

Final 2013-14 Work Program

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Adopting Minute Order #13-68

March 26, 2013 Update to the Work Program Staff Report

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AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation; County Counsel (CPO All)

Agenda Title: CONSIDER THE 2013 PLANNING AND DEVELOPMENT SERVICES LAND USE ORDINANCE WORK PROGRAM AND AUTHORIZE FILING OF LAND USE ORDINANCES

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

SUMMARY:

At the Board's February 5, 2013 work session, staff received direction to send the draft 2013 Planning and Development Services Land Use Ordinance Work Program out for public review and comment. The work program was sent to a number of organizations and interested parties, including citizens who had already provided comment, Citizen Participation Organizations (CPOs), cities, and service districts. It was also posted on Long Range Planning's work program web page below.

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

The work program proposes three tiers of priorities. Tier 1 priorities are the most significant topics that will consume most of Long Range Planning's staff resources in 2013. Tier 2 priorities are additional projects and ordinance topics proposed to be addressed in 2013 as staff resources are available. Tier 3 priorities are potential projects and ordinances that could be addressed in future years because sufficient time or staff resources are not available to address them in 2013.

- The staff report will be provided to the Board prior to the March 26 meeting and will be available at the Clerk's desk. The report will also be posted on Long Range Planning's work program web page and staff will provide interested parties with a link to the report when it's posted.
- The Board has discretion regarding public comments on action agenda items.

DEPARTMENT'S REQUESTED ACTION:

Approve the work program outlined in the staff report for the March 26, 2013 meeting and authorize the filing of ordinances for Tier 1 and 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 # 13-68
DATE 03/26/13
BY *Alan Rappleyea*
CLERK OF THE BOARD

Agenda Item No.	<u>6.a.</u>
Date:	<u>03/26/13</u>



March 26, 2013

To: Washington County Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

Subject: **Amendments to the 2013 Planning and Development Services Work Program**

STAFF REPORT

For the March 26, 2013 Board of Commissioners Meeting
(This item will be considered no sooner than 6:30 PM)

STAFF RECOMMENDATION

Amend the 2013 Work Program released on March 18, 2013 to reflect the changes shown below and on the amended Table 2 attached to this staff report.

1. Modify the description of Tier 1 task #32 *Consider revisions to standards relating to car washes* in Table 2 to note that an issue paper will be developed by late 2013; if authorized by the Board, an ordinance would be developed for review in 2014.
2. Move Tier 3 task #5 *Mineral/Aggregate Overlay District update to reflect current OARs* to Tier 2 task #21.

BACKGROUND

Since the release of the March 18, 2013 Work Program staff report, additional comments have been received from citizens and are summarized below. Copies of these requests have been provided to the Board under separate cover and have also been posted on Long Range Planning's web site at the following link:

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

- Erik Mace, representing the Joint CPO Tree Code group, is asking that the county retain the Development of an Urban Forest Management Plan task as a 2013 Work Program item. *Staff continues to recommend that this item be removed from consideration in the 2013 Work Program due to lack of prioritization by the Board.*

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- Gabe Dunaway of J&G Holdings LLC requested that his initial request to review the county's vehicle queuing standards for car washes be withdrawn from further consideration in the 2013 Work Program. *Staff believes that the county's current standards result in a near prohibition on automated car washes and requires additional analysis. Staff recommends working with the parties that submitted comments on this item to frame the issues relating to car washes within the county. Rather than develop this ordinance by mid-2013, staff asks for additional time to research this issue. An issue paper will be prepared for the Board by the end of 2013; any changes authorized by the Board could be filed in an ordinance for consideration in 2014.*

- Doyle Garrison of Manning Rock resubmitted his initial 2011 request asking the county to consider amending its mineral and aggregate standards to allow for a lesser quality standard than currently permitted by the Community Development Code. *Staff believes that Mr. Garrison's request for the county to consider setting a lower local standard for quality of aggregate material can be addressed through the existing Tier 3 task #5. Staff recommends that this task be moved from Tier 3 to Tier 2 in the 2013 Work Program.*

TABLE 2 - 2013 Work Program Tasks

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (<i>new tasks are italicized</i>)				
Countywide Priorities				
1	On-going non-discretionary tasks	8		
2	Coordination of Population and Employment Growth Projections for the Metro Area	0.5		
3	<i>Adoption of Regional Forecasts</i>	<i>0.2</i>	Y	
4	Greenhouse Gas (GHG) Reduction Legislation and Planning	0.75		Participate in Metro-led multi-year implementation of the GHG reduction legislation
5	Parks and Trails - acquisition assistance, planning and coordination Current tasks include: - participate in THPRD and Metro trail master planning - participate in THPRD and Metro park and trail committees - participate in planning for the Tualatin Valley Scenic Bikeway	0.8		
6	State Legislation implementation	0.3	Y	Review of land use legislation and implementation of non-discretionary changes
7	Oregon Administrative Rule updates	0.35	Y	
8	Housekeeping and General Update ordinance	0.35	Y	
9	Review and Update the Comprehensive Plan for consistency with the Religious Land Use and Institutionalized Persons Act (RLUIPA)	0.4	Y	
10	Update plan amendment procedures	0.2		Amend R&O for general procedural update and consistency with fee schedule
11	<i>Greening the Code project implementation</i>	<i>0.3</i>	Y	<i>Amend the Community Development Code to address solar and wind energy</i>

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized)				
Countywide Priorities (cont'd)				
12	<i>Amend nonconforming standards to address setbacks reduced by public dedication</i>	--	Y	<i>Will be handled as part of the housekeeping ordinance and won't be shown as a separate task</i>
Transportation Priorities				
13	Transportation Plan Update	3.8	Y	The first of two ordinances will be filed in 2013; the second in early 2014 - Update will address CCI's request to analyze rural/urban roadway interface
14	Southwest Corridor Plan	0.4	Y	Participate and address county issues
15	Transportation Plan changes to facilitate project development - Basalt Creek - Scholls Ferry	0.4	Y	
16	Hillsboro Transportation Projects - Tualatin Valley Highway TGM Grant - Downtown Transportation Solutions Study	0.5	Y	
17	<i>Transportation & Growth Management Grant-funded projects</i> - <i>Neighborhood Bikeways</i> - <i>Multi-modal Performance Standards</i>	0.75	?	<i>Neighborhood Bikeways project being led by Engineering and Construction Services Division staff</i>
18	<i>Neighborhood Route Access Spacing</i>	0.3	Y	<i>Proposed changes would apply countywide, rather than just in North Bethany per K&R request</i>
Rural Priorities				
19	Amend Property Line Adjustment Standards to comply with HB 3629	0.2	Y	Make standards consistent with state law - Ordinance No. 763 filed in March 2013 makes these changes

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized)				
Rural Priorities (cont'd)				
20	Farm stands - creation of a Type II review process	0.3	Y	Ordinance No. 762 filed in March 2013 makes these changes
21	Agri-tourism implementation	0.3		Begin scoping process in 2013
22	<i>Development of a Residential Airpark Overlay for properties near the Sunset Airstrip</i>	0.4	Y	
Urban Priorities				
23	Aloha-Reedville Study and Livable Community Plan	5.4		Final year of three-year study; funded by HUD/Tiger II and Metro CET Grant. Possible ordinance(s) in 2014
24	<i>Removal of Area of Special Concern #11 in the Sunset West Community Plan</i>	0.2	Y	<i>Ordinance No. 760 filed in January 2013 makes these changes</i>
25	Amend county Comprehensive Plan elements to reflect the 2012 Banks UGB decision	0.2	Y	Ordinance No. 764 filed in March 2013 makes these changes
26	Urban Planning Area Agreement Updates - Adopt IGA transferring planning jurisdiction to Beaverton for Cooper Mountain area and follow up with amendments to Beaverton UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 (related to Beaverton USA item in #5 under Tier 2) - Amend Hillsboro UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 - Amend Tualatin UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011	0.7	Y	
27	UGB planning by cities or others	0.4		Participate and address county issues
28	Address Urban Reserves Designations and 2011 UGB expansions	1	?	Provide support for Reserves appeal at Court of Appeals; revise Reserves designation if required by Court of Appeals
29	North Bethany Subarea Plan fixes	0.4	Y	Primarily housekeeping in nature, but will also address public utilities in North Bethany (excludes electric substations)

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized)				
Urban Priorities (cont'd)				
30	<i>Area 93 Community Planning</i>	0.7	Y	<i>Pending legislative action to add area to Washington County</i>
31	Create the North Bethany Main Street Urban Design Plan	0.7	Y	Tier 1 task only if CET grant funds are awarded in mid-2013; otherwise Tier 2
32	<i>Consider revisions to standards relating to car washes</i>	0.2	Y	<i>Research and prepare issue paper to share with the Board in late 2013; if authorized by the Board, possible ordinance changes would be developed for 2014</i>
33	<i>Evaluate request to amend neighborhood meeting requirements</i>	0.2		<i>Research and prepare issue paper in 2013</i>
34	<i>Evaluate request to allow limitation on hours of operation for drive-through facilities</i>	0.3		<i>Research and prepare issue paper in 2013</i>
35	<i>Evaluate changes to density restrictions on steep slopes in the North Bethany Subarea</i>	0.3		<i>Research and prepare issue paper in 2013</i>
36	<i>Large Lot Industrial Site Readiness Study</i>	0.4	?	<i>Joint CET grant application with five cities and the Port of Portland; Tier 1 task only if CET grant funds are awarded in mid-2013</i>
37	<i>Revisions to outdoor yard area standards</i>	0.4	Y	<i>Consider implementing the detached R-15 solution utilized in North Bethany elsewhere in the county for alley-loaded attached units</i>

Full Time Equivalent staff needed for Tier 1 tasks: 31 (25.33 in LRP FY 2013/2014 budget)

