of the underlying zoning of the property to be developed or distance from residential areas.

POSTING SITE WITH CONTACT INFORMATION

We do not support Staff's recommendation for site posting to be the complete responsibility of the Building Services Section. Our combined community experience has taught us that requirements are best documented in the CDC and memorialized through a Condition of Approval of the development application. Without a CDC requirement, developers can easily not take the requirement seriously and Building Services will not be able to enforce our requested requirement for signage.

UPDATE TO NEIGHBORHOOD MEETING RULES AND OTHER COMMUNICATION WITH THE COMMUNITY

As technology changes, methods of communication change, as well. Updates to tools are needed to assist the CPOs, the county, and developers in communicating with and distributing information to interested parties. Simple changes in the rules could aid in the use of email. For example:

- Adding email to the required neighborhood meeting sign-in sheet could:
 - Provide the county with an interested party list for sending our electronic notice of applications open for comment and/or scheduled for an upcoming hearing.
 - Provide developers with access to email address for those attending neighborhood meetings.
 - Provide easy contact for CPO leaders to those most interested in a development project.
 - Provide an avenue for interested parties to receive development specific information in a timely manner.

- Posting development documents to county website with URL to allow CPO leaders and interested parties to easily distribute information about new development to the community.

It is time for a conversation with CPO leaders, developers, staff and other interested parties to brainstorm on how to best distribute factual information about planned development to the community. Improved communication is good for everyone--community members, developers and county staff.

We recognize the challenges for completing all tasks included in Tier 1 during the upcoming ordinance season and are hopeful our early comments will help these tasks move more smoothly through the process. The work to be completed by Long Range Planning is critical to the future of our county. We do not support any reduction in staffing for FY 17/18 though the upcoming budget process and encourage steps to be taken to find funding to increase staffing to allow more of the worthy projects in the task list to be addressed.

Thank you for your careful consideration of our comments and for this opportunity to provide feedback on the 2017 Draft Work Plan.

Sincerely,

A handwritten signature in black ink that reads "Kathy Stalkamp". The signature is written in a cursive style with a large initial 'K'.

Committee for Community Involvement (CCI)

This letter was approved by the CCI Steering Committee as authorized by the CCI membership vote on 2/21/2017:

11 Ayes

0 Nays

0 Abstentions

CCI Code and Ordinance Subcommittee

March 14, 2017

Washington County Board of Commissioners
C/O Andy Back
155 N. First Avenue
Hillsboro, OR 97124



SUBJECT: 2017 Work Program

Dear Commissioners and Mr. Duyck:

The CCI Code and Ordinance Subcommittee meets on a monthly basis to discuss issues related to the annual work program with a focus on the Community Development Code. We have reviewed both the draft 2017 Work Program and the March 31 CCI letter of comment on the draft Work Program. We fully support the CCI letter of comment, however, we would like to add these comments on the draft Work Program.

HISTORIC OVERLAY: We recognize the burden placed on property owners of parcels with historic overlays. We can support removal of designation where the resource no longer exists, if a provision is put in place requiring a permanent plaque be placed on the site to provide an historic reference. A requirement for a permanent posting of a site with historical significance seems to be a small concession for removal of an historical overlay.

INFILL: We welcome the suggestion that infill standards be broadened to include zonings other than R-5 and R-6 and look forward to being a part of this future conversation.

However, we feel the current proposal of a 6-foot fence is inadequate to address the impacts of infill development on established neighborhoods. Building orientation, vegetation removal, noise, site access, light trespass, traffic calming, site circulation, and drainage all remain as issues that a 6-foot fence will not address. The existing homes cannot easily change the location of windows and private areas of homes. The existing neighbors should not be required to provide screening to protect the privacy of their outdoor areas or the interiors of their homes. Infill code must:

- limit removal of existing vegetation,
- encourage use of existing vegetation as water quality/quantity facilities as allowed under CWS standards,
- encourage a process to preserve existing trees near property lines,
- Limit construction of two story homes directly adjacent to existing homes,
- limit or prohibit second story windows in side yards of any new homes adjacent to existing homes,

CCI Code and Ordinance Subcommittee

- allow for traffic calming as a condition of development approval,
- direct driveway and street placement away from existing homes.

CDC UPDATE: We look forward to the opportunity to be fully engaged in this multi-year process.

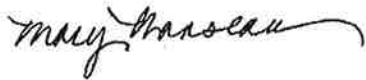
FOOD CARTS: We support moving forward with rules to legitimize food carts under Washington County's jurisdiction, while keeping rules as simple as possible. We look forward to working with you in developing regulations to help encourage viable, safe business, without adding unneeded burdens to the community, staff or to the businesses.

WALKWAY GAPS: We support development of new funding tools to address sidewalk gaps. We continue to support code changes requiring all new construction, including replacement dwellings, to comply with current ROW standards. There can be some flexibility in determining whether a sidewalk needs to be constructed, money paid into a fund for future sidewalks, or no payment. ROW should be dedicated in all cases.

Although new single family homes constructed on lots of record are small in number, we will see increasing numbers of replacement dwellings constructed on lot : with frontages not meeting current county ROW standards. Adequate ROW for streets, sidewalks and bike lanes is not a discretionary standard—it is a minimum standard needed to ensure the safety of the traveling public.

Thank you for this opportunity to submit comments on the draft 2017 Work Program.

Sincerely,



Mary Manseau

for CCI Code and Ordinance Subcommittee

From: mikbet@frontier.com [<mailto:mikbet@frontier.com>]
Sent: Tuesday, March 14, 2017 4:35 PM
To: LUT Planning
Subject: Road around Cooper Mtn.

After deadline



Lut Transportation

I live on 175th ave. for 50 plus years and we sure need another main road running North and South to take traffic off 175th I'm 1/2 mile north of Scholls Ferry rd. and the work traffic going South in the afternoon backs up past my driveway almost every day making it very hard to get on 175th to go south might have to wait 5 plus minutes to get out of my driveway.

Then wait in line for 4 to 5 traffic light changes to get across Scholls Ferry Rd. I don't want to even think about what it will be like when the new high school opens and the new housing developments get finished. How about straightening and widening Tile flat and connect it to Cornelius pass and on the Scholls Ferry end put a new road out to Sherwood West of Sherwood then over to Wilsonville. If not Tile Flat then a half mile West use Pleasant Valley and extend both ends. In the Tigard Times commissioner Dick Schoten says that Washington County has no interest in building a new road how does he plan on getting people around when the County is Okaying all the new sub divisions. 2000 new houses or condos or apartments in a 2 mile stretch by me on 175th and Roy Rogers Plus South Hillsboro 8000 and West Sherwood.

Also need to widen Roy Rogers now not later. Everything with the county seems to be after the fact instead of first Roads then houses.

Tri-met goes thru this area and we pay Tri-Met taxes so there should be stops out this way on Scholls Ferry and on Roy Rogers to Sherwood !!!!!

Arnold Mike Cnzelmann
11964 S.W. 175th ave
Beaverton, Oregon 97007
mikbet@frontier.com
503-590-4266

From: Kay [mailto:nakamoto.kay@gmail.com]
Sent: Tuesday, March 14, 2017 11:02 PM
To: LUT Planning
Subject: "around the mountain"

past deadline



dear LUT,

As a native Portlander of 65 yrs I have seen many changes since living 37 yrs on this west side.

The most concerning is the safety issue on 175th ave on which I now live. The TVFD accident report for 2013 & 2014 showed a doubling increase of injury accidents and nearing 5X's for non injury just on our 175th. This is before the present housing construction boom or the start of the new Beaverton high school.

Thousands of more cars are expected on 175th because of this activity/developments. We are not at our peak for traffic but already on some evenings traffic is backed up from Kemmer/Weir to my Reusser Ct 1/2 mile away. We need 175th for local traffic and therefore I support the Transportation Futures Study for a north/south parkway with limited access for the commuters and truckers.

My husband, a computer scientist, chooses to leave for work before 5am. He sees many huge trucks on 175th taking the "short cut." We often travel returning home nearing midnight. Again we see tracker trailers passing through on 175th. You may have received photos of trucks jackknifed on our road. Add snow/ice and one finds vehicles along the sides of the roads and in ditches.

"Around the Mountain" N/S parkway would also help the commuter who is angry when traffic is heavy as he can't speed on 175th which has no stop lights and just one stop sign. These motorists, pass on blind hills, double lines and speed with little regard for their or others safety. 175th residents have been tailgated, flipped the finger, passed on right and left, honked and sworn at for just for obeying the posted 45mph and turning unto their driveways. Try going the suggested 25mph after the yellow caution sign, "hill blocks view!" We residents could write of book of non-fiction.

One particular time I was with a neighbor traveling north, down the hill before Rigert. Apparently, one frustrated motorist, traveling south, could not wait behind the car ahead of him going up the hill. This driver passed on the steep hill's double yellow and was seconds from a head on collision with an innocent driver traveling north down the hill. This was a "Holy Shit" (movie ET) moment for me with my neighbor frozen beside me.

We asked for the speed limit to be reduced to 35mph but the engineer who saw the "study" said the majority of the motorists were going 55-58mph and actually the speed limit should be raised above the 45! With the added traffic nearing from the new housing and opening of the high school, we are hoping for a reconsideration to reduce the speed to 35mph on 175th.

We also support having a bus service My three children attended three different high schools in the Beaverton area. All three high schools had public transportation and sidewalks. This new high school has neither for their students that live near/on 175th nor for the number of people that walk, run or bicycle now unsafely.

There seems to be little concern for safety on 175th for anyone.

The commuters are unhappy as they want a "fast" route and the truckers have to be careful on the turns and steep, blind/ hills. "Around the mt" n/s parkway would give an unencumbered route and the area residents would be relieved to have their 175th back to local traffic and we all would be safer.

thank you,
Kay Nakamoto
17345 SW Reusser Ct
Beaverton 97007



From: Mike Gallagher [<mailto:mrgoregon@comcast.net>]

Sent: Wednesday, February 15, 2017 10:47 AM

To: LUT Planning

Subject: Comments on Draft 2017 Work Program

I would like to see the following comments addressed:

1) Emergency planning for the Hillsboro Airport in the event of a natural disaster which closes Portland International Airport for a significant period. Such planning should include coordination with Federal agencies including DOT, FAA, USTRANSCOM, FEMA to insure emergency relief efforts for the region would not be impeded by a lack of airport preparation.

2) Evaluate transportation utility fee (TUF) fairness for those property owners with sole responsibility for maintaining designated private streets which are in fact just part of the public street network. This is not to suggest a waiver of the TUF, but rather a fair discount in recognition of the contribution made in providing privately maintained public streets.

Sincerely,

Michael R. Gallagher

2028 NE 50th Way

Hillsboro, OR 97124

(503) 608-0654, cell

From: Linda Broussard [mailto:LindaBroussard@comcast.net]
Sent: Saturday, February 18, 2017 12:06 PM
To: LUT Planning
Subject: Work Program 2017



Thank you for putting traffic concerns caused by the recent development on Cooper Mountain on your 2017 work program.