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 2 (new tasks are italicized)				
1	Amend CDC sign standards - clarify that on-site signs for trails and recreational facilities are exempt from these standards - address legislation authorizing digital billboards	H	Y	Resolution of current lawsuit regarding billboards could result in re-evaluating the priority of this item
2	<i>Review new small lot subdivisions within the county</i>	<i>M</i>		<i>Includes the monitoring of planned developments and detached R-15 NB subdivisions and cluster housing within the North Bethany Subarea</i>
3	<i>Streamline Cell Tower CDC standards</i>	<i>M</i>	Y	
4	Adoption of School Facility plans developed by high growth school districts	L	Y	
5	Beaverton Urban Service Agreement Update	M		The Interim Urban Service Agreement with Beaverton expires in December 2014 (this item is related to the Beaverton UPAA update listed at #26 under Tier 1)
6	<i>Flood Plain CDC updates</i>	<i>L</i>	<i>Y</i>	<i>Update to allow the use of best available data for development applications</i>
7	<i>Update CDC regarding Measure 37/49 to reflect current regulations and state interpretation on parcel sizes</i>	<i>L</i>	<i>Y</i>	
8	Historic Overlay inventory and map updates	L	Y	
9	Grade separated major intersection study	M	Y	
10	Evaluate state and regional regulations for consistency with county standards for tree harvesting inside the UGB	L-M	Y	
11	<i>Update Urban Plan Amendment Criteria</i>	<i>M</i>	<i>Y</i>	
12	<i>Neighborhood Commercial Study</i>	<i>M</i>	<i>Y</i>	<i>possibly undertaken as part of the Aloha Reedville Study</i>
13	Make Rapid Landslide Hazard Area information available to the public	L		
14	Hillsboro Airport planning	L	Y	City has recently removed its previously-applied regulations. Staff will monitor the airport planning process in 2013

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 2 (new tasks are italicized)				
15	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L		
16	Amend rural posting requirements to increase time period for posting notice	L	Y	
17	Evaluate and consider amending CDC regarding off-street parking for boats and recreational vehicles	L	Y	<i>Research and prepare issue paper in 2013</i>
18	<i>Change Accessory Dwelling Units to a Type I process in the R-5 and R-6 Districts</i>	L	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
19	<i>Examine standards for sales in conjunction with home occupations</i>	L	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
20	Revise Transit Corridor and Main Street standards - streamline and add flexibility regarding density and mixed use requirements - Create mixed-use districts along Metro 2040 corridors which feature flexibility and require a residential component - Establish quasi-judicial process to obtain new designations. - Evaluate adequacy of criteria to address current and future conditions (e.g., UGB expansions, ability to have higher densities along major transit routes)	H	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
21	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	Includes request from Manning Rock to consider adopting a lower local quality standard for aggregate resources

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 3 (new tasks are italicized)				
1	<i>Canyon Road Redevelopment Strategy</i>	L		<i>Placeholder item for work task suggested by Commissioner Malinowski in 2012</i>
2	SB 122 implementation - Intradepartmental support for urban service planning efforts - Assistance to the Board and County Administrator to update the county's urban service policy, respond to legislative changes - SB 122 Management Oversight Committee meetings, policy issues	L-H		
3	Transit-Oriented CDC amendments regarding density calculations	L	Y	fix discrepancies related to residential densities required for TOD and non-TOD areas
4	<i>General update of parking and bike parking standards</i>	M	Y	
5	Review permitted uses and standards in the R-COM, R-IND and MAE Districts	M-H	Y	
6	Amend Rural Industrial, MAE and Rural Commercial Districts to comply with Goal 14	L-M	Y	
7	Hagg Lake Dam expansion	L	Y	Staff is following this planning effort - ordinance changes not likely in 2013
8	Update of R&O 86-95	L		



March 18, 2013

To: Board of County Commissioners

From: Andy Back, Manager
Planning and Development Services

RE: **2013 Planning and Development Services Division Work Program**

RECOMMENDATION

Approve the attached 2013 Planning and Development Services Division Annual Work Program and authorize the filing of Tier 1 and 2 ordinances shown on Table 2 that were not previously authorized by the Board. Direct staff to return with issue papers regarding the items in the "Issues requiring further analysis and Board direction" section, below.

STAFF COMMENTS

On February 6, 2013, the proposed Work Program was sent to a number of organizations and interested parties for review and comment. It was sent to the Washington County Committee for Citizen Involvement, Citizen Participation Organizations (CPOs), cities and service districts. It was also posted on the Long Range Planning section's web site. Several work program requests were submitted during the public comment period that ended March 7, 2013. A summary of the requests is provided beginning on page two of this report. Copies of these requests will be provided to the Board under separate cover. They have also been posted on the Long Range Planning web site along with this staff report at the following link:

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

Summary of Staff-Recommended Additions

Added Tier 1 Tasks

1. Task 18 - Address Neighborhood Route Access Restrictions
2. Task 37 - Revisions to the county's Outdoor Yard Area standards

Issues requiring further analysis and Board direction

1. Consider revisions to standards relating to car washes
2. Evaluate request to allow limitation on hours of operation for drive-through facilities
3. Evaluate changes to density restrictions on steep slopes in the North Bethany Subarea
4. Evaluate proposed amendments to neighborhood meeting standards (**not a land use ordinance – any changes would be adopted by resolution and order*)

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Public comments and staff's responses to these comments are provided below. The above recommendation 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 22%. Typically, staff is able to manage more Tier 1 tasks than permitted by the total number of division full time equivalent (FTE) resources due to the following:

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

Near the beginning of 2013, the Long Range Planning section merged with Current Planning and Building Services to form the new Planning and Development Services (PDS) Division. The merger of these three sections provides an opportunity for more cross-functional working groups and it is expected that some Tier 1 tasks will receive support from staff outside of Long Range Planning. Examples include the Transportation and Growth Management (TGM) grant work on neighborhood bikeways and Community Development Code updates related to farm stands and sustainable energy practices. Staff from the county's Engineering and Construction Services Division and PDS' Current Planning section will primarily lead these efforts. In addition, Current Planning staff will likely lead the scoping process for potential agri-tourism amendments.

The Long Range Planning section will utilize these additional Departmental resources to accomplish the priorities set forth by the Board in the 2013 Work Program. However, in the event the Board wishes to add more tasks to Tier 1, staff will propose moving some Tier 1 tasks to Tier 2. Staff recommends returning to the Board with additional information about the requests listed in the "Issues requiring further analysis and Board direction" section on the previous page. Any recommended changes to Tier 1 or Tier 2 tasks will be provided at that time. Further adjustments to the 2013 Work Program may be needed if additional tasks are added, existing tasks are expanded, or Long Range Planning's proposed budget for Fiscal Year 2013/2014 is reduced through the budget adoption process.

PUBLIC REQUESTS / COMMENTS

Provided below is a summary of citizen requests that have been submitted for consideration in 2013 as well as staff comments. Copies of the requests will be provided to the Board under separate cover.

1. Request by Mr. Gabe Dunaway to update Community Development Code (CDC) standards which require that car washes provide one off-street parking space for each employee, plus adequate waiting space for autos on the premises to accommodate fifty (50) percent of the hourly rate of capacity for the car wash. Mr. Dunaway has been unable to secure final land use approval for a car wash on his property and therefore requests that this standard be

updated to provide more flexibility (e.g. allow staff more discretion with determining an appropriate length of waiting space, reduce or eliminate the amount of waiting space required).

Staff response: *The current queuing standards were adopted in 1983 when car washes were typically roll-over type, which required several minutes to wash each car, and therefore had a limited hourly capacity (e.g. at 2 minutes per car, a roll over wash can wash 30 cars an hour, resulting in 15 required spaces). Modern car washes are able to process up to 140 cars per hour. Consequently, in accord with Section 413-7.3.B., a queuing space for 70 vehicles (or approximately 1,400 feet long) would be required. In the last 20 years, car washes approved in Washington County have been required to provide queuing space for between 3 and 8 vehicles. In the Draft 2013 Work Program report, staff recommended that the Board revise these vehicle queuing standards.*

During the 30-day public comment period on the Work Program, staff received 24 individual letters of opposition as well as a petition signed by more than 200 residents/property owners opposing Mr. Dunaway's request. The petition was submitted by the Meadow Neighborhood Association. Those opposing Mr. Dunaway's request are against relaxing the current standards and have asked the Board to consider prohibiting car washes on commercial lands adjacent to or across the street from residential lands. Key concerns raised by the opposition are: 1) Increased traffic and congestion, including adverse impacts to pedestrian and bicyclist safety, 2) Noise impacts from the car wash on surrounding residences, and 3) Overall adverse impacts on livability.

Staff believes that the county's vehicle queuing standards for car washes do not reflect current technology and require revision. Additional research is needed on car wash regulations to better understand how other jurisdictions regulate them, in particular how they address newer and more modern technologies. Equally important in this research is an evaluation of how other jurisdictions mitigate potential or known impacts from car washes on surrounding neighborhoods, particularly when allowed near or adjacent to residential areas. For this reason, staff recommends that these issues be addressed from the countywide perspective and that no amendments be made at this time.

Staff recommends examining this issue further and developing an issue paper for the Board's consideration by the end of June 2013. The issue paper will analyze the relevancy of the current parking standard given changes in technology, will identify comparable regulations imposed by other jurisdictions, and may recommend appropriate measures designed to mitigate potential impacts. If this work results in Board direction to modify the CDC, such a change would likely be included in an ordinance toward the end of the 2013 ordinance season or early in 2014.

2. Requests from CPO 7 regarding completion of the Saltzman Road Extension Study, amendments to neighborhood meeting rules, posting of notices to indicate proposed development actions inside the urban growth boundary (UGB), expansion of the public notice area inside the UGB, and allowing the limitation on hours of operation for drive-

through businesses located near residential areas. The Washington County Committee for Citizen Involvement submitted a letter during the public comment period asking that the work on neighborhood meeting requirements and possible limitations on drive-through hours of operation be accelerated for implementation into an ordinance.