Living along 175th, we are treated to the daily squeal of breaks and the frequent sound of crashes as the heavy traffic clogs our "rural" road. We endorse alternative north-south transportation options, especially since we have yet to see promised improvements to sight distance going into effect, even though development all along the road continues apace. Our road had to be closed more than once during recent bad weather as semi trucks jack-knifed trying to negotiate the sharp curves and steep grades over the mountain. With even a light snowfall, neighbors are used to seeing multiple vehicles sliding into the ditches. But even in the best weather, the over crowded road and poor sight distance make accidents a common occurrence.

The need for an alternative is obvious to anyone spending a rush hour observing traffic on 175th.

Thank you!

Linda Broussard
10066 SW 175th Ave.
Beaverton 97007



From: Judy Klor [mailto:judyklor@gmail.com]
Sent: Saturday, February 18, 2017 6:52 PM
To: LUT Planning
Subject: Around Cooper Mountain

To Department of Land Use & Transportation long range Planning,

Our objectives have been primarily the following: *Improving neighborhood livability* and *Improving traffic flow and Improving safety for vehicles, pedestrians and bicyclists*. Our position is that we support the need for a Parkway-type solution for greater mobility, but we also believe that we need a more-immediate alternative route for 175th

- Commuter traffic in the north south direction is congesting local roads and destroying neighborhood livability and safety.
- We need bus expansion to the new High Growth areas since LUT has built bedroom communities compelling residents to drive when there are no nearby buses.
- Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.
- We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

Thank you for your consideration.
John and Judy Klor
17475 SW Reusser Court
Beaverton, Oregon 97007

Sent from my iPad

Judy Klor

VIA E-MAIL

February 24, 2017

Andy Back
Planning and Development Services Manager
Washington County
155 N First St
Hillsboro OR 97124

Re: **Long Range Planning Work Program**
Heritage Village Home Replacement Issues
Our File No. 53417-75092

Dear Mr. Back:

This letter is provided on behalf of Cal-Am Properties, the owner of Heritage Village which is one of the largest manufactured home communities in Oregon. The community is comprised of two areas that are subject to different zoning regulations, because about half of the community was developed as a platted subdivision, and the remainder was developed as a traditional park without individual lots. The different regulations result from setbacks applied to individual lots which of course do not apply to the homes that are not located on individual lots.

Many of the homes in the community were first built in the 1970s and have exceeded their useful life. In that era, homes were typically much smaller and therefore the setback requirements did not present a constraint. Some of the older homes have been well maintained by residents and remain in good condition. Others have deteriorated and are due for replacement with modern homes built to today's improved standards for safety and energy efficiency. Modern homes are substantially larger in both length and width, which is where the setback regulations for the individual lots become a constraint.

The minimum setbacks for the homes on individual lots are found in Table 430-79.4. Our request is to modify that table so that the front setback conforms with the two applicable state building codes, the 2002 Oregon Manufactured Dwelling and Park Specialty Code, and the 2010 Oregon Manufactured Dwelling Installation Specialty Code. Those codes both require a front setback of 5 feet; whereas Table 430-79.4 requires 10 feet. Therefore our request is to reduce the front setback to 5 feet.

This change would facilitate the installation of new homes on the vacant lots, and allow for the continued replacement of the older housing stock as well, so that we can continue to provide the affordable housing options which are becoming increasingly scarce in the Beaverton area.

JORDAN RAMIS PC
ATTORNEYS AT LAW

Andy Back
February 24, 2017
Page 2

Thanks for your assistance.

Sincerely,

JORDAN RAMIS PC



Matthew D. Lowe
Admitted in Oregon and Washington
matt.lowe@jordanramis.com
OR Direct Dial (503) 598-5586

cc: Mark Brubaker, CAL-AM Properties, Inc.
Theresa Cherniak, Washington County



From: Kim Kollie [mailto:kolliekim@gmail.com]
Sent: Sunday, February 26, 2017 12:15 PM
To: LUT Planning
Subject: Board of Commissioners April 4 meeting. Annual Work Program Input

Washington County,

February 26, 2017

I've been informed that public comment on the Draft 2017-18 Work Program for Long Range Planning is being accepted by Washington County Department of Land Use & Transportation (LUT) through March 14.

Below are my comments regarding SW 175th in Beaverton/Washington County.

The north south commuter and freight traffic at the west edge of Washington County/Urban Growth Boundary is dangerously clogged and unsafe on roads that are being traveled at dangerous speeds where there are numerous driveways and poor line of sight involved. The focus needs to be on NEW road development not modifying existing overcrowded roads. The commuter traffic for North and South in Washington is CONGESTING our local roads and destroying our city/county safety and in some areas our home values.

We need an "AROUND COOPER MOUNTAIN" solution AS SOON AS POSSIBLE. SW 175th is one huge grid-lock and this is BEFORE the New school opens and BEFORE all the new housing. The hills and curves and elevation on 175th is not conducive to the gridlock/over trafficked situation that exists today.

I am recommending to NOT invest in trying anything revised on SW 175th (which is being used as a major commuting expressway) or on any existing roads which are in this current gridlock situation.

Starting NOW transportation departments in the city/county MUST create roads to support all these new developments. Road support needs to happen at the SAME time or BEFORE new buildings occur. NOT PROMISED LATER!!!! Beaverton/Washington is in a dangerous GRIDLOCK situation even before 10% of the developments are completed.

A comprehensive system of express type roadways must be planned and built now! I recommend developing QUICKLY a major North South arterial for Sherwood-Beaverton-Hillsboro traffic. Especially considering all the new housing/school developments coming in TODAY.

I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

Kim and Rich Kollie
16910 SW Siler Ridge Lane
Beaverton, Or
503-590-5888
kolliekim@gmail.com

Kim Kollie

503-590-5888

"Success is on the same road as failure; success is just a little further down the road."



From: Soren Petersen - Gmail [<mailto:soren.petersen.or@gmail.com>]

Sent: Tuesday, February 28, 2017 10:56 PM

To: LUT Planning

Subject: 1.15 Refinement Plan for arterial connections between high growth residential areas

Map-draft attached for email below.

Dear Planners,

Many of the current residents of Renaissance and Kemmer View would be really thrilled to see planners plan longer term by connecting South Hillsboro to a point between Scholls Ferry and Sherwood (Beef Bend Rd, Scholls-Sherwood or Lebeau RD) and Roy Rogers

The long term view of moving traffic to arterial connections that go around Cooper Mt. is a much better solution than expanding traffic over a mountain that will never be able to be a high volume corridor. An arterial connection between South Hillsboro and Roy Rogers via 209th, Cornelius Pass or River Road can be made to support much bigger volumes of cars with much better flow than over a mountain and is less expensive to build compared to the volume it can carry. It can also resolve future expansions outside UGB. We need value for the transportation dollars and long term solutions – not short term expensive band-aid fixes.

Here are some further considerations:

- The 800' elevation of Cooper Mt. makes for more winter restrictions
- The protection of the wildlife on top of Cooper Mt is also important. A lot of wildlife is being killed crossing currently high traffic roads of Kemmer Rd. and 175th. Pedestrians have a hard time crossing Kemmer Rd.
- The receiving arterials of from the 175th and Roy Rogers (Kemmer Rd leading to 185th & 175th to 170th) cannot easily be expanded to absorb more traffic. The bottle necks will hinder flow and will be very expensive to expand. The congestions is already there during traffic hours.
- Road and utility costs for residential development is less expensive on lower elevations and undeveloped land.

The more efficient use of transportation dollars through a Roy Rogers to South Hillsboro will leave current residents happier and new residents easier to build for.

Soren Petersen
9231 SW 176th Ave.
Beaverton, OR 97007
503-259-3030

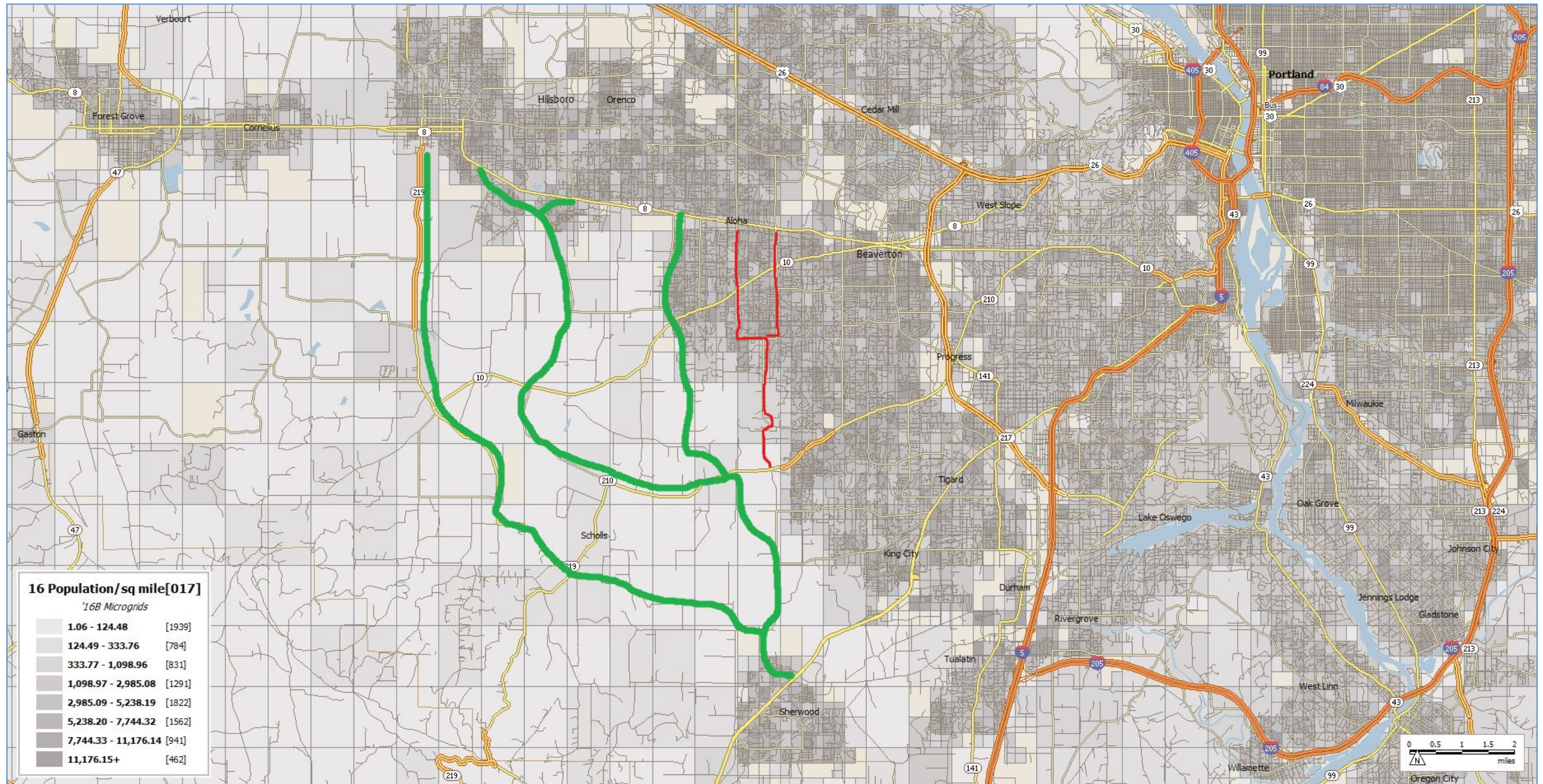
Comments on Draft LRP Work Program

Soren Petersen

9231 SW 176th Ave.

Beaverton, OR 97007

503-259-3030





From: ruthemerickgreen@aol.com [mailto:ruthemerickgreen@aol.com]

Sent: Wednesday, March 01, 2017 4:03 PM

To: LUT Planning

Subject: homeowner comments on Transportation Planning 1.15 of LUT Work Plan Proposal, deadline March 14, 2017

Dear Planning Commission:

As required, I give my name and address: Ruth Green, 17565 S.W. Casilda Court, Beaverton, Oregon, 97007. I am using the public opinion comment period, deadline, March 14, 2017, to address 1.15 Refinement Plan of the Transportation Planning of the LUT Work Plan Proposal, Tier 1, in regard to "arterial connections between high growth residential areas ... alignments ... connections between South Hillsboro, South Coper Mountain, and River Terrace." I have been attending every open public workshop or advertised open house meeting I can in regard to the development of South Cooper Mountain for the past few years.

I like the Limited Access Parkway route idea better than the route called "around Cooper Mountain". The costs for both routes are high. I would like to see the choice of expenditure to go toward the Limited Access Parkway because it addresses the bottleneck that future growth in the Hillsboro area will create as it meets the increased housing and business growth along Scholls Ferry Road around Mountainside High School. The standard congested "at grade" intersections on Scholls Ferry Road, those through South Hillsboro, and those north on Cornelius Pass Road come with the "around Cooper Mountain" route. Better than this is the Limited Access Parkway which would move commuter traffic from Sherwood, e.g. into South Hillsboro much more quickly with only one planned interchange with Scholls Ferry Road than the first route. Yes, it will take longer to build. Yes, it is expensive.

The Limited Access Parkway will become a connector between Sherwood, an I-5 transit route, and Brookwood, crossing Tualatin Valley Highway, thus relieving a stretch of commuter traffic on a long stretch from Scholls Ferry Road and S.W. 175th.

A planned new intersection of Brookwood Parkway east of the airport will be made with Airport Road. This is a logical connection to a Limited Access Parkway. So, I am in favor of the Limited Access Parkway ending here.

Thank you.

Ruth Green

From: The Swetts [<mailto:grswett@comcast.net>]
Sent: Tuesday, February 28, 2017 7:02 PM
To: LUT Planning
Subject: SW 175th Ave



Good morning.

As a homeowner along SW 175th Ave. I have had the unfortunate of seeing 175th become a more congested, less regulated (speed) and one of the most dangerous streets in Washington County. Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

Thank you.
Greg Swett



From: Rick Hess [<mailto:rickjhess@yahoo.com>]
Sent: Tuesday, March 07, 2017 10:48 AM
To: LUT Planning
Subject: TRANSPORTATION PLANNING-Tier 1 section 1.15 Comments

I think this transportation planning item should get a very high priority. The new construction of the high school, the construction and occupation of new homes in River Terrace and the construction and the work on six other subdivisions near the high school has already created additional traffic congestion on Roy Rogers Road, SW 175th, Scholls Ferry Road and all of the adjacent roads.

A new "Around the Mountain" route is needed as soon as possible to deal with all of the additional car traffic. Bus routes need to be added to these new areas being built.

Making 175th a major arterial does not appear to be a practical solution for moving north/south traffic.

Rick Hess
South Cooper Mountain



From: Ira Warren [<mailto:ira.d.warren@gmail.com>]

Sent: Monday, March 06, 2017 1:51 PM

To: LUT Planning

Subject: RE: 1.15 Refinement Plan for arterial connections between high growth residential areas

From: Ira Warren

Address: 17830 SW Outlook Ln., Beaverton, OR 97007

Email: ira.d.warren@gmail.com

Traffic on 175th is already over capacity, especially during rush hours, even in good weather ... and this is before the new bedroom communities are built in South Cooper Mountain, Tigard, Sherwood and South Hillsboro, and before the new high school is open. Unless a good all-weather road is built around Cooper Mountain soon, we are going to have a total nightmare on our hands, both from a traffic slowdown standpoint and from a safety standpoint. Here is what is needed ASAP to keep the commute safe, to enable freight movement, to ensure safety during major catastrophic events (snowstorms or earthquakes) and to protect our high school drivers:

- A new all-weather road on flat terrain to the west of Cooper Mountain.
- This road must be as far east as possible or the commuters who are using 175th will not use it. An alignment along Tile Flat and Clark Hill would be ideal.
- The road should connect to the new South Hillsboro development, ideally connecting directly to Cornelius Pass.
- The road should begin as a westward extension of Bull Mtn road, connecting to Tile Flat. This will reduce the traffic at the intersection of Scholls Ferry and around the new high school.
- Straightening and widening of 175th over Cooper Mountain should not be done. We want to encourage commuters to use the new all-weather road. We also do not want to encourage the high schoolers to roar down 175th; this hill used to be called 100-mile an hour hill by the teenagers and we do not want to resurrect that.
- There are some low-cost immediate things that can be done as first steps along the way to producing the new road, such as adding a traffic signal at Scholls Ferry and Tile Flat.

I also support additional north-south roads to the west of this initial road and a limited access parkway or highway a little further to the west as this would be another help to traffic congestion. But both of these are longer term solutions and we need the road around Cooper Mountain immediately. While there are issues with doing this through farmland, face it - suburban expansion in the Tualatin Valley will happen, like it or not, and it is much easier to define major routes now than after subdivisions are built piecemeal.



From: rhenderson57@frontier.com [mailto:rhenderson57@frontier.com]
Sent: Tuesday, March 07, 2017 8:55 AM
To: LUT Planning
Subject: 2017-18 Work Program

Dear Planners,

I am writing in support of developing a route around Cooper Mountain. In my experience (25 years at this address) 175th Avenue is not adequate to handle the amount of traffic currently funneled onto it, not even considering the future traffic volume if an alternative is not developed. Further, this road is not really an all weather route, as amply demonstrated by this winter's snowfall. I personally witnessed two different semi drivers of dubious intelligence backing all the way down 175th Avenue from Cooper Mountain Lane, just below the "kink", after making it part way up the hill. There were also several cars in the ditch.

Let's build a road to anticipate the future load!

Respectfully yours,

Roger C. Henderson
17565 SW Cooper Mountain Lane
Beaverton, OR 97007

From: Susan Atkin [<mailto:satkin@pcc.edu>]
Sent: Monday, March 06, 2017 12:46 PM
To: LUT Planning
Subject: Around-the-mountain highway



Dear planners,

Please prioritize the around-the-mountain alternate route so that it is in place before the area west of Cooper Mountain is too built up. North-south commuter traffic is already congesting local roads, and seriously impacting the livability & safety of residential neighborhoods.

175th is not an appropriate street to be turned into a major arterial; on Cooper Mountain it is solidly residential, with many driveways.

Thanks for your consideration.

Sincerely,
S. B. Atkin
SW Outlook

From: Leslie Shaw [<mailto:buckfalls13@yahoo.com>]
Sent: Sunday, March 05, 2017 8:00 PM
To: LUT Planning
Subject: 175th



Sadly I only felt to copy and paste. I truly see Aloha and county roads going down the toilet.

- A comprehensive system of express type roadways must be planned now and built soon to deal specifically with north south commuter and freight traffic near the west edge of the Urban Growth Boundary.

- Reduce rural arterial speeds to 35mph where there are numerous driveways, poor line of sight or other potential safety issues. Safety should trump over driver comfort speeds.

- Make certain we focus on safe, cost-effective, all-weather roads – not invest in enhancing roads over Cooper Mountain.

- Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

- New N-S roadway needs to be the EAST-most alternative – the westerly path encroaches on rich farmland and is least beneficial to already-urbanized High Growth Areas. Best if elevated.

- New alternative routes must be more "express" than today's system with many intersections.

- Time and fuel are being wasted due to lack of capacity on the existing road system to serve present development.

- We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

- Where the Parkway (especially an elevated one) would seem a better long-term solution, we are concerned about this option since the diagram shown in the Staff Report (see page 52 of the report, Figure 5.8) shows a wide swath and two distinctly different options for the actual location, one of which is so far west of 175th that we are concerned it would not significantly reduce the traffic off 175th. I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving

commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

I find it most amazing that Washington County wants all this development and 1000 of new homes but you don't plan on how to move them. Clogged streets sure must be a determined to move in to your wonderful new communities. Having lived here for 59 years, I think the county has gone down the toilet instead of a bright and budding community .

Leslie Shaw

17853 SW Hart Dr

Aloha, Or 97007

First home

Rt 1 box 508

Aloha, Or

Awe the good old days



-----Original Message-----

From: T Polacek [mailto:tresdori@gmail.com]
Sent: Wednesday, March 08, 2017 9:19 AM
To: LUT Planning
Subject: SW Corridor and Land Use S. Cooper Mt.

Theresa Polacek
17137 SW Rider Lane
Beaverton, OR 97007

Concerns:

Not enough infrastructure roadways to handle immense development surrounding the 175/Scholls Ferry area up to Weir Road, East to 155th!

Environment is being sacrificed for development. Water quality is greatly compromised!
Wildlife displacement and extinction.

Residence of areas being developed should NOT be on the board voting for/against development. Impartial members are critical to avoid self interest.

Support:

North/South express bypass east of 175th to relieve immense addition of people due to massive new neighborhood additions and new high school.

Raised elevation for bypass to lessen "foot print" of expansion.

More attention to environmental needs to support human future needs for quality water and air.

Less development at the COST of our quality of life!



From: johntyneratty . [<mailto:johntyneratty@gmail.com>]
Sent: Thursday, March 09, 2017 2:18 PM
To: LUT Planning
Subject: Around the Mountain Plan

The only realistic hope for a non-gridlock solution to traffic in the South Hillsboro- Cooper Mountain area is if the Cornelius Pass Road extension to Rosedale Road is continued south to link up with Clark Hill Road. The two other alternatives, Grabhorn and 175th Avenue are not appropriate for a number of reasons. The roads themselves are structurally inadequate, I remember growing up here, as a child, when they were gravel with slurry over the top. I don't believe any significant improvement occurred in the interim other than asphalt being laid over the existing substrate.

The recent increases in traffic on the existing roads result in significant delays in rush hour even with out South Beaverton and South Hillsboro being built yet. Traffic congestion at Rosedale and 209th can cause a fifteen minute wait with traffic backing up a quarter mile west. Even with the left turn from NB 209th onto TV Highway, westbound traffic backs up past the fire station.

Clark Hill road is a rural road that crosses tile flat southbound onto a gentle hill down to Schools Ferry. Grabhorn has been closed because of snow repeatedly this winter because it rises to 950 feet over Cooper Mountain. It is the site of numerous accidents in good weather and treacherous commutes in bad. The Water district fence at the dogleg near the Jenkins Estate is in a constant state on disrepair because of the number of cars that fail to negotiate the turn at the posted speed and collide with it. The hairpin turn at the quarry further south forces traffic to slow significantly. I am regularly tailgated as I drive the speed limit over the length of Grabhorn to Tile Flat road. The 175th Road section between Schools Ferry and Rueser is downright dangerous because of the road grade and turns. Any large increase in vehicle traffic ratchets up the hazard.