Staff response: *The Saltzman Road Extension Study will be undertaken as part of the Transportation Plan update process in 2013 and 2014. During preliminary work program discussions, Board members did not express strong interest in pursuing changes to expand the county's posting or notice area requirements. However, there was some interest in looking further at modifying neighborhood meeting requirements and the limitation on operating hours for drive-through businesses. Staff recommends including the development of issue papers on these two items as Tier 1 items in the work program. These issue papers will be presented to the Board by the end of June 2013.*

3. Three requests were submitted asking for the creation of a Residential Airpark Overlay and its application to the Sunset Orchard Estates properties adjacent to the Sunset Airstrip located south of the city of North Plains. In 2009, the county undertook an effort to expand the Private Airport Use Overlay to properties adjacent to the Sunset Airstrip located south of the city of North Plains. During the ordinance process to apply this designation, the Department of Land Conservation and Development provided testimony that the Private Use Airport Overlay provided more extensive uses than would typically be necessary for a residential airstrip. The county rejected the ordinance under consideration, Ordinance No. 721, in order to further review the concept of developing a residential airpark overlay. The original proponent of the 2009 request, along with a potential purchaser of a property and the president of the Air Acres Homeowners Association which is located adjacent to the Sunset Airstrip, has renewed the request to develop a residential airpark overlay.

Staff response: *Because this request involves both the development of regulations and their application to specific properties, county practice has been to review these requests through a combination legislative and quasi-judicial process. Should the Board accept staff's recommendation to add this item as a Tier 1 task, the request will be subject to a quasi-judicial fee agreement requiring processing costs to be paid by the property owner.*

4. Request from K&R Holdings to revisit the restriction on development of slopes in the North Bethany Subarea. K&R's letter asks that the sloped areas in North Bethany be treated the same as they are in the rest of unincorporated Washington County. The company asks that on-site geotechnical analysis should be performed to determine site suitability rather than relying solely on a policy decision to restrict development in areas with slopes greater than 25%.

Staff response: *The planning of the North Bethany Subarea provided the county an opportunity to consider many new concepts such as regional stormwater facilities, buffers between rural and urban land uses, the pre-planning of park facilities, the provision of work force housing and density bonuses. Through this planning process, county staff also*

implemented changes regarding development in or near stream corridors, vegetated areas and on slopes over 25%. Lands featuring these characteristics were included in “density restricted” areas which also played a large role in establishing an urban/rural buffer that Metro required as a condition of the area’s inclusion in the UGB. Staff believes this request could have an effect on elements of the North Bethany Subarea Plan and that potential changes would have to be examined to ensure the less restrictive approach would continue to satisfy Metro conditions established when the land was added to the UGB. Staff suggests the Board authorize a Tier 1 task to develop an issue paper to provide research, identify implications and offer options for the Board’s consideration by the end of June 2013.

5. Request from CPO 10 to extend the approval period for temporary health hardships from two years to four years. The CPO states that the change would reduce the requirements for family members who serve as the primary caretakers of elderly parents or relatives with medical issues. Instead of having to require documentation from medical professionals and other evidence of the temporary health hardship every two years, the process would only require renewals every four years. The Washington County Committee for Citizen Involvement submitted a letter during the public comment period asking that the work on this task be accelerated for implementation into an ordinance.

Staff response: *Staff’s research indicates that state regulations require health hardship approvals on exclusive farm and forest lands to be reviewed every two years. These are the lands included in the county’s EFU, AF-20 and EFC land use districts, which make up approximately 94% of the county’s rural lands. While the renewal period for lands inside the UGB and those on non-farm and forest lands (e.g. AF-5, AF-10, RR-5) could be changed to four years rather than two, staff does not recommend this change as it would only apply to a small number of the total health hardship requests that the county receives. Staff therefore recommends that this item be removed from consideration in the 2013 Work Program.*

6. Request from the City of Banks to adopt conforming amendments to the county’s Comprehensive Plan to reflect the 2012 UGB amendments adopted by the city.

Staff response: *The Board authorized the filing of a land use ordinance to make these changes on February 26, 2013. The ordinance is scheduled for public hearings before the Planning Commission and Board in April and May.*

7. Request from the Washington County Committee for Citizen Involvement to consider the design of roads bordering urban and rural areas and implement policies that will meet the needs of both rural and urban users, and ensuring that agricultural needs are met by the road system.

Staff response: *Staff will undertake these requests as part of the 2035 Transportation Plan Update (Tier 1 task #13) in 2013 and 2014. In addition, the county is seeking a*

Transportation and Growth Management grant to analyze potential design standards and route planning concerns for roadways serving both urban and rural users.

8. Request by Christ United Methodist Church to allow a columbarium as an accessory use to a church. Columbariums are structures featuring small vaults for storing cremated remains. The church desires to construct a relatively small columbarium incorporated into an outdoor landscaped memorial garden. The request included two possible design alternatives. The first columbarium design consisted of a short freestanding double-sided wall (approximately eight feet in width). The second design shows the columbarium integrated into a longer single-sided brick or block wall. Both alternatives are relatively small in scale and massing.

Staff response: *A columbarium is listed as a use most commonly associated with and accessory to a cemetery. Consequently, pursuant to CDC Section 430-27 (Cemetery) the minimum lot size for a parcel on which a columbarium is proposed is 5 acres (Section 430-27.2) The church property is less than 5 acres in size. The church does not propose to build a cemetery on the property but rather only a small columbarium, one that is incorporated into a landscaped memorial garden.*

Staff believes that columbariums are appropriate accessory uses to churches. As part of its work on Tier 1 task #9, staff is analyzing the CDC for compliance with the Religious Land Use and Institutionalized Persons Act (RLUIPA). RLUIPA states that governments shall not impose a substantial burden on religious institutions. Generally, rules imposed on churches should not be more substantial than regulations on similar uses such as community centers and other places of assembly. Staff will investigate the provision of columbariums as accessory uses to churches through its work to comply with RLUIPA regulations.

9. Request from K&R Holdings to allow access spacing on North Bethany neighborhood routes to be more reflective of the local street standard, unless safety and/or capacity requirements dictate otherwise.

Staff response: *K&R's request for access spacing flexibility on neighborhood routes in North Bethany is an issue that merits a discussion of access spacing on this classification of roadways throughout the county. Staff recommends that this issue be addressed through an ordinance in 2013.*

10. Request from Gene Duncan regarding the rezoning of the Glenridge neighborhood. Mr. Duncan states that staff has mistakenly recommended that the county retain the Transit-Oriented: Residential 9-12 units per acre (TO:R9-12) designation. Mr. Duncan requested that Glenridge be returned to the Residential 5 units per acre (R-5) district or declared an Area of Special Concern to "be in compliance with the Cedar Hill/Cedar Mill Community Plan, which directs that drainage areas and large lot landowners infill part of their lots (not put in high density developments)."

Staff response: *Background on the Glenridge neighborhood request is provided on page 3 of Attachment C to this staff report. Staff continues to recommend that this item be removed from further consideration as part of the 2013 Work Program.*

11. Request from the City of Beaverton Community & Economic Development Department that the county involve city staff in any planning effort related to Tier 3 task 1, the Canyon Road Redevelopment Strategy. The city's letter indicates that Canyon Road is an integral element of its Creekside District Master Plan, for which the city received a Sustainable Communities Grant.

Staff response: *Work on this task is unlikely to begin in 2013 due to its categorization as Tier 3 priority. However, staff commits to involving city staff in the scoping process for this effort when it occurs.*

12. In addition to the citizen requests described above, staff requests that the Board consider changes to the county's outdoor yard area standards. Single family attached dwelling units (e.g. rowhouses and townhomes) in the county's medium density districts are required to provide outdoor yard area on the same lot as the dwelling unit. CDC Section 305-7.5 B. requires that the outdoor yard area consist of a contiguous outdoor rear or side yard area (not to include a street side yard) of at least 450 square feet (in R-9 District) or 300 square feet (R-15). Additionally, no dimension of this required outdoor yard area may be less than ten (10) feet. Some flexibility is provided in that an outdoor yard use easement could be recorded on an adjoining lot to satisfy the requirement. Implementation of this requirement is substantially easier for attached units that maintain garage/driveway access from the front. This requirement can be problematic for rear-loaded attached units that take access from an alley or a private street.

Staff response: *The intent and purpose of the existing standards is to ensure that all attached single family units in the R-9 and R-15 Districts are provided private outdoor yard areas. There are challenges to providing the required outdoor yard area for rear-loaded attached units, which is one reason the use of outdoor yard easements was included in the county's standards.*

Last year, the county adopted standards in the North Bethany Subarea that would allow more flexibility for providing outdoor yard areas in detached R-15 NB developments. These standards allowed for patios and decks of certain sizes and design to be counted toward the outdoor yard area requirement. Staff requests that the Board authorize a Tier 1 task to provide additional flexibility as to the location of outdoor yard area as well as expand what constitutes outdoor yard area.

ORDINANCE HEARING SCHEDULE

The first ordinance filed in 2013 was authorized by the Board on January 15, 2013. Ordinance No. 760 removes transportation connections and designations and text relating to an area of special concern in the 2020 Transportation Plan and the Sunset West Community Plan. This ordinance was heard by the Planning Commission on March 6. The initial Board hearing will be held March 19.

Staff requested early authorization for the first group of ordinances listed below; these ordinances were filed on March 11, 2013 and will have public hearings in April and May. A draft schedule for remaining ordinance topics to be addressed this year is shown in the following table.

Ordinance Topic	Proposed Ordinance Filing	Initial PC Hearing	Initial Board Hearing
- Farm Stands - Property Line Adjustment revisions - Banks UGB amendments	Mid-March	Mid-April	Late May
- Outdoor Yard Area - Neighborhood Route access requirements	Mid-April	Early June	Early July
- Transportation System Plan updates	Early May	Mid-June	Early August
- RLUIPA updates - Greening the Code - Legislative/OAR updates	Late May	Mid-July	Late August
- North Bethany Subarea fixes - Airpark Overlay - Housekeeping/general update	Mid-June	Early August	Early September

The remaining elements of this 2013 Work Program Staff Report consist of:

- **Table 1**, which outlines the general timeframes for major Planning and Development Services Division projects
- **Table 2**, which categorizes tasks into Tier 1, 2 and 3. In Tier 1, these tasks are split into four areas: 1) Countywide, 2) Transportation, 3) Rural and 4) Urban. Many of the tasks shown were continued from 2012, and new tasks are *italicized*.

Tier 1 tasks include the major projects shown in Table 1 and other projects that must be addressed this year, including the Division's on-going responsibilities. Most tasks were continued from 2012. Some Tier 1 tasks will continue into 2014 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 2013 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need more evaluation prior to determining their priority. Because most of the Division'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 2014.

Tier 3 tasks are projects and ordinance issues that were previously prioritized by the Board but there are insufficient staffing resources or priority to address them in 2013. These are projects and ordinances that potentially can be addressed in future years.

- ***Attachment A***, containing descriptions of the tasks listed in Table 2
- ***Attachment B***, containing descriptions of on-going Long Range Planning tasks and activities
- ***Attachment C***, containing descriptions and staff recommendations for removing certain tasks and requests from consideration in the 2013 Work Program

TABLE 1 - General Timeframes for Major Planning Projects

	2013				2014				2015				2016				2017			
	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 County Service District																			
	Aloha-Reedville Study and Livable Community Plan				Possible Aloha Implementation															
	Update UPAA's to Implement UGB Urban Reserve Decisions																			
County Transportation Planning	Update County Transportation System Plan (TSP)				Metro Regional Transportation Plan and Functional Plan Updates for Greenhouse Gas and County TSP Update															
Cities' Planning	Cities' Land Use and Transportation Planning • UGB Expansion Area Planning (West Bull Mt., Cooper Mt., No. and So. Hillsboro, etc.) • Urban Reserve Area Planning • City TSP Updates • Urbanization Forum Implementation																			
State and Regional Planning	Greenhouse Gas Reduction Legislation and Planning • Monitor Legislation • Countywide Effort • Update County TSP • Update County Comprehensive Plan • Other implementing actions																			
Other	Assistance to the Board and CAO about Urbanization Forum Issues / Implementation																			
	Monitor Statewide Planning Program / Legislature / LCDC																			
	State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration			

TABLE 2 - 2013 Work Program Tasks

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (<i>new tasks are italicized</i>) Countywide Priorities				
1	On-going non-discretionary tasks	8		
2	Coordination of Population and Employment Growth Projections for the Metro Area	0.5		
3	<i>Adoption of Regional Forecasts</i>	0.2	Y	
4	Greenhouse Gas (GHG) Reduction Legislation and Planning	0.75		Participate in Metro-led multi-year implementation of the GHG reduction legislation
5	Parks and Trails - acquisition assistance, planning and coordination Current tasks include: - participate in THPRD and Metro trail master planning - participate in THPRD and Metro park and trail committees - participate in planning for the Tualatin Valley Scenic Bikeway	0.8		
6	State Legislation implementation	0.3	Y	Review of land use legislation and implementation of non-discretionary changes
7	Oregon Administrative Rule updates	0.35	Y	
8	Housekeeping and General Update ordinance	0.35	Y	
9	Review and Update the Comprehensive Plan for consistency with the Religious Land Use and Institutionalized Persons Act (RLUIPA)	0.4	Y	
10	Update plan amendment procedures	0.2		Amend R&O for general procedural update and consistency with fee schedule
11	<i>Greening the Code project implementation</i>	0.3	Y	<i>Amend the Community Development Code to address solar and wind energy</i>

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized) Countywide Priorities (cont'd)				
12	<i>Amend nonconforming standards to address setbacks reduced by public dedication</i>		Y	<i>Will be handled as part of the housekeeping ordinance and won't be shown as a separate task</i>
Transportation Priorities				
13	Transportation Plan Update	3.8	Y	The first of two ordinances will be filed in 2013; the second in early 2014 - Update will address CCI's request to analyze rural/urban roadway interface
14	Southwest Corridor Plan	0.4	Y	Participate and address county issues
15	Transportation Plan changes to facilitate project development - Basalt Creek - Scholls Ferry	0.4	Y	
16	Hillsboro Transportation Projects - Tualatin Valley Highway TGM Grant - Downtown Transportation Solutions Study	0.5	Y	
17	<i>Transportation & Growth Management Grant-funded projects</i> - <i>Neighborhood Bikeways</i> - <i>Multi-modal Performance Standards</i>	0.75	?	<i>Neighborhood Bikeways project being led by Engineering and Construction Services Division staff</i>
18	<i>Neighborhood Route Access Spacing</i>	0.3	Y	<i>Proposed changes would apply countywide, rather than just in North Bethany per K&R request</i>
Rural Priorities				
19	Amend Property Line Adjustment Standards to comply with HB 3629	0.2	Y	Make standards consistent with state law - Ordinance No. 763 filed in March 2013 makes these changes

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized)				
Rural Priorities (cont'd)				
20	Farm stands - creation of a Type II review process	0.3	Y	Ordinance No. 762 filed in March 2013 makes these changes
21	Agri-tourism implementation	0.3		Begin scoping process in 2013
22	<i>Development of a Residential Airpark Overlay for properties near the Sunset Airstrip</i>	0.4	Y	
Urban Priorities				
23	Aloha-Reedville Study and Livable Community Plan	5.4		Final year of three-year study; funded by HUD/Tiger II and Metro CET Grant. Possible ordinance(s) in 2014
24	<i>Removal of Area of Special Concern #11 in the Sunset West Community Plan</i>	0.2	Y	<i>Ordinance No. 760 filed in January 2013 makes these changes</i>
25	Amend county Comprehensive Plan elements to reflect the 2012 Banks UGB decision	0.2	Y	Ordinance No. 764 filed in March 2013 makes these changes
26	Urban Planning Area Agreement Updates - Adopt IGA transferring planning jurisdiction to Beaverton for Cooper Mountain area and follow up with amendments to Beaverton UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 (related to Beaverton USA item in #5 under Tier 2) - Amend Hillsboro UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 - Amend Tualatin UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011	0.7	Y	
27	UGB planning by cities or others	0.4		Participate and address county issues
28	Address Urban Reserves Designations and 2011 UGB expansions	1	?	Provide support for Reserves appeal at Court of Appeals; revise Reserves designation if required by Court of Appeals
29	North Bethany Subarea Plan fixes	0.4	Y	Primarily housekeeping in nature, but will also address public utilities in North Bethany (excludes electric substations)

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 1 (new tasks are italicized) Urban Priorities (cont'd)				
30	<i>Area 93 Community Planning</i>	0.7	Y	<i>Pending legislative action to add area to Washington County</i>
31	Create the North Bethany Main Street Urban Design Plan	0.7	Y	Tier 1 task only if CET grant funds are awarded in mid-2013; otherwise Tier 2
32	<i>Consider revisions to standards relating to car washes</i>	0.2	Y	<i>Research and prepare issue paper in 2013</i>
33	<i>Evaluate request to amend neighborhood meeting requirements</i>	0.2		<i>Research and prepare issue paper in 2013</i>
34	<i>Evaluate request to allow limitation on hours of operation for drive-through facilities</i>	0.3		<i>Research and prepare issue paper in 2013</i>
35	<i>Evaluate changes to density restrictions on steep slopes in the North Bethany Subarea</i>	0.3		<i>Research and prepare issue paper in 2013</i>
36	<i>Large Lot Industrial Site Readiness Study</i>	0.4	?	<i>Joint CET grant application with five cities and the Port of Portland; Tier 1 task only if CET grant funds are awarded in mid-2013</i>
37	<i>Revisions to outdoor yard area standards</i>	0.4	Y	<i>Consider implementing the detached R-15 solution utilized in North Bethany elsewhere in the county for alley-loaded attached units</i>

Full Time Equivalent staff needed for Tier 1 tasks: 31 (25.33 in LRP FY 2013/2014 budget)

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 2 (new tasks are italicized)				
1	Amend CDC sign standards - clarify that on-site signs for trails and recreational facilities are exempt from these standards - address legislation authorizing digital billboards	H	Y	Resolution of current lawsuit regarding billboards could result in re-evaluating the priority of this item
2	<i>Review new small lot subdivisions within the county</i>	M		<i>Includes the monitoring of planned developments and detached R-15 NB subdivisions and cluster housing within the North Bethany Subarea</i>
3	<i>Streamline Cell Tower CDC standards</i>	M	Y	
4	Adoption of School Facility plans developed by high growth school districts	L	Y	
5	Beaverton Urban Service Agreement Update	M		The Interim Urban Service Agreement with Beaverton expires in December 2014 (this item is related to the Beaverton UPAA update listed at #26 under Tier 1)
6	<i>Flood Plain CDC updates</i>	L	Y	<i>Update to allow the use of best available data for development applications</i>
7	<i>Update CDC regarding Measure 37/49 to reflect current regulations and state interpretation on parcel sizes</i>	L	Y	
8	Historic Overlay inventory and map updates	L	Y	
9	Grade separated major intersection study	M	Y	
10	Evaluate state and regional regulations for consistency with county standards for tree harvesting inside the UGB	L-M	Y	
11	<i>Update Urban Plan Amendment Criteria</i>	M	Y	
12	<i>Neighborhood Commercial Study</i>	M	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
13	Make Rapid Landslide Hazard Area information available to the public	L		
14	Hillsboro Airport planning	L	Y	City has recently removed its previously-applied regulations. Staff will monitor the airport planning process in 2013