Failing to take the opportunity to link Cornelius Pass to Clark Hill road before the developments begin will be a great mistake.

John Tyner
7522 SW 208th Pace
Aloha, OR 97007

From: Kathleen Cobb [<mailto:k.cobbcotton@gmail.com>]
Sent: Friday, March 10, 2017 12:36 PM
To: LUT Planning
Subject: South Cooper Mountain



Hello,

I live at 10505 SW 175th Ave. and have been here since 1977. I strongly support an "around the mountain" alternative to respond to the major increase of traffic on 175th. We have to cross the road to get our mail which is terribly unsafe as we live just south of the second hill and the visibility from our driveway is terrible. I support reducing the speed limit on 175th to 35 miles per hour. We need this to happen sooner rather than later as the traffic is already so intolerable right NOW without the new high school being open. During peak hours the traffic on 175th is backed up stop and go all the way past our house which is 1/2 mile from the intersection of 175th and Kemmer. This will only get worse as the developments gain population. I appreciate you taking this into consideration as you plan for our future.

Thank you,

Kathleen Cobb
10505 SW 175th Ave
Beaverton Or. 97007
503-319-3106

From: Cathy Diss [<mailto:cathydiss@yahoo.com>]
Sent: Monday, March 13, 2017 6:45 PM
To: LUT Planning
Subject: Around the mountain tier 1



I would like too see a study of alternative traffic routes done. There are times during the day that I need to wait for 7 minuted to make a left turn out of my driveway. We have lived on the mountain for 20 years, and within the last year,it has become dangerous to drive on the road. When young (high school drivers) are added too the equation, it will be unbearable. Many times during the years, people have ended up in our front yard, while travelling South on 175th. I expect it to only increase, without possible fatalities in the future.

Thank you,
Cathy Diss
11135 SW175th Ave
Beaverton97007

From: warren ferguson [mailto:warren_e_ferguson@hotmail.com]
Sent: Monday, March 13, 2017 6:52 PM
To: LUT Planning
Subject: comments on Cooper Mountain Study



We need an "Around Cooper Mountain" routing for safety, financial, and environmental reasons.

It is not reasonable to continue thinking of 175th as an arterial.

It would be very costly to straighten out the kink in 175th north of the new high-school, and the road downhill starting at the corner of 175th and Kemmer is impassable when it ices/shows and cannot be made safe at arterial speeds. I can't imagine coming down 175th at 45mph and safely navigating the bend at the bottom where Rigert joins 175th. I probably never exceed 25mph when I take this downhill toboggan run.

Nor is it reasonable to continue thinking of Kemmer - 190th - Gassner - Grabhorn as an arterial. There are too many bends in these roads, and too many homes situated near these roads with blind entrances to the roads.

Actually modifying either of these two routes so they are safe to use as arterials would be very very expensive. The traffic on 175th is already crazy, and it will get worse as homes are built on the south side of Kemmer going down to the high-school.

Warren Ferguson
17563 SW Kemmer View Ct, Beaverton

From: Roger S [<mailto:rlsx@aol.com>]
Sent: Monday, March 13, 2017 8:04 PM
To: LUT Planning
Subject: Long Range Planning



My name is Roger Staver. I reside at 17470 SW. Reusser Court, 97007.

I am writing to encourage your careful examination of a proposal in your long range planning regarding a possible alternate north-south route west of The South Cooper Mountain Development Plan area. The term "around the mountain" has been applied to this route. Here (only) two of the more compelling reasons this route is deserving of serious consideration.

It offers an alternate route to those currently being considered. As an example, Southwest 175th is a rolling roadway offering extremely limited site lines and considerable difficulties for commercial traffic. 175th is a two lane rd., with insufficient right-of-way along its route for widening. It is currently burdened by excessive traffic volumes, particularly during a.m. and p.m. peak hours.

New development and the probable expansion of the urban growth boundary dictate added North South access be provided in the westerly portions of this part of Washington County. This is an opportunity for the county to exercise a significant step in "future planning" by recognizing the patterns of development and providing traffic systems that will accommodate them, not subsequent to the development, but rather as traffic increases. This seems a far better approach than further burdening existing systems that are already overused.

Please include "around the mountain" as a preferred alternative in your future planning considerations.

Sincerely,

Roger Staver



From: Sam Louke [mailto:sam.louke@gmail.com]
Sent: Monday, March 13, 2017 9:20 PM
To: LUT Planning
Subject: Comments on the Draft 2017-18 Work Program for Long Range Planning

Hello,

I would like to make some comments on the Draft 2017-18 Work Program for the record, specifically Tier 1 Transportation Planning sections 1.15 and 1.16.

I live on Cooper Mountain (CM) just off of SW 175th Ave. Over the past few years I have observed the levels of traffic increase dramatically as people look for ways to get to work around the area. Trying to drive on CM or into Aloha during the morning and evening rush shows how poorly that Washington County has kept up with the growth of homes and jobs in the county. Lines of cars waiting at stop signs and signals all over Aloha is unacceptable. Alternative North-South routes are needed including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.

This winter showed just how bad using 175th Ave. over CM is when there is any snow or ice. Dozens of cars and trucks had trouble at the higher elevation of 175th and shows that we need to find a better all-weather route around CM for commuters and freight.

I see three ways to work on this problem: Immediate fixes, a short term solution, and a long term solution.

1) Immediately, there are some fixes to SW 175th Ave. that can be completed to improve the safety of the road. The speed limit on this narrow rural arterial is 45 mph. However, there are 51 private driveways (more than 20 per mile) along 175th. All the west side residents have to cross the road with its extreme traffic and blind hills to get their mail (the USPS requires all mailboxes must be on the east side of the road). When I look around the county at major 5-lane roads where the speed limit is only 35 mph I am baffled as to why 175th is as high as 45 mph! Safety should trump the speed limit on this road and LUT should work with ODOT to lower it to 35 mph and then enforce it to reduce the possibility of a resident getting hit!

2) In the short term (but still in our lifetimes!), a better route around CM needs to be developed using mostly existing roads. I see this "Around Cooper Mountain" solution as utilizing the route west from the new high school on Scholls Ferry, then along Tile Flat and Clark Hill and into South Hillsboro and aligning with Cornelius Pass. This will link the two new main development areas of South Hillsboro with South CM/River Terrace and provide an all weather route (no hills) to the jobs in the high tech corridor in Hillsboro. Nearly all of this route already exists and the roads would just need to be improved for the expected traffic.

3) Over the long term, the county must develop a limited access route that is further out west of the UGB to handle the freight and commuter traffic from I-5 to Hillsboro and relieve the strain on Hwy-217. The new route must be more "express" than today's system with many intersections to reduce the wasted fuel from long waits at lights. In addition, it should be no farther west than the expected western edge of the UGB less than 50 years from now.

Thanks for the opportunity to provide input to the Draft 2017-18 Work Program.

Sincerely,

Sam Louke
16800 SW Siler Ridge Lane
Aloha, OR 97007
503-579-6987

From: Eric Squires [<mailto:eric@ericsquires.com>]
Sent: Monday, March 13, 2017 1:54 PM
To: LUT Planning
Cc: Fran Warren
Subject: Affirming Need Stated in 1.15 of Workplan



LUT Folks,

Affirming Need Stated in 1.15 of work-plan, supporting work in developing an "Around the Mountain" solution.

Eric Squires

From: Mattingly, Laura J [<mailto:lmattingly@kpmg.com>]
Sent: Monday, March 13, 2017 2:04 PM
To: LUT Planning
Subject: Around Cooper Mountain Study comments



Dear LUT representative,

I would like to thank you all for your hard work and thought-provoking discussion with respect to long range planning relating to the "Around Cooper Mountain" study.

My family and I have resided on top of Cooper Mountain in Kemmer View Estates since 2002. My son will be a sophomore at Mountainside High School next year and my daughter will start there in three years.

To "jump right in", I whole-heartedly support the "Around Cooper Mountain" plan as really our only viable alternative. We at Kemmer View Estates, Phase 1 (which lets out at SW 176th and Kemmer Rd. and also directly onto SW 175th) have already seen a significantly increased amount of traffic made up of people cutting through the neighborhood in order to avoid the long line of cars waiting at the 4-way stop at the intersection of SW Kemmer Rd and SW 175th. Even I have been tempted to cut (I live on the other side of the green space off SW 182nd and Kemmer Road) at times due to the line of cars just sitting on SW 175th waiting to get the intersection at the top. Even with improvement due to a one lane traffic circle, people will still cut through the neighborhood if doing so is faster for them.

Please note that traffic on Cooper Mountain is already slated to get worse due to the number of new home developments along SW 175th. Adding on top of that traffic from people who are simply going over Cooper Mountain as a means to get to the other side will create even more safety issues. I am certainly concerned about the students, including my son and daughter, who will be attending the new high school at the bottom of Cooper Mountain. I can't imagine asking my kids to ride their bikes to school, even though it would be an easy ride for them from a distance perspective. Doing so would be tantamount to asking them to ride their bikes along the side of Hwy 26 during rush hour, if not more dangerous due to the curvy roads and hills.

I ask that you continue to exploration and act on the Around Cooper Mountain alternative. I truly believe that the safety and well-being of our families and neighbors depend on it.

Thank you for your consideration.

Laura Mattingly
18047 SW Ingrid Terrace
Beaverton, OR 97007
503-642-5832



From: Kim McLaughlin [<mailto:minerva@europa.com>]
Sent: Monday, March 13, 2017 2:27 PM
To: LUT Planning
Subject: Around Cooper Mountain

We are new homeowners in the area. I have been struck by the congestion and speed of the traffic in the area, and the prospect of more is a big safety concern.
Please add our names to the list endorsing "Around Cooper Mountain" TIER 1.

Kim McLaughlin & Stan Davis
18700 SW Hart Road
Beaverton, OR 97007
minerva@europa.com
standavis99@comcast.net

From: Ken Seymour [<mailto:ken@3dbcommunications.com>]
Sent: Monday, March 13, 2017 2:53 PM
To: LUT Planning
Subject: Public Comments on Transportation Plan



Hi,

With all of the new growth and development (like in the SE corner of TV Highway and 229th) the propose S. Hillsboro River Road short cut to Roy Rogers Road is too far to the west. There is a lot of traffic now traversing over Cooper Mountain which is inefficient and hazardous in winter. The plan to go around Cooper Mountain is a good one which has been proposed the past. I am in support of this which is asking the County to look into expanding 229th south meeting up with Tile Flat Rd. This can then connect up to Scholl's Ferry Road which would be more efficient for moving traffic to Roy Rogers Road.

Thank you.

Ken Seymour
9115 SW 176th Avenue
Beaverton, OR 97007

1.15 Refinement Plan for arterial connections between high growth residential areas Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th and provide more direct connections.