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 2 (new tasks are italicized)				
15	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L		
16	Amend rural posting requirements to increase time period for posting notice	L	Y	
17	Evaluate and consider amending CDC regarding off-street parking for boats and recreational vehicles	L	Y	<i>Research and prepare issue paper in 2013</i>
18	<i>Change Accessory Dwelling Units to a Type I process in the R-5 and R-6 Districts</i>	L	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
19	<i>Examine standards for sales in conjunction with home occupations</i>	L	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>
20	Revise Transit Corridor and Main Street standards - streamline and add flexibility regarding density and mixed use requirements - Create mixed-use districts along Metro 2040 corridors which feature flexibility and require a residential component - Establish quasi-judicial process to obtain new designations. - Evaluate adequacy of criteria to address current and future conditions (e.g., UGB expansions, ability to have higher densities along major transit routes)	H	Y	<i>possibly undertaken as part of the Aloha Reedville Study</i>

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
2013 Task List Summary - Tier 3 (new tasks are italicized)				
1	<i>Canyon Road Redevelopment Strategy</i>	L		<i>Placeholder item for work task suggested by Commissioner Malinowski in 2012</i>
2	SB 122 implementation - Intradepartmental support for urban service planning efforts - Assistance to the Board and County Administrator to update the county's urban service policy, respond to legislative changes - SB 122 Management Oversight Committee meetings, policy issues	L-H		
3	Transit-Oriented CDC amendments regarding density calculations	L	Y	fix discrepancies related to residential densities required for TOD and non-TOD areas
4	<i>General update of parking and bike parking standards</i>	M	Y	
5	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	
6	Review permitted uses and standards in the R-COM, R-IND and MAE Districts	M-H	Y	
7	Amend Rural Industrial, MAE and Rural Commercial Districts to comply with Goal 14	L-M	Y	
8	Hagg Lake Dam expansion	L	Y	Staff is following this planning effort - ordinance changes not likely in 2013
9	Update of R&O 86-95	L		

DESCRIPTION OF 2013 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.

TIER 1 PRIORITIES

Tier 1 priorities are grouped into four areas: 1) Countywide, 2) Transportation, 3) Rural, and 4) Urban. The following Tier 1 tasks will be the primary tasks Long Range Planning staff will undertake this year in addition to the required on-going tasks. Long Range Planning has 25.33 budgeted full time employees (FTE). Due to budget constraints, only 23.33 positions are currently filled. Historically, the total projected FTE for Tier 1 tasks exceeds the budgeted FTE. Staff manages this imbalance primarily by trying to spread tasks out over the year. Also, some tasks may require less time which provides more time to work on other tasks. If Tier 1 tasks are expanded or new tasks are added, adjustments would need to be made to the work program to match available resources. Estimated FTEs for each task are shown below.

Countywide Priorities

1. On-going non-discretionary tasks

On an on-going basis, the Planning and Development Services Division is responsible for a number of activities that are conducted as part of the Division's customary operational responsibilities. These tasks are described in greater detail in **Attachment B** to the 2013 Work Program staff report.

Reason for Tasks – To carry out on-going activities that are non-discretionary.

Staff Resources Needed – **8 FTE**

2. Coordination of Population and Employment Growth Projections for the Metro Area

This regional project, which began in 2010, is being developed and led by Metro. Currently, Metro is preparing allocations of forecast population and employment growth for 2025 to 2045. These growth assignments will be made by regional transportation zones (TAZs) and summarized at the city and county level to meet Metro's regional responsibility for developing a coordinated growth forecast pursuant to the requirements of ORS 195.036. For Washington County, this task includes coordination of the local review process with all of our cities together with review of growth allocations and related products for the unincorporated areas of the county. The review and analysis process addresses the assumptions and methodology utilized to develop estimates of base and future year households and employment and to distribute those estimates by TAZ based upon estimated capacity. Local governments will need to address their growth allocations through future planning efforts. County staff expect to play a key role in the development of the 2014 Regional Urban Growth Report.

Reason for Task – Supports local and regional needs for transportation and land use planning and modeling.

Staff Resources Needed – **.5 FTE**

3. Adoption of Regional Forecasts (new task)

In accordance with state statutes and administrative rules, counties are required to adopt and maintain a coordinated 20-year population forecast for the county and for each urban area within the county. The county will work with regional and local representatives to coordinate these regional forecasts and incorporate the adopted forecast into either the county's Comprehensive Plan or a document referenced by the plan.

Reason for Task – To carry out on-going activities that are non-discretionary.

Staff Resources Needed – **.2 FTE**

4. Greenhouse Gas Reduction Legislation and Planning

Metro is involved in a multi-year, collaborative effort that is focused on meeting state targets to reduce greenhouse gas emissions from light duty vehicles. Metro is finishing Phase 1 of this work which shows that there are many ways to meet state targets to reduce emissions; however, all of the ways have trade-offs and costs and benefits associated with them. Over the next couple of years, Metro will move from studying options to picking a strategy. The intent of this work is to develop a Washington County process to pick a strategy for the County that meets Metro's objectives. This work would go on concurrently with Metro's work. Discussions between Washington County jurisdictions about how to address this effort on a countywide basis are occurring and staff will be able to report back to the Board about this issue in March. This task will lead to significant updates of parts of the county's Comprehensive Plan, related primarily to the urban area. In addition to changes to the Transportation System Plan, other elements of the Comprehensive Plan that are anticipated to be updated are the Comprehensive Framework Plan for the Urban Area and the community plans.

Reason for Task – To comply with state legislation.

Staff Resources Needed – **.75 FTE**

5. Parks and Trails – acquisition assistance, planning and coordination

Staff continues to work on a number of park and trail projects. This work is divided between Tier 1 tasks and on-going responsibilities. Together, all this work requires one full time equivalent (FTE) staff member. Current projects are described below. Other tasks are described under on-going tasks.

- Master planning of the Ice Age Tonquin and Westside Trails
- Assistance with the feasibility analysis for the Yamhelas Westsider Trail
- Monitoring the Council Creek Trail planning work
- Participation in the development of the Tualatin Valley Scenic Bikeway
- Implementation of the Fanno Creek Greenway Trail
- Participating in Metro and THPRD park and trail committees
- Coordinating expenditure of the Metro Natural Areas Bond local share allocation
- County Park System Development Charge (SDC) – The Board adopted an interim park SDC for portions of the Bethany, Cedar Mill and Cooper Mountain areas in 2004. Staff

will continue to coordinate with THPRD to identify park and trail projects for funding by the county SDC.

Reason for Tasks – Coordinate and facilitate the development of trails and parks in Washington County.

Staff Resources Needed – **.8 FTE**

6. State Legislation Implementation

A number of bills have been adopted by the Oregon Legislature over the past few sessions. Staff will review these bills and any bills adopted during the 2013 session for potential implementation in the county. Non-discretionary changes may be incorporated into the housekeeping/general update ordinance; discretionary changes will be reviewed as separate ordinance(s).

Reason for Task – Keep the Comprehensive Plan consistent with state law.

Staff Resources Needed – **.3 FTE**

7. Oregon Administrative Rule Updates

The Department of Land Conservation and Development, operating under the charge of the Land Conservation and Development Commission, undertakes rulemaking efforts on a regular basis to keep Oregon Administrative Rules current. Staff monitors these rulemaking efforts and will prepare ordinance changes as time permits.

Reason for Task – Keep the Comprehensive Plan consistent with state law.

Staff Resources Needed – **.35 FTE**

8. Housekeeping and General Update ordinance

Each year, staff proposes limited changes to elements of the Comprehensive Plan. 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, particularly the Community Development Code (CDC). 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 – Through the use of the Comprehensive Plan, staff has identified changes that are needed to maintain the Plan and make its requirements and procedures more efficient, effective and user friendly.

Staff Resources Needed – **.35 FTE**

9. Review and Update the Comprehensive Plan for consistency with the Religious Land Use and Institutionalized Persons Act (RLUIPA)

RLUIPA was enacted by Congress in 2000 and requires local governments to treat religious institutions in the same manner as other permitted institutional uses. This task would be undertaken with County Counsel to determine if any parts of the Comprehensive Plan, including the CDC, are not in compliance with this federal law as well as Oregon Administrative Rules. Staff will review the 2013 request to allow columbariums as accessory uses to churches as part of this task.

Additionally, LCDC adopted amendments to its administrative rule (OARs) for the EFU and AF-20 Districts to address churches on high value farm land in response to RLUIPA. Associated with these changes is the need to determine if other development standards in these districts are consistent with the RLUIPA.

Reason for Task – Maintain Plan consistency with federal law.

Staff Resources Needed – **.4 FTE**

10. Update Plan Amendment Procedures

Staff has identified several changes to the resolution and order that established plan amendment procedures. The R&O describes procedures no longer used and outdated billing schedules. An updated R&O describing the current process and billing structure is needed. This task has been carried over since 2004.

Reason for Task – Eliminate out-of-date requirements.

Staff Resources Needed – **.2 FTE**

11. Greening the Code project implementation (new task)

In October 2012, the Greening the Code report was presented to the Board for acceptance. The report, funded by a 2010 U.S. Department of Energy (DOE) Energy Efficiency and Conservation Block Grant (EECBG), allowed the county to evaluate its land use and building codes to identify barriers to energy efficient and sustainable development. Staff's initial recommendations for implementation of the Greening the Code report findings include updating the CDC to provide definitions and clarify standards relating to wind and solar energy. Additional amendments may be proposed in 2014.

Reason for Task – Update the CDC to remove barriers to the provision of solar and wind energy sources and systems.

Staff Resources Needed – **.3 FTE**

12. Amend nonconforming standards to address setbacks reduced by public dedication (new task)

Property condemned by Washington County can result in reduced setbacks. Those reduced setbacks can result in a structure that is nonconforming as to the setback. Homeowners can run into financing problems because the property is nonconforming with regard to its setbacks. This incurs a burden on an owner that can affect valuation in condemnation and

results in negotiations that cost the county additional money. Staff recommends that the CDC be amended to state that setbacks reduced as a result of condemnation or public dedication will not be considered nonconforming.

Reason for Task – Conform CDC provisions with existing practice and assure consistency with the county’s condemnation practice.

Staff Resources Needed – **This task will be addressed as part of the 2013 housekeeping ordinance.**

Transportation Priorities

13. Transportation Plan Update

The first phase of the update of the Transportation Plan begins in February. Phase one will focus on policy and plan review, examining existing conditions and identifying transportation needs. This work is anticipated to extend into mid-summer/early fall. Phase two work will focus on identification of system alternatives, development and review of a draft plan and, ultimately, formal review and adoption of an updated plan. A citizen advisory committee has been formed as has an intergovernmental coordination committee. The staff consultant team has been meeting to refine the phase one work plan and the public and agency involvement plans to prepare for initial meetings with project committees. Updates to the Transportation Plan are anticipated to be adopted in October 2013, the close of the annual ordinance season.

Reason for Task – To comply with changes to the RTP; address as appropriate UGB expansions and the future UGB as defined by adopted urban reserves; and address county issues.

Staff Resources Needed – **3.8 FTE**

14. Southwest Corridor 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 transportation improvements; and the transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. The plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego. Staff participates as needed to ensure the county’s needs are met.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **.4 FTE**

15. Transportation Plan changes to facilitate project development

The purpose of this task is to ensure that the county’s Transportation Plan reflects projects that are scheduled for near-term improvements. Amendments are needed for the Basalt Creek area, where a concept plan has been crafted to address future development of the area, located between the cities of Tualatin and Wilsonville. The county was a party to an intergovernmental agreement which identified the major roadway system in the Basalt Creek

area. Currently, a concept planning effort is underway which will provide answers to a number of questions such as the future city limit lines between Tualatin and Wilsonville, the land uses in the Basalt Creek area, the future transportation network and provision of urban services. The county will continue to participate in this effort and will reflect roadway decisions determined through the concept planning effort in the county's Transportation Plan. As part of this ordinance, the county will also seek a Transportation Plan amendment for Scholls Ferry Road east of Roy Rogers Road to facilitate an upcoming roadway project.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **.4 FTE**

16. Hillsboro Transportation Projects

Staff is participating in various Hillsboro transportation projects, including the Tualatin Valley Highway Corridor Plan and the Downtown Transportation Solutions Study. County staff will provide the city with transportation technical support for some city transportation projects. The results of the TV Highway Corridor Plan will be incorporated into the county's update of the Transportation Plan and the Aloha-Reedville Study.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **.5 FTE**

17. Transportation & Growth Management Grant-funded projects (new task)

In 2012, the county received two TGM grants:

- Development of a Neighborhood Bikeway Plan – a plan to identify a connected network of low speed, low-traffic residential streets that offer alternatives to or complete gaps for cyclists and walkers on major streets. The plan will also identify tools and elements that make these routes more pleasant for people who live, walk, and bike on them and create a strategic process for implementation. This project will be managed by staff from the Engineering and Construction Services Division, with assistance from Long Range Planning staff.
- Development of Multi-modal Level of Service Standards – Washington County will investigate Multi-Modal Performance Measures and Level of Service Standards in conjunction with the Transportation System Plan update. This grant will result in a consultant-led effort to explore options and alternatives to the existing performance measures and vehicle standards, and supplement the critical work on Washington County's Transportation System Plan update. The county's Transportation System Plan update will provide important linkages between the local and regional planning efforts. It is envisioned that the plan update will include considerable effort on refining and advancing efforts on travel by modes other than the automobile. This grant will allow the county to have the resources available to work with the community to integrate system performance measures among and between different modes.

Reason for Task – To address county transportation issues.
Staff Resources Needed – **.75 FTE**

18. Neighborhood Route Access Spacing (new task)

In the North Bethany Subarea, a number of Primary Streets are designated as neighborhood routes and are subject to certain access spacing requirements that are more restrictive than for local streets. Many of these roads are expected to serve similar volumes of traffic as local streets, and local street accesses may be more appropriate for those roadways as a result. This task will evaluate CDC changes that would allow for greater flexibility in access spacing standards for neighborhood routes that function similar to local streets, unless safety and/or capacity requirements dictate otherwise.

Reason for Task – to address county transportation issues.
Staff Resources Needed - **.3 FTE**

Rural Priorities

19. Amend Property Line Adjustment Standards to comply with HB 3629

The Board adopted Ordinance No. 720 in 2009, which partially implemented House Bill 3629. The bill authorized a number of property line adjustments, but the Board directed staff to implement the bill only to address the expansion or contraction of non-farm uses on EFU and AF-20 lands. The provisions of the bill allow greater flexibility for property line adjustments, but cannot be used to qualify properties for additional dwelling units. Since 2009, the county has received two citizen requests to fully implement HB 3629.

Reason for Task – To provide more flexibility for property line adjustments on exclusive farm lands in the county.
Staff Resources Needed – **.2 FTE**

20. Farm stands

In 2012, the State Land Use Board of Appeals (LUBA) considered an appeal of a farm stand approved in Washington County. At issue was the county's process type for reviewing the farm stand request. Historically, farm stands have been exempt from land use review. Through its review of the appeal, LUBA determined that the county should have processed the permit (and all farm stand land use permits) through a Type II discretionary process. Currently, staff reviews farm stands by applying the Oregon Administrative Rule relating to farm stands directly. This task will establish how farm stands will be reviewed in all land use districts.

Reason for Task – Create a Type II discretionary review process to respond to LUBA remand.
Staff Resources Needed – **.3 FTE**

21. Agri-tourism implementation

Senate Bill 960, adopted in 2011, allows counties to develop standards authorizing “agri-tourism” uses. This legislation creates a process by which counties may conditionally

approve commercial events or activities related to and supportive of agriculture in areas zoned for exclusive farm use, including areas designated as rural or urban reserves. This permitting process could make it easier for exclusive farm land to be used for events such as weddings, concerts, wine tastings and equestrian events. During initial discussions about the work program, Board members indicated their interest in pursuing the development of agri-tourism regulations, but expressed reservations about the amount of time this work would require. Board members would like staff to begin the scoping process in 2013 as the Tier 1 work to develop farm stand standards is underway. Based on that scoping and framing exercise, an implementing ordinance may be prepared for consideration in 2014.

Reason for Task – Investigate options for implementation of agri-tourism standards in Washington County.

Staff Resources Needed – **.3 FTE**

22. Development of a Residential Airpark Overlay for properties near the Sunset Airstrip (new task)

In 2009, the county undertook an effort to expand the Private Airport Use Overlay to properties adjacent to the Sunset Airstrip located south of the city of North Plains. During the ordinance process to apply this designation, the Department of Land Conservation and Development provided testimony that the Private Use Airport Overlay provided a more extensive use than would typically be necessary for a residential airstrip. The county rejected the ordinance under consideration, Ordinance No. 721, in order to further review the concept of developing a residential airpark overlay. The original proponent of the 2009 request, along with a potential purchaser of a property near the Sunset Airstrip, has renewed the request to develop a residential airpark overlay. This request will be reviewed as a combination legislative and quasi-judicial request, and will be subject to quasi-judicial fees to be paid by the property owner.

Reason for Task – To address a county issue.

Staff Resources Needed – **.4 FTE**

Urban Priorities:

23. Aloha-Reedville Study and Livable Community Plan

Washington County was awarded three grants to help fund the planning of the Aloha Town Center and associated corridors (Tualatin Valley Highway, Farmington Road and 185th Avenue). The grants are described below. In conjunction with these grants, the county will participate in the City of Hillsboro's TGM grant that will study the operation of TV Highway between Hillsboro and Beaverton.

- Community Challenge grant from the U.S. Department of Housing and Urban Development
- TIGER II grant from the U.S. Department of Transportation and the Federal Highway Administration
- Metro Construction Excise Tax (CET) grant

Important components of the Study include a community visioning process, planning to improve multi-modal travel, work force housing analysis, financing tools, and economic development plans. Necessary amendments to elements of the Comprehensive Plan are likely to be identified in 2013, with adoption in 2014. Higher levels of staff resources will be utilized during the final year of the Study as work begins to address many of the issues identified in the first two years of the Study.

Reason for Task – To comply with state and Metro requirements and address county issues.
Staff Resources Needed – **5.4 FTE**

24. Removal of Area of Special Concern #11 in the Sunset West Community Plan (new task)
Ordinance No. 760 amends the 2020 Transportation Plan and the Sunset West Community Plan to remove Area of Special Concern #11 in the Elmonica Subarea of the community plan. Changes include removal of the Area of Concern map and text, as well as transportation designations shown both in the community plan and the 2020 Transportation Plan. These changes are needed to remove elements defined through the 1998 approval of the Sequent Master Plan, which identified the future development of a corporate campus for that specific company. Sequent no longer owns the properties, and this ordinance proposes to remove the Sequent Master Plan elements to allow for development by a subsequent owner or owners.

Reason for Task – To address county issues.
Staff Resources Needed – **.2 FTE**

25. Amend county Comprehensive Plan elements to reflect the 2012 Banks UGB decision
The City of Banks readopted its UGB expansion decision to include the Quail Valley Golf Course in 2012. Because of 2012 amendments to Oregon Administrative Rules which require joint adoption of UGB decisions, the state Department of Land Conservation and Development will not acknowledge the decision until the county adopts corresponding amendments to its Comprehensive Plan.

Reason for Task – State law requires counties and cities to coordinate planning efforts. This responsibility is also part of the county's urban planning area agreements with small cities.
Staff Resources Needed – **.2 FTE**

26. Urban Planning Area Agreement Updates
The county's urban planning area agreements (UPAAs) with each city in Washington County were adopted in the 1980's. Since then, only periodic amendments have been made to some of the agreements to address specific issues that needed to be immediately addressed in order to respond to a legal requirement. The UPAAs are in need of a major update in order to address a variety of planning issues that have been addressed during the past two decades, such as compliance with Metro's 2040 Plan. Several UPAAs with cities in Washington County also require updating to reflect areas brought into the UGB since 2002, and to show the eventual service providers for urban reserve areas identified in 2011. As part of the county-Beaverton UPAAs update, the need to update the Interim Beaverton Urban Service Agreement (BUSA) will be assessed (see Tier 2, task #5).