From: Curt Hinck [<mailto:curthinck@gmail.com>]

Sent: Monday, March 13, 2017 1:35 PM

To: LUT Planning

Cc: fran.coopermtn@frontier.com; sam.louke@gmail.com; Valorie Val Bonner; Carole Hinck, John Barnes

Subject: 1.15 Refinement Plan for arterial connections between high growth residential areas

*Re: 1.15 Refinement Plan for arterial connections between high growth residential areas
Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an 'around the mountain' route that would reduce traffic on 175th and provide more direct connections.*

*And also as pertains to: 1.16 Transportation planning for Urban Reserves
This study will evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively, rather than individually, to plan for transportation system needs. The study will identify road network needs, road jurisdiction and update plan documents as appropriate to meet future transportation needs within and adjacent to the identified urban reserve areas. Concept plans for urban reserves will impact several of the county arterials designated as 'Rural Road Enhancement Study Corridors in the TSP, including Roy Rogers Rd., Elwert Rd., River Rd., Jackson School Rd., West Union Rd., 185th Ave., and Cornelius Pass Rd.*

Hello,

My name is Curt Hinck, and I am a 3rd generation Washington county resident. My family has lived in Washington Country since 1923, and I have lived in Washington County for 52 years of my 52 year life. My Parents own and live on a 35 acre filbert/hazelnut orchard on SW Rosedale road (where I grew up), and I currently live on Cooper Mountain with my family (generation 4 of my Family).

I very much appreciate that growth and subsequent change happens, however managing this growth for the long term seems to be something that is easier said than done. As such, we very much appreciate Washington County giving residents the chance of weighing-in on some of these long term planning/transportation plans.

Since the Roy Rogers North/South roadway was put into use, we have seen the traffic increase over cooper mountain on 175th to a degree I can't even have believed would ever happen. This is a road that is listed @ 45 MPH and 35 MPH (going down the the hill to the north), and is rural, but has a very substantial # of residents-driveways/school bus stops, etc. Additionally, there is now a THPR park on 175th within the 45 MPH area as well as several obstructions/+ an accident causing kink in the road, which also has substantial inclines both to the south and the north (which is not typical of most of Washington county, due to having so much flat farmland). These inclines and elevation of the mountain also directly impact the winter weather driving conditions, that also lead to a severe and unnecessary dangerous commuter condition.

The connector roads to 175th have 25 MPH speed limits (Weir) and as such, we have 25 MPH roads that turn into 45 MPH with the exact same number of driveways and school bus stopes per 100' of roadway. A very unsafe condition for pedestrians, residents and children.

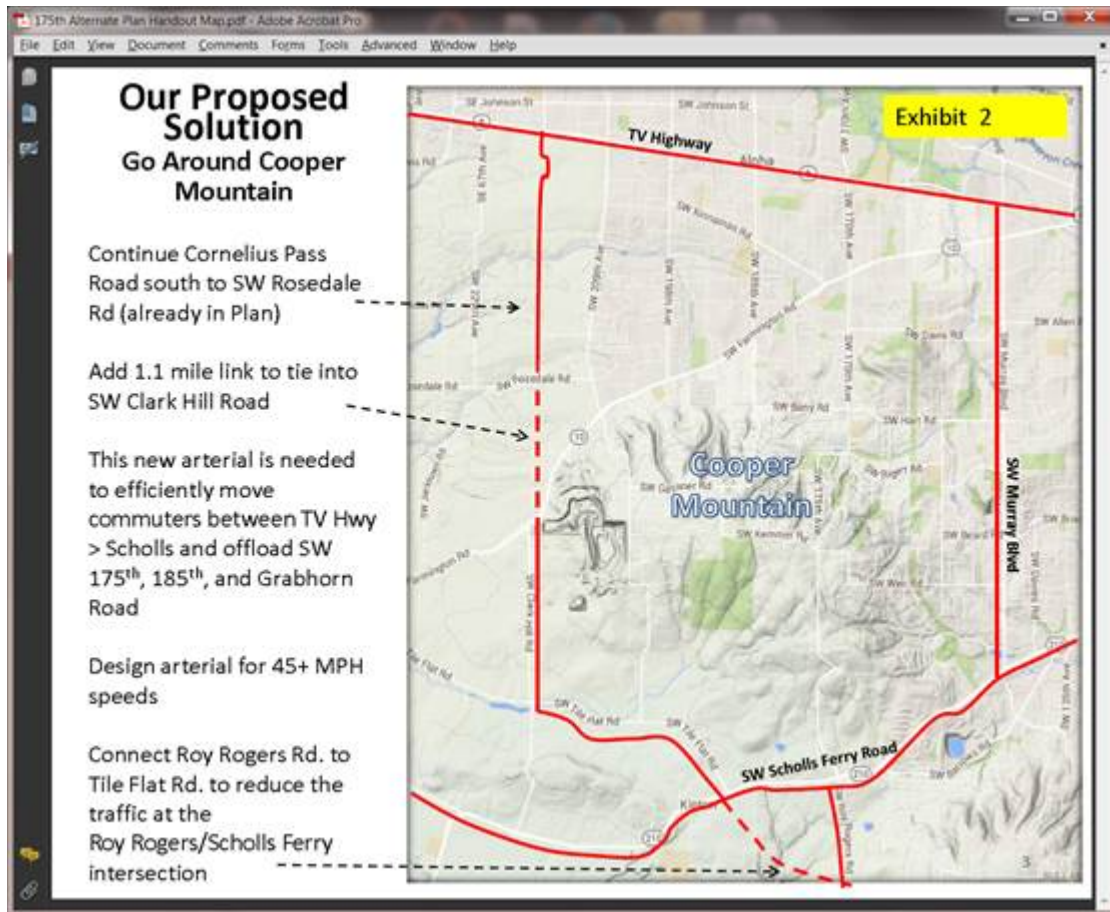
With the high school going in now on 175th/Scholls Ferry, we are going to experience a huge traffic influx as due to this proximity, but added with the aforementioned Roy Rogers cut-through traffic, it will make for what I believe to be a very "un-livable" Cooper Mountain.

I highly recommend an "Around the Mountain" plan be seriously considered based on the aforementioned safety concerns, due to the topography of Cooper Mountain, and to better fit into the long term goals of the development of the Cornelius Pass Extension-north/south expressway in a way to better align with Scholls and Roy Rogers Road areas. The availability of the power lines north-south real estate, coming from Cornelius pass north through the St. Mary's development, through Rosedale and Farmington lead perfectly as an expressway to Scholls and beyond.

Thanks again for the opportunity to provide my thoughts on this topic!

Thanks,


Curt Hinck
16820 SW Siler Ridge Lane
Beaverton, OR
97007
503-793-2201

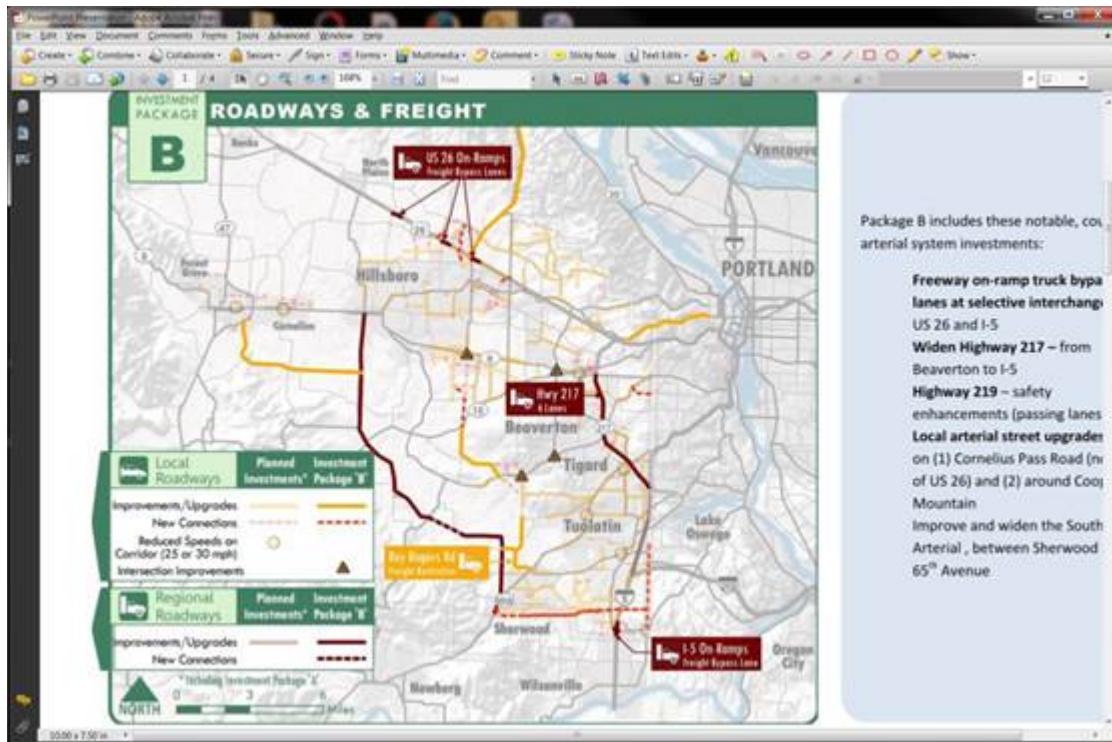


We need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

Why is this new development not be cross accessed to Weir road?
 Preview attachment 175th Alternate Plan Handout Map.pdf

[Preview attachment ATM_Map.pdf](#)

 [ATM_Map.pdf](#)
 722 KB



From: Margaret Meyering [mailto:margaret_meyering@cox.net]
Sent: Sunday, March 12, 2017 2:54 PM
To: LUT Planning
Subject: The Around Cooper Mountain Project.



Greetings: We would like to verbalize our support for the “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here now. Commuter traffic in the north south direction is congesting local roads and destroying neighborhood livability and safety.

We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro. During rush hours, the traffic is almost more than the area can handle now.

This past winter has also shown that there should be a focus on safe, cost-effective, all-weather roads – not invest in enhancing roads over Cooper Mountain.

In the past 10 years that we have lived at our residence, we have observed the increasing traffic on 175th Avenue. This increase in traffic is effecting the egress from our road (Alvord Lane) during morning and evening business hours and we haven't even experienced the effects of the new high school traffic or the increase of traffic that will come from River Terrace, the new subdivisions to be built on the East Side of 175 Avenue or around the fire station on 175th Avenue. As Alvord Lane is a dead end street, the only way to get out or into it is from 175th Avenue.

Thank you,

Harold & Margaret Meyering
17290 SW. Alvord Lane
Beaverton, Oregon 97007



From: soren vestergaard [<mailto:sorenvestergaard@msn.com>]
Sent: Monday, March 13, 2017 1:18 PM
To: LUT Planning
Cc: Fran Warren; Sam Louke; Roger Staver
Subject: 2017 LUT Work Plan - SW 175th Ave and "Around the Mountain"

To Washington County LUT Staff,

We appreciate the focus you have placed on the traffic issues around the N - S traffic growth over Cooper Mountain, that so severely is impacting the life of not only all residents along SW 175 Ave between Rigert Rd & Schools Ferry Rd, but also by default is offering commuters a very poor choice of route.

SW 175th Ave is today the same country road it was in the 70's when we moved up on Cooper Mountain. It was never re-designed or improved to become an "arterial".