Reason for Task – Required maintenance of the county-city UPAs.
Staff Resources Needed – **.7 FTE**

27. UGB planning by cities or others

Staff will participate in a number of city projects for the planning of UGB expansion areas and urban reserve areas. Projects include:

- Continued planning of West Bull Mountain by the City of Tigard. Tigard has assumed responsibility to complete the planning of this area due to the recent annexation of Area 64 to the city.
- Planning of Cooper Mountain (2002 expansion area) by the City of Beaverton. Beaverton has recently assumed responsibility from Washington County to create the Concept Plan this area.
- City planning of 2011 UGB expansions, particularly the areas known as North Hillsboro, South Hillsboro and Cooper Mountain Southwest.
- City planning of urban reserve areas.

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. Outcomes will be reflected in the county's and cities' Transportation Plans as appropriate.

Reason for Task – To address county issues and comply with regional and state requirements.
Staff Resources Needed – **.4 FTE**

28. Address Urban Reserves Designations and 2011 Metro UGB Expansions

The Court of Appeals heard oral arguments for the reserves appeal in January 2013. Staff assisted County Counsel in its preparation for defending the county's 2011 work to designate reserves. A decision is expected by mid-2013. The reserve designations will not be considered final until all appeals are resolved. A low amount of staff resources will be needed in the event the Court affirms the reserves decision. In the event any portions of the Washington County reserves are remanded, a significant amount of work will be required to revise urban and rural reserves. If that occurs, staff will seek out Board direction on how to proceed.

Related to the reserve designations is Metro's action in late 2011 to expand the UGB in areas identified as urban reserves. LCDC released its final order acknowledging the UGB expansion in December 2012. The order was appealed by several parties and is awaiting review by the Court of Appeals. The Court will likely delay its review of the UGB expansion until it has rendered a decision on the Reserves appeal. As with the reserve designations, the UGB expansions won't be considered final until all appeals are resolved. The county's role in UGB appeals is limited, as much of the work to defend these decisions will be done by Metro and cities.

Reasons for Task – To participate in region-wide coordination efforts with Metro and cities on updates to the regional growth plan.

Staff Resources Needed – **1 FTE**

29. North Bethany Subarea Plan fixes

Since the adoption of the final ordinances implementing the North Bethany Subarea plan in 2012, staff has become aware of several housekeeping changes that must be made to ensure the proper operation of the subarea plan. In addition, through the Board's consideration of authorizing public utilities in North Bethany through Ordinance No. 759 in 2012, staff became aware that the prohibition on public utilities in North Bethany caused some intended problems. Though the initial planning work largely pre-planned where public services would be located, the absence of public utility siting standards in North Bethany causes problems in the event that additional utilities are needed, such as a new pump station for sewer service. This type of use would not be allowed under existing standards. Through this ordinance, staff would make minor housekeeping changes and develop CDC language to allow for public utilities within North Bethany, with the exclusion of electric substations.

Reasons for Task – To address housekeeping changes and authorize limited public facilities in the North Bethany Subarea.

Staff Resources Needed – **.4 FTE**

30. Area 93 Community Planning (new task)

Washington County is currently investigating the feasibility of allowing Area 93, added to the UGB in 2002, to move from Multnomah County into Washington County. A legislative solution is being pursued, which may result in Area 93 coming under the jurisdiction of Washington County and its various service districts. Because this urban portion of Multnomah County is separated from the city of Portland and Multnomah County by a swath of rural reserve-designated land, the area has faced governance and service provision issues – issues that may be more easily resolved in Washington County. Should legislation be approved, staff will be responsible for addressing community planning for Area 93.

Reasons for Task – To address a county issue.

Staff Resources Needed – **.7 FTE**

31. Create the North Bethany Main Street Urban Design Plan

Since it will take several years before there will be sufficient residential development in North Bethany to support the Main Street Area, the complete standards for planning the main street were not fully developed during the concept planning process and subsequent adoption of community plan and CDC requirements in 2010, 2011 and 2012. Development of the Main Street Area will also be closely tied to the improvement of Kaiser Road, which will not begin for some time. Kaiser Road design considerations include its road speed, location of vehicular and pedestrian access, on-street parking, sight distance, and building setbacks. The Main Street Area development also envisions the possibility of a public/private partnership to develop certain aspects of the area, such as off-street parking facilities and road frontage improvements.

Ordinance No. 745 adopted Area of Special Concern language to guide development of properties along the main street. Staff suggests building upon that language and plans to submit a request for Construction Excise Tax funds to complete the main street planning work. Should this grant application not generate funds for planning, staff recommends this item be moved to Tier 2.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **.7 FTE**

32. Consider revisions to standards relating to car washes (new task)

A citizen request was submitted in 2012 asking the county to review its queuing standards for car washes. Current county standards call for a queuing distance equal to 50% of the car wash operation's hourly capacity. This standard is significantly out of sync with queuing standards in other jurisdictions, which primarily rely on a queue length equivalent to 60-70 feet or a certain number of car lengths. Citizens opposed to this request asked that the county consider prohibiting car washes in commercial areas adjacent to or across the street from residential land. Staff will prepare an issue paper in 2013 to frame this issue for the Board and offer options for resolving issues raised by the parties that submitted comments.

Reason for Task – To address a county issue.

Staff Resources Needed – **.2 FTE**

33. Evaluate request to amend neighborhood meeting requirements (new task)

CPO 7 submitted a request asking the county to consider revising its requirements for neighborhood meetings. These requirements are included in a resolution and order that was initially adopted in 1997 and amended in 2004 and 2006. Staff will research the CPO's request and return later in 2013 with an issue paper outlining the proposed changes, their implications and offering options for the Board's consideration.

Reason for Task – To address a county issue.

Staff Resources Needed – **.2 FTE**

34. Evaluate request to allow limitation on hours of operation for drive-through facilities (new task)

CPO 7 asked the Board to consider amending the CDC to allow for the limitation on hours of operation for drive-through facilities when those facilities are located near a residential area. As a Tier 1 task in 2013, staff will perform research on other jurisdictions' standards for drive-thru uses, discuss how the county has historically managed noise issues, and will report back to the Board with an issue paper later in 2013.

Reason for Task – To address a county issue.

Staff Resources Needed – **.3 FTE**

35. Evaluate changes to density restriction on steep slopes in the North Bethany Subarea (new task)

K&R Holdings requested that the Board reconsider its policy decision in North Bethany to restrict the density on slopes above 25%. K&R asks that the feasibility of development on steep slopes be determined on a site-specific basis following the analysis of a geotechnical professional. Staff noted that there was a clear policy decision in North Bethany to limit density on slopes and believes a thorough analysis should be done before revising the policy. Staff will research the history of the density restricted lands in North Bethany and will develop an issue paper in 2013 to seek Board guidance on this issue.

Reason for Task – To address a county issue.

Staff Resources Needed – **.3 FTE**

36. Large Lot Industrial Site Readiness Study (new task)

County staff are partnering with five Washington County cities and the Port of Portland to seek funding for a study to identify the development readiness for 21 large lot industrial sites. This effort would help define the development challenges, costs, timeline for moving these sites to development ready status, and the economic benefits (jobs, property tax, and personal income tax) of successful development of these sites. The Site Assessments can be used by regional and local governments to prioritize infrastructure investments, understand implications of policy decisions on the critically constrained supply of market ready sites, identify what is needed to achieve on the ground or development outcomes, and obtain Decision Ready designation from Business Oregon – a step toward Industrial Site certification, develop public funding applications and secure private investment in the sites. This item is suggested as a Tier 1 task in the event that Metro Community Planning and Development Grant funding is awarded to the county.

Reason for Task – To address a county issue.

Staff Resources Needed – **.4 FTE**

37. Revisions to Outdoor Yard Area Standards (new task)

The intent and purpose of the county's existing standards is to ensure that all attached single family units in the R-9 and R-15 Districts are provided private outdoor yard areas. There are challenges to providing the required outdoor yard area for rear-loaded attached units.

Last year, the county adopted standards in the North Bethany Subarea that would allow more flexibility for providing outdoor yard areas in detached R-15 NB developments. These standards allowed for patios and decks of certain sizes and design to be counted toward the outdoor yard area requirement. This task would include the development of standards that provide additional flexibility as to the location of outdoor yard area as well as expand what constitutes outdoor yard area.

Reason for Task – to address a county issue.

Staff Resources Needed - **.4 FTE**

TIER 2 PRIORITIES

Time permitting, staff will devote time to some of the following tasks in 2013, except for tasks scheduled to begin after 2013.

1. Amend CDC Sign Standards

Under this task, on-site signs for trails and other recreation facilities would be added to the list of signs that are exempt from the sign standards. These limited amendments would be made a part of a housekeeping/general update ordinance because they will clarify that the list of existing exempt signs include these kinds of directional and identification signs.

Another sign-related change is the implementation of Senate Bill 639, mandatory legislation that allows some signs to feature motion through the use of LED lights. The legislation allows sign content to change no more frequently than at eight second intervals. Needed changes to the CDC are expected to be limited and can be addressed in a general update/housekeeping ordinance. However, the county is currently involved in litigation relating to sign standards and based on County Counsel advice, work on the county's sign codes will be delayed until the litigation is resolved.

Reason for Task – Improve the operation of the Community Development Code.

Staff Resources Needed – **High**

2. Review new small lot subdivisions within the county (new task)

For many years, the work program contained two tasks related to small lot development. These tasks were concerned with planned development standards and building facades and driveway widths. With the adoption of new standards for small lot development in North Bethany, staff suggests a Tier 2 task to monitor the new developments constructed in North Bethany to evaluate the effectiveness of the new standards. Any ordinance changes would be suggested during the development of future work programs.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

3. Streamline cell tower CDC standards (new task)

Cell tower standards were last updated in 2002 and since that time, suggestions for clarifying and streamlining the standards have been suggested by Current Planning staff 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.