1. A few re-pavements has been done over these last 40 years.
2. The grades are still the same and little can probably be done to reduce the 14+/- % grade South from Rigert for .4 miles! A lot of accidents and ice & snow dramas has occurred - even with lots of attention from the County with de-icing and gravel (which actually surprise drivers by making braking distances much longer).
3. The most recent improvement to the SW 175th Ave / Rigert junction has been less successful then we hoped it would be. It is still a "surprise-surprise" very difficult turn / junction - unfortunately it seems a waste of money and time.
4. SW 175th Ave is "still a pig even after a lot of lipstick" - it was simply not designed for carrying the high volume of traffic. And the grades/contours are simply not accommodating. For heavy trucks it is way too difficult to handle - there should be size/weight/length restriction for thru-traffic. 18-wheelers easily get stuck trying to maneuver the tight turns and grades - misled by their GPS to take the route.
5. The high growth around the SW 175th Ave / Scholls intersection that now will occur with the new high school and multiple developments coming on line, will only severely aggravate the choking of traffic over Cooper Mountain - and actually also cause increased traffic jams on SW 170th Ave from Rigert N to at least TV Hiway. And lots of school buses are going to contribute and suffer.

We believe LUT is well aware of these issues.

Given the above we will strongly support the following:

A. Proceed as fast as possible with a "around the mountain" traffic route connecting the Sherwood/Roy Rodgers area with the Hillsboro/Reedville/Cornelius Pass Rd. thereby removing a significant portion of traffic from 175th - or at least take the pressure off the route.

B. Do not use big funds on 175th Ave - even "after a lot of lipstick, it will still be a pig". Instead focus the 175th effort on traffic measures such as

- Reduce the speed limit on the Scholls to Rigert stretch down to no more than 35 mph - in line with SW 170th Ave N from Rigert to Farmington. The grades and congestion/access roads from homes, access to mail boxes etc. clearly justify this.

- restrict the use of 175th to smaller trucks - preferably just for local deliveries/pick-up's.

We believe you will receive significant local support for these measures.

Thank you for your willingness to listen and discuss this problem and solutions over the last several years.

Best Regards

Grethe & Soren Vestergaard
8659 SW 175th Ave
Beaverton OR 97007-7768

PH# 503.649.7788



From: Fran Warren [<mailto:fran.warren@frontier.com>]
Sent: Monday, March 13, 2017 1:31 PM
To: LUT Planning
Subject: PUBLIC OPINION RESPONSE - LUT DRAFT 2017 WORKPLAN

Thank you Staff for soliciting inputs for the Workplan – we, the community, appreciate this opportunity to provide feedback. Attached, please see my written Public Opinion response with photos to support – below is the text in stream. Take Good Care – and I hope to be seeing you upon my return to Oregon later this month, Fran.

Public Opinion Response as of 13 March 2017 to Draft 2017 Long Range Planning Work Program Comments from:

Fran Warren
17830 SW Outlook Ln
Beaverton, OR 97007

Regarding the two 2017 CITIZEN REQUESTS, as a member of CCI Steering Committee, I concur with the letter to be sent to Washington County Board of Commissioners dated 14 March, 2017. This letter cites the primary reasons why we citizens feel we should be revisiting: 1) Relax the rules for health hardship permits and renewals; and 2) Improve community communications with developers and staff. I want to particularly address the Issue of Community Communications. Oregon’s Statewide Planning Goals & Guidelines states GOAL 1: CITIZEN INVOLVEMENT - OAR 660-015-0000(1). I believe we should be doing everything fiscally possible to support this goal and if the community (and their representatives, the CCI) believe that there is a gap in the Communications, then this warrants attention. In the past 3 years of local agencies’ preparation for the South Cooper Mountain development, I have personally witnessed many examples of the breakdown in communications between private developers, governmental agencies and private citizens. In the absence of timely accurate information, rumors prevail and local citizens become unduly alarmed. We even formed a “grass roots” citizens group for the express purpose of clarifying communications to dispel the rumors. There were times when our citizens group actually had to assist in clarifying information flow between LUT Planners and the developers as well. I definitely feel that some of the items cited in the CCI letter will reduce this communications gap – and that there are even some other options to help. Please do reconsider investing some effort in this request in 2017. I definitely believe this will save time and effort on the part of many levels of staff in the future as well as improving the quality of life for residents.

The remainder of my Public Opinion response here is to address Transportation Priorities: The Washington County Transportation Futures Study identified the need for further study of items that are included in the work program this year including: urban traffic on rural roads, evaluating transportation infrastructure needs in the urban reserves before they are brought into the Urban Growth Boundary, and further developing a transit grid to serve Washington County’s future population.

Transportation Planning

<i>TIER I (new Tasks are italicized)</i>						
No.	Tasks	Staff Time	Ord.	Comments		Public Inv.
1.15	<i>Refinement Plan for arterial connections between high growth residential areas Identify potential alignments and funding sources for transportation connections between South Hillsboro, South Cooper Mountain, and River Terrace. Building off findings from the Transportation Futures Study, this will evaluate both existing and potential new roads between 175th and River Rd., including an option raised by community members for an ‘around the mountain’ route that would reduce traffic on 175th and provide more direct connections.</i>	<i>M</i>	<i>?</i>	<i>Funding for the refinement plan will need to be identified; initial effort would focus on scoping issues for a work plan.</i>	<i>C</i>	<i>?</i>

The citizens group to which I referred earlier in this letter is 175th Neighborhood Association. Our objectives have been to *Improve neighborhood livability by Improving traffic flow and Improving safety for vehicles, pedestrians and bicyclists.* Our position is that we support the need for a Parkway-type solution for greater mobility in Washington County, but we also believe that we need a more-immediate alternative route for 175th and the “Around Cooper Mountain” Study needs to begin right away.

We, those who live in the High Growth Areas need “Around Cooper Mountain” solution AS SOON AS POSSIBLE (in our lifetimes!) – but this new alternate North-South corridor is also essential for Washington County freight, public transportation and cars. As Washington County makes the transition from majority rural to suburban and urban, we must plan ahead for the transportation corridors.

“Around Cooper Mountain:”

Figure 1 - Around the Mountain is 175th Neighborhood Association’s original presentation to WCTFS in October 2015 for the Alternate route to 175th. We now refer to this as “Around Cooper Mountain” because one of our local mayors asked, “...around what mountain..?” So, we want to be clear! This attachment really needs no further clarification here.

175th-Roy Rogers ByPass:

One key factor in this route is the by-pass of the intersection of Scholls Ferry and Roy Rogers – to reduce the impact of the new High School at this already-troubled location. A by-pass will also divert the traffic further west on Scholls Ferry to reduce some of the mobility issues.

Low-Hanging Fruit Opportunities:

I have been submitting some suggestions for a few short-term modifications needed to facilitate very immediate safer traffic “Around Cooper Mountain” by installing three road signs, a change in speed limit and a traffic light at a blind intersection where the safer, flatter roads are already in place. These are minor capital projects with big payback – especially for truck traffic which has difficulty with the steep grade on 175th during the winter months.

Public Transportation:

When I saw the LUT Long Range Plans, shown at the WCTFS in 2015, I had noted a void of transit solutions in the High Growth areas. LUT and Metro need to revisit this part of the transportation plan to ensure there are viable public transportation options. We’ve recently had

surveys asking the public about transportation needs but if we look at the demographics of the respondents, the survey results seem skewed. I believe the subsequent external consultants' phone survey is a good balance.

Bicycling in suburban/rural areas is for Recreation:

It takes an experienced bicyclist about an hour to ride from the River Terrace/South Cooper Mountain area over to Intel, in Hillsboro – in GOOD WEATHER! Thus, bicycle paths for this High Growth corridor are really for recreation – not for work commuting. And, the 12-14 degree grade on Cooper Mountain makes this almost an unsurmountable endeavor for anyone – especially going to or from work. I sometimes hear people from Southern California talk about how the bicycle works there – but we must remember that the weather in Oregon is not conducive to this mode of transportation as a reliable work commute option.

Plan for Inclement Weather

Figure 2 – Elevations was part of our package presented to the WCTFS in October 2015. This mapping clearly shows the disparity of elevations across some of the North-South roads in the High Growth Areas. I have sent several emails to LUT and the Board of Commissioners showing how this past winter's inclement weather took its toll on trucks as well as commuters trying to get over Cooper Mountain. Many of the accidents were on the North side of the mountain – not just at the “kink.” 175th is an undulating, winding country arterial with steep grades and it is fiscally impractical to try to make this into any kind of commuter route. Current residents along this route have great experience with the inclement weather and we can see that Washington County has definitely stepped up efforts to make the road less slippery, but the nature of the terrain on both the North and South sides of the mountain, the vegetation and the sheer volume growth in traffic make this a poor route for commuters in all kinds of weather. The “Around Cooper Mountain” route which we put forth took this inclement weather issue into consideration – along with the growing public transportation and freight needs.

Limited Access/Parkway still needed:

Where the Parkway (especially an elevated one) would seem a better long-term solution, we are concerned about this option since the diagram shown in the Staff Report (see page 52 of the report, Figure 5.8) shows a wide swath and two distinctly different options for the actual location, one of which is so far west of 175th that we are concerned it would not significantly reduce the traffic off 175th. I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton.

Plan for Conservation:

We need to remove the unnecessary barriers as our County grows and transitions to its new profile: greater population density which yields more urban and suburban development. *Figure 3 - Developments* is the Google aerial map which I have utilized to demonstrate this expansion. On this map, one can see that there is high density to the east of 175th, but very rural (at the moment) to the west. I have highlighted the 3 High Growth Communities in red. On this map, there are almost zero North-South roads to the west of 175th and nothing (new) connecting the High Growth Areas. Our State legislator is promoting a bill to help reduce the barriers to obtain the needed right-of-way for transportation. I like to think of myself as a pragmatic environmentalist and while I will continue to work to save wetlands and needed farmland, I think that LUT needs to help Washington County to PLAN out conservation in light of our growth. If

we don't plan these transportation corridors with conservation in mind up front, then once the developments have been built, the only remaining land will be the wetlands and natural resources that we needed to protect in the first place. For example, the new N-S Parkway needs to be the EAST-most alternative – the westerly path shown in the WCTFS Study encroaches on rich farmland and is least beneficial to already-urbanized High Growth Areas. When LUT studies the High Growth Area corridor, it is essential that the essential natural resources are also protected upfront – to reduce potential litigation later. Intertwine Alliance is currently working with Metro and many other agencies on mapping the wildlife corridors across our region. I am participating in this effort and would be happy to assist LUT in the Conservation Planning portion if invited.

In conclusion, I am happy to be of assistance in any study efforts and would work with the community to participate as well. We need better transportation options for the well-being of a wide-range of members of the Washington County community.

Thank You for considering the inputs of the community,

A handwritten signature in cursive script that reads "Fran Warren".

Fran Warren

Our Proposed Solution Go Around Cooper Mountain

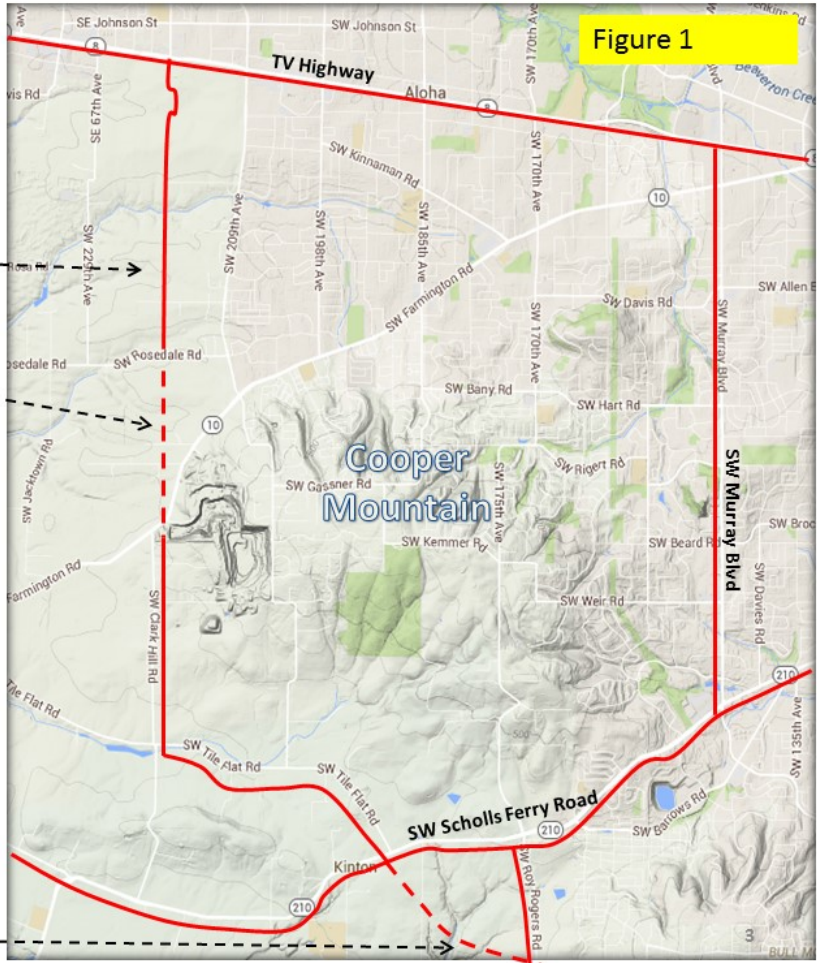
Continue Cornelius Pass Road south to SW Rosedale Rd (already in Plan)

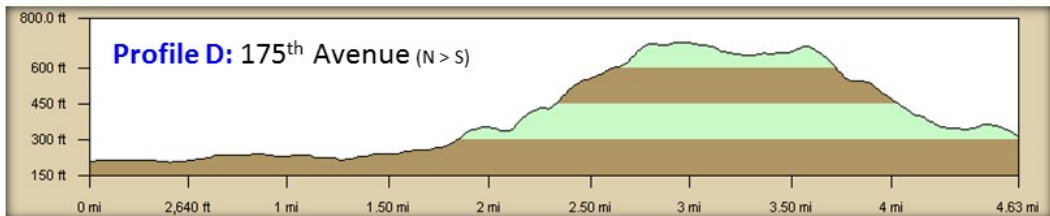
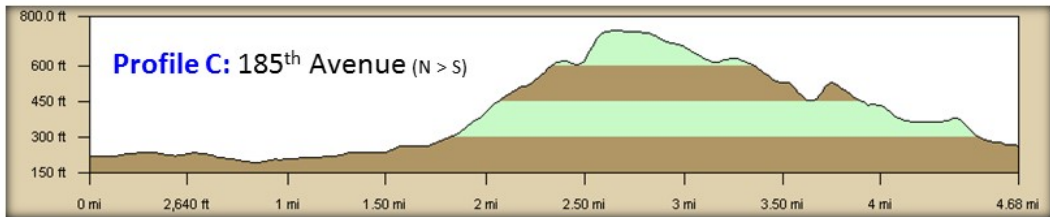
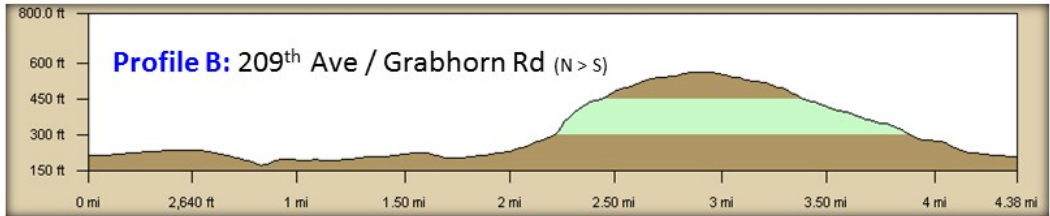
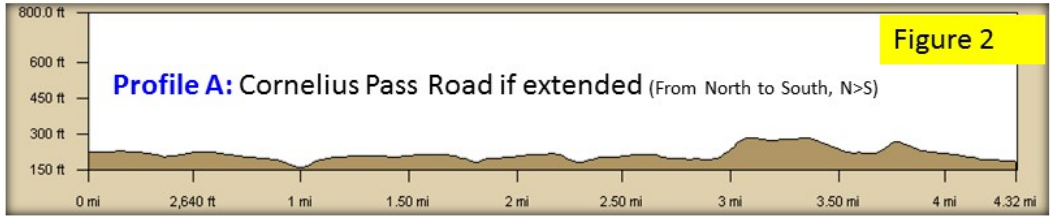
Add 1.1 mile link to tie into SW Clark Hill Road

This new arterial is needed to efficiently move commuters between TV Hwy > Scholls and offload SW 175th, 185th, and Grabhorn Road

Design arterial for 45+ MPH speeds

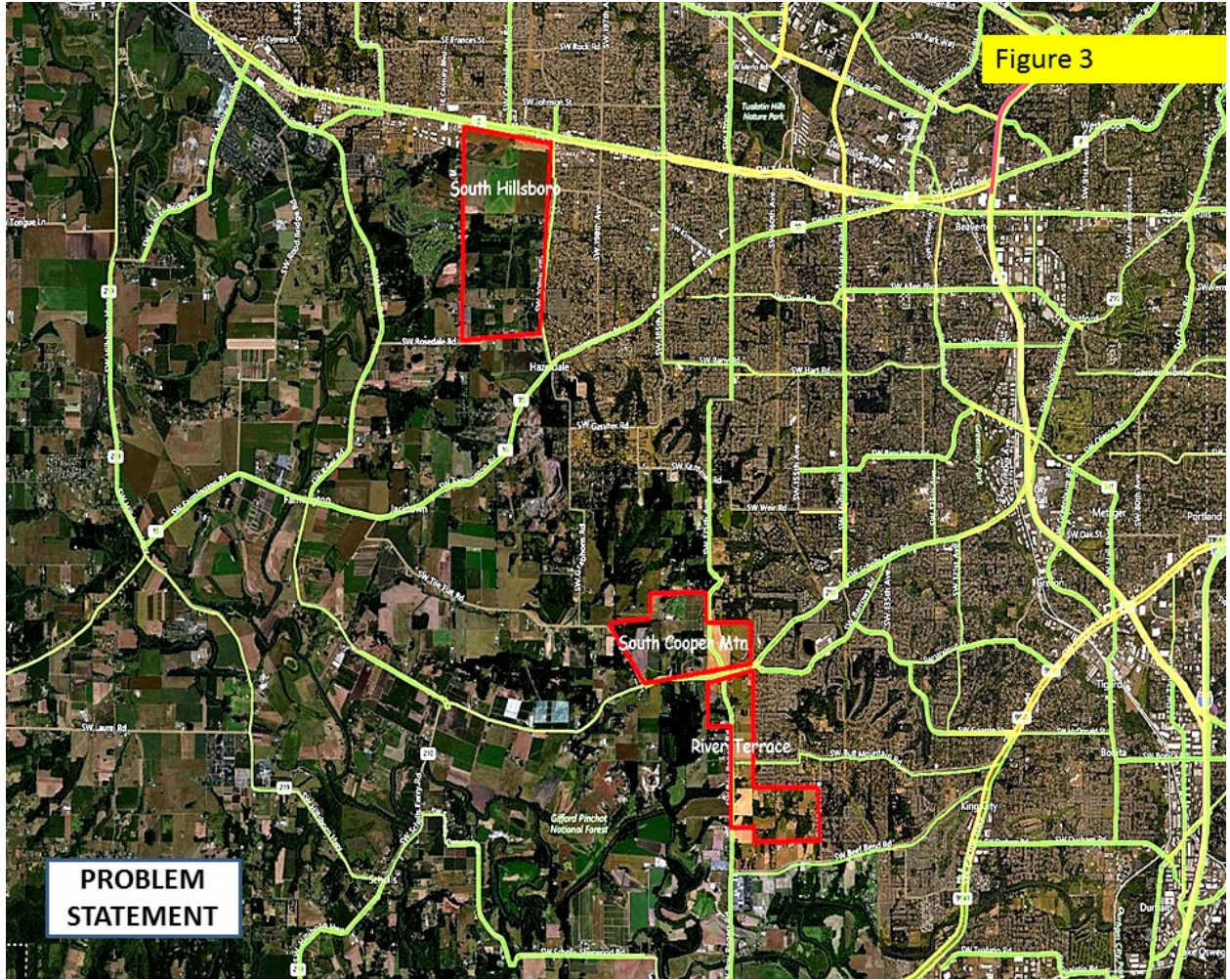
Connect Roy Rogers Rd. to Tile Flat Rd. to reduce the traffic at the Roy Rogers/Scholls Ferry intersection





175th Neighborhood Association

5





Washington County



Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

March 14, 2017

Washington County Board of Commissioners
C/O Andy Back
155 N. First Avenue
Hillsboro, R 97124

SUBJECT: 2017 Draft Work Program,

Dear Commissioners and Mr. Back,

We are pleased that the needed planning for the North Bethany Main Street has been identified as a 2017 priority. Bike and pedestrian friendly commercial development is necessary to create a complete community in this area of Bethany.

As part of the Main Street planning, we recommend the creation of a stakeholder advisory group with CPO representatives from both North Bethany and from the surrounding community. Please keep our CPO informed as this process moves forward to allow our membership to be fully engaged in this planning.

Sincerely,

Cindy Thackery
CPO 7 Chair

Letter authorized by vote of CPO 7 membership on 3/13/2017

 8 Ayes
 0 Nays
 0 Abstentions

Washington County Committee for Community Involvement

254 N First Avenue, MS 20
Hillsboro, OR 97124-3072



March 14, 2017
REVISED March 20, 2017

Washington County Board of Commissioners
c/o Andy Back, PDS Manager
155 N. First Avenue
Hillsboro, Or 97124



Re: 2017 WORK PROGRAM

Dear Commissioners and Mr. Back,

CCI wishes to provide the following feedback on the 2017 Draft Work Program:

UPDATE PLAN DOCUMENTS WITH THE REVISED NAME FOR THE CPO AND CCI PROGRAMS

Thank you for proposing to update the Comprehensive Plans by replacing "citizen" with "community" during 2017.

HEALTH HARDSHIP

Our organization strongly disagrees with the staff response to our request for changes to the health hardship permit rules. We believe a lack of compliance with a permit requirement is an issue of code enforcement, not an issue of permit reissuance. Changes to code should be made to allow permit renewals to be processed as a Type I--reducing both the cost and the paperwork requirements for the applicant.

Initial approval of a permit should adequately address impacts on the surrounding area and the need for the health hardship. Code enforcement, not permit renewal, should be used to determine if terms of the permit have been violated or if impacts to the surrounding area are problematic. Adequate code enforcement should be able to easily identify use of temporary residences with expired permits.

If no code enforcement issues have been raised during the permit period and no changes have been made to the location of the temporary housing, a renewal should not have to resubmit complete responses to CDC 430-135.2. By requiring only a signed document from a medical professional and a Health Department inspection of the septic system (if applicable) for a permit renewal, all discretionary decision have been removed from permitting process and the application can be processed as a Type I.

CCI Steering Committee

Jim Long & Kathy Stallkamp, Co- Chairs / Stan Houseman, Secretary / Paul Johnson, Member / Fran Warren, Member / David Shettles, Member / Mary Manseau, Chair, Code and Ordinance Subcommittee

ALL TYPE II AND TYPE III DEVELOPMENT SHOULD BE REQUIRED TO HOLD A NEIGHBORHOOD MEETING OR POST THE DEVELOPMENT SITE

We support a requirement for either a neighborhood meeting or a site posting for all Type II and III development. We do not support staff's recommendation for exempting Type II or Type III Commercial, Institutional and Industrial use more than 100' from a residential area from this requirement. To provide clear transparency to the community, all Type II and Type III applications should be required to hold a neighborhood meeting or should be required to post the development site with pending development application information regardless of the underlying zoning of the property to be developed or distance from residential areas.

POSTING SITE WITH CONTACT INFORMATION

We do not support Staff's recommendation for site posting to be the complete responsibility of the Building Services Section. Our combined community experience has taught us that requirements are best documented in the CDC and memorialized through a Condition of Approval of the development application. Without a CDC requirement, developers can easily not take the requirement seriously and Building Services will not be able to enforce our requested requirement for signage.

UPDATE TO NEIGHBORHOOD MEETING RULES AND OTHER COMMUNICATION WITH THE COMMUNITY

As technology changes, methods of communication change, as well. Updates to tools are needed to assist the CPOs, the county, and developers in communicating with and distributing information to interested parties. Simple changes in the rules could aid in the use of email. For example:

- Adding email to the required neighborhood meeting sign-in sheet could:
 - Provide the county with an interested party list for sending our electronic notice of applications open for comment and/or scheduled for an upcoming hearing.
 - Provide developers with access to email address for those attending neighborhood meetings.
 - Provide easy contact for CPO leaders to those most interested in a development project.
 - Provide an avenue for interested parties to receive development specific information in a timely manner.

- Posting development documents to county website with URL to allow CPO leaders and interested parties to easily distribute information about new development to the community.

It is time for a conversation with CPO leaders, developers, staff and other interested parties to brainstorm on how to best distribute factual information about planned development to the community. Improved communication is good for everyone--community members, developers and county staff.

We recognize the challenges for completing all tasks included in Tier 1 during the upcoming ordinance season and are hopeful our early comments will help these tasks move more smoothly through the process. The work to be completed by Long Range Planning is critical to the future of our county. We do not support any reduction in staffing for FY 17/18 though the upcoming budget process and encourage steps to be taken to find funding to increase staffing to allow more of the worthy projects in the task list to be addressed.

Thank you for your careful consideration of our comments and for this opportunity to provide feedback on the 2017 Draft Work Plan.

Sincerely,

A handwritten signature in black ink that reads "Kathy Stalkamp". The signature is written in a cursive style with a large initial 'K'.

Committee for Community Involvement (CCI)

This letter was approved by the CCI Steering Committee as authorized by the CCI membership vote on 2/21/2017:

11 Ayes

0 Nays

0 Abstentions

CCI Code and Ordinance Subcommittee

March 14, 2017

Washington County Board of Commissioners
C/O Andy Back
155 N. First Avenue
Hillsboro, OR 97124



SUBJECT: 2017 Work Program

Dear Commissioners and Mr. Duyck:

The CCI Code and Ordinance Subcommittee meets on a monthly basis to discuss issues related to the annual work program with a focus on the Community Development Code. We have reviewed both the draft 2017 Work Program and the March 31 CCI letter of comment on the draft Work Program. We fully support the CCI letter of comment, however, we would like to add these comments on the draft Work Program.

HISTORIC OVERLAY: We recognize the burden placed on property owners of parcels with historic overlays. We can support removal of designation where the resource no longer exists, if a provision is put in place requiring a permanent plaque be placed on the site to provide an historic reference. A requirement for a permanent posting of a site with historical significance seems to be a small concession for removal of an historical overlay.

INFILL: We welcome the suggestion that infill standards be broadened to include zonings other than R-5 and R-6 and look forward to being a part of this future conversation.

However, we feel the current proposal of a 6-foot fence is inadequate to address the impacts of infill development on established neighborhoods. Building orientation, vegetation removal, noise, site access, light trespass, traffic calming, site circulation, and drainage all remain as issues that a 6-foot fence will not address. The existing homes cannot easily change the location of windows and private areas of homes. The existing neighbors should not be required to provide screening to protect the privacy of their outdoor areas or the interiors of their homes. Infill code must:

- limit removal of existing vegetation,
- encourage use of existing vegetation as water quality/quantity facilities as allowed under CWS standards,
- encourage a process to preserve existing trees near property lines,
- Limit construction of two story homes directly adjacent to existing homes,
- limit or prohibit second story windows in side yards of any new homes adjacent to existing homes,

CCI Code and Ordinance Subcommittee

- allow for traffic calming as a condition of development approval,
- direct driveway and street placement away from existing homes.

CDC UPDATE: We look forward to the opportunity to be fully engaged in this multi-year process.

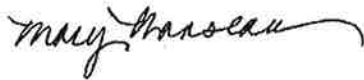
FOOD CARTS: We support moving forward with rules to legitimize food carts under Washington County's jurisdiction, while keeping rules as simple as possible. We look forward to working with you in developing regulations to help encourage viable, safe business, without adding unneeded burdens to the community, staff or to the businesses.

WALKWAY GAPS: We support development of new funding tools to address sidewalk gaps. We continue to support code changes requiring all new construction, including replacement dwellings, to comply with current ROW standards. There can be some flexibility in determining whether a sidewalk needs to be constructed, money paid into a fund for future sidewalks, or no payment. ROW should be dedicated in all cases.

Although new single family homes constructed on lots of record are small in number, we will see increasing numbers of replacement dwellings constructed on lot : with frontages not meeting current county ROW standards. Adequate ROW for streets, sidewalks and bike lanes is not a discretionary standard—it is a minimum standard needed to ensure the safety of the traveling public.

Thank you for this opportunity to submit comments on the draft 2017 Work Program.

Sincerely,



Mary Manseau

for CCI Code and Ordinance Subcommittee

From: mikbet@frontier.com [<mailto:mikbet@frontier.com>]
Sent: Tuesday, March 14, 2017 4:35 PM
To: LUT Planning
Subject: Road around Cooper Mtn.

After deadline



Lut Transportation

I live on 175th ave. for 50 plus years and we sure need another main road running North and South to take traffic off 175th I'm 1/2 mile north of Scholls Ferry rd. and the work traffic going South in the afternoon backs up past my driveway almost every day making it very hard to get on 175th to go south might have to wait 5 plus minutes to get out of my driveway.

Then wait in line for 4 to 5 traffic light changes to get across Scholls Ferry Rd. I don't want to even think about what it will be like when the new high school opens and the new housing developments get finished. How about straightening and widening Tile flat and connect it to Cornelius pass and on the Scholls Ferry end put a new road out to Sherwood West of Sherwood then over to Wilsonville. If not Tile Flat then a half mile West use Pleasant Valley and extend both ends. In the Tigard Times commissioner Dick Schoten says that Washington County has no interest in building a new road how does he plan on getting people around when the County is Okaying all the new sub divisions. 2000 new houses or condos or apartments in a 2 mile stretch by me on 175th and Roy Rogers Plus South Hillsboro 8000 and West Sherwood.

Also need to widen Roy Rogers now not later. Everything with the county seems to be after the fact instead of first Roads then houses.

Tri-met goes thru this area and we pay Tri-Met taxes so there should be stops out this way on Scholls Ferry and on Roy Rogers to Sherwood !!!!!

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From: Kay [mailto:nakamoto.kay@gmail.com]
Sent: Tuesday, March 14, 2017 11:02 PM
To: LUT Planning
Subject: "around the mountain"

past deadline



dear LUT,

As a native Portlander of 65 yrs I have seen many changes since living 37 yrs on this west side.

The most concerning is the safety issue on 175th ave on which I now live. The TVFD accident report for 2013 & 2014 showed a doubling increase of injury accidents and nearing 5X's for non injury just on our 175th. This is before the present housing construction boom or the start of the new Beaverton high school.

Thousands of more cars are expected on 175th because of this activity/developments. We are not at our peak for traffic but already on some evenings traffic is backed up from Kemmer/Weir to my Reusser Ct 1/2 mile away. We need 175th for local traffic and therefore I support the Transportation Futures Study for a north/south parkway with limited access for the commuters and truckers.

My husband, a computer scientist, chooses to leave for work before 5am. He sees many huge trucks on 175th taking the "short cut." We often travel returning home nearing midnight. Again we see tracker trailers passing through on 175th. You may have received photos of trucks jackknifed on our road. Add snow/ice and one finds vehicles along the sides of the roads and in ditches.

"Around the Mountain" N/S parkway would also help the commuter who is angry when traffic is heavy as he can't speed on 175th which has no stop lights and just one stop sign. These motorists, pass on blind hills, double lines and speed with little regard for their or others safely. 175th residents have been tailgated, flipped the finger, passed on right and left, honked and sworn at for just for obeying the posted 45mph and turning unto their driveways. Try going the suggested 25mph after the yellow caution sign, "hill blocks view!" We residents could write of book of non-fiction.

One particular time I was with a neighbor traveling north, down the hill before Rigert. Apparently, one frustrated motorist, traveling south, could not wait behind the car ahead of him going up the hill. This driver passed on the steep hill's double yellow and was seconds from a head on collision with an innocent driver traveling north down the hill. This was a "Holy Shit" (movie ET) moment for me with my neighbor frozen beside me.

We asked for the speed limit to be reduced to 35mph but the engineer who saw the "study" said the majority of the motorists were going 55-58mph and actually the speed limit should be raised above the 45! With the added traffic nearing from the new housing and opening of the high school, we are hoping for a reconsideration to reduce the speed to 35mph on 175th.

We also support having a bus service My three children attended three different high schools in the Beaverton area. All three high schools had public transportation and sidewalks. This new high school has neither for their students that live near/on 175th nor for the number of people that walk, run or bicycle now unsafely.

There seems to be little concern for safety on 175th for anyone.

The commuters are unhappy as they want a "fast" route and the truckers have to be careful on the turns and steep, blind/ hills. "Around the mt" n/s parkway would give an unencumbered route and the area residents would be relieved to have their 175th back to local traffic and we all would be safer.

thank you,
Kay Nakamoto
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