Reason for Task – To address a county issue and improve the operation of the Community Development Code.

Staff Resources Needed – **Medium**

4. Adoption of School Facility Plans developed by high growth school districts

The 2007 Legislature adopted legislation requiring larger school districts to adopt school facility plans. Counties and cities are required to assist school districts develop these plans. The Beaverton School District has updated its facility plan, which can now be incorporated into the county's Comprehensive Plan.

Reason for Task – Local coordination and maintain consistency with state law.

Staff Resources Needed – **Low**

5. Beaverton Urban Service Agreement update

City of Beaverton submitted a request in 2012 for the Board to consider updating the Interim Beaverton Urban Service Agreement (BUSA), which is set to expire in December 2014. During a work session in August 2012, staff presented an issue paper to the Board outlining how the BUSA relates to larger Urban Planning Area Agreement work in the county. The Board directed staff to begin taking steps toward the UPAA updates and assess the need for an update to the BUSA through that process. This task is related to Tier 1 task #25.

Reason for Task – Local coordination and maintain consistency with state law.

Staff Resources Needed – **Medium**

6. Flood Plain Community Development Code Updates (new task)

This amendment would allow applicants or staff to use the best available data rather than maps referenced in CDC Section 421 that may be outdated. The county has been forced to use the maps referenced in this CDC section even when the data is outdated because the CDC only allows the use of best available data when there are *no* adopted maps available.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

7. Update CDC standards regarding Measure 37/49 to reflect current regulations and State interpretation on parcel sizes (new task)

This task updates CDC references from Measure 37 to Measure 49 and would incorporate State of Oregon interpretations relating to parcel sizes of tax lots authorized under Measure 49. Additional work may be undertaken to clarify timelines associated with Measure 49 claims.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

8. Historic Overlay and map updates

Since the adoption of the Comprehensive Plan provisions for historic and cultural resources in the late 1980s, a small number of additional county properties have been listed on the National Register of Historic Properties. The proposed amendment would only recognize properties added to the National Register of Historic Properties since the adoption of the county's historic overlay provisions. The number of properties affected is likely to be

minimal and owner agreement is anticipated. Through this update, staff would also correct some mapping errors and update the Historic Cultural Overlay designations for some properties developed as subdivisions. The change would maintain the overlay designation on the lot the historic resource is located on and remove the overlay designation from the other lots.

Reason for Task – To maintain the accuracy of Comprehensive Plan maps and reflect federal and state programs regarding properties eligible for consideration under historic resource provisions.

Staff Resources Needed – **Low**

9. Grade Separated Major Intersection Study

The 2002 update of the county's Transportation Plan called for analysis of certain at-grade intersections that were not likely to meet performance measures at the end of the Transportation Plan's planning period. As appropriate, staff will study alternative methods for addressing these intersections. The update of the Transportation Plan (Tier 1 task #13) may identify specific candidate intersections for further study under this task.

Reason for Task – Understanding the needs and future requirements of these intersections is a critical piece for maintaining long-term mobility in the County.

Staff Resources Needed – **Medium**

10. Evaluate state and regional regulations for consistency with county standards for commercial tree harvesting inside the UGB

During the planning of West Bull Mountain, staff discovered that some of the CDC standards do not properly implement the county's adopted Goal 5 program decision for commercial tree harvesting. Staff has learned that the inconsistencies were created inadvertently through a prior ordinance that was intended to reformat existing standards. The issue was identified because Areas 63 and 64 include several forested parcels that are in forest deferral. Staff is coordinating with the Oregon Department of Forestry to ensure the requirements of the Forest Practices Act are properly implemented.

Reason for Task – To make CDC standards consistent with the county's Goal 5 program and the Forest Practices Act.

Staff Resources Needed – **Low to Medium**

11. Update urban plan amendment criteria (new task)

The current criteria to evaluate urban quasi-judicial plan amendment applications have been in place since they were first adopted in 1983 as part of the county's Comprehensive Plan. The level of development in urban unincorporated Washington County since 1983 has increased dramatically. Today there are few areas with significant amounts of vacant land. Much of today's development includes infill development and the redevelopment of older or less dense development. The character of development has also changed in response to transit improvements (light rail), the creation of centers and corridors, and ever changing market conditions. Staff has found from the review of plan amendments over the past several years

that some of the plan amendment criteria are no longer appropriate and others don't mesh neatly with today's conditions. This task would update the review criteria to address a variety of issues, including today's built environment (e.g., infill issues and differing adjacent uses), and better address development and redevelopment along centers, corridors and light rail stations.

Additionally, through the review of past quasi-judicial plan amendment applications staff has identified some criteria that need to be clarified to make their intent clearer and make the criteria easier to apply. These changes would be made to urban and rural plan criteria. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #23).

Reason for Task – Update and clarify existing urban plan amendment criteria.
Staff Resources Needed – **Medium**

12. Neighborhood Commercial Study (new task)

Undertake study of neighborhood commercial needs throughout urban unincorporated Washington County and establish new plan amendment criteria for plan amendments to the Neighborhood Commercial District. This task may be considered as part of the Aloha-Reedville Study (see Tier 1, task #23).

Reason for Task – Update and clarify existing urban plan amendment criteria.
Staff Resources Needed – **Medium**

13. Make Rapid Landslide Hazard Area information available to the public

This task will provide preliminary DOGAMI information about areas that have been identified as being in a potential rapidly moving landslide hazard area. This will require making data available on GeoNet, developing a "statement of understanding" for property owners seeking new construction within or adjacent to identified hazard areas. This statement will provide information about possible risks of construction in these areas.

Reason for Task – To provide the best available information about hazard areas to potentially affected property owners prior to building permit review.
Staff Resources Needed – **Low**

14. Hillsboro Airport Planning

Recently, portions of the City of Hillsboro's zoning regulations for the Hillsboro Airport were reversed through the appeals process. In response to the appeal, the city removed its airport overlay designations from the area surrounding Hillsboro Airport. The city's work will address properties in the city and the properties north of Evergreen and Jacobson Roads that were added to the UGB as industrial land. Washington County is responsible for applying the state's airport planning requirements to all other affected lands outside of the city. County staff will monitor the city's planning process and will process amendments to the Rural/Natural Resource Plan to implement the plan as appropriate.

Reason for Task – Local coordination and maintain consistency with state law.
Staff Resources Needed – **Low**

15. 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 2 task includes the presentation of the redevelopment plan to the Board for its consideration of potential ordinance changes in 2014 or beyond.

Reason for Task – 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.
Staff Resources Needed – **Low**

16. Amend rural posting requirements to increase time period for posting notice
This amendment is intended to provide greater certainty that the posting affidavit for rural development applications is returned to Current Planning staff in a timely manner. The proposed CDC changes will allow an applicant to pay a fee to have Current Planning staff post the property or provide the applicant with additional time to return the completed affidavit of posting. The change will not affect any other posting or public notice requirements, including when a site must be posted.

Reason for Task – Provide sufficient time for rural applicants to return the affidavit for posting the required notice(s).
Staff Resources Needed – **Low**

17. Evaluate and consider amending CDC standards regarding off-street parking for boats and recreational vehicles
Through its consideration of Ordinance No. 725 in 2009, the Planning Commission recommended that the off-street parking requirements for recreational vehicles and boats be reviewed. Commissioners expressed concerns about the limited number of vehicles and boats that may be parked on a site regardless of its size. In 2013, one Planning Commissioner requested that off-street parking be limited to one space, for either a boat or recreational vehicle. Staff suggests preparing an issue paper to share with the Planning Commission and Board and solicit input on potential CDC changes at that time.

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

18. Change accessory dwelling units to a Type I process in the R-5 and R-6 districts (new task)
County staff received a citizen request in 2010 asking that single-family accessory dwelling units in the R-5 District be reviewed through a Type I rather than a Type III process. This use is now a Type III use in the R-5 District and a Type II use in the R-6 District. It is a Type I

use in the multi-family districts. This change would establish a consistent review process across the land use districts and may serve to encourage this type of residential development. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #23).

Reason for Task – To address a county issue and encourage diverse housing options.
Staff Resources Needed – **Low**

19. Examine standards for sales in conjunction with home occupations (new task)

Staff received a 2010 Request to allow retail sales of products from a residence as a home occupation. This request has been endorsed by CPO 7. Type I home occupations prohibit sales. Type II home occupations limit sales to goods made, repaired or reconditioned on the site. Each type of home occupation also limits the number of daily customers and on-site employees. Staff will undertake study of this request as resources allow. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #23).

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

20. Revise Transit Corridor and Main Street Standards

This task, which has been carried over from 2002, would make amendments to the Comprehensive Framework Plan for the Urban Area, community plans and CDC to provide for denser development along transportation corridors and Main Streets, including higher residential densities and certain mixed-uses complimentary to residential uses (e.g., offices – live/work units). Possibilities include: the development of corridor plans; amending the Plan Map amendment criteria to make it easier to propose higher residential density designations along corridors and main streets; and prohibiting small lot single family units in R-15, R-24 and R-25+ districts. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #23).

Reason for Task – A regional goal is to concentrate higher density development along transit corridors and main streets in order to provide better access to bus service, shopping and places of employment similar to what was done around light rail station areas. Metro is studying development designs along major streets that could result in the application of new Functional Plan requirements in the future.
Staff Resources Needed – **High**

TIER 3 PRIORITIES

The following additional tasks have been identified as necessary; however, it is not likely the Division will have the resources to begin the work associated with these items this year.

1. Canyon Road Redevelopment Study (new task)

Commissioner Malinowski has asked for staff support to create a redevelopment plan for the Canyon Road area to encourage property investment and increase property values. As he develops this idea further, more information will be provided regarding this task.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low** in scoping mode; **Medium to High** if prioritized as a task for implementation.

2. Senate Bill 122 Implementation

Staff will provide assistance to the County Administrative Office to address associated governance issues, including:

- a. Examination of urban service issues for unincorporated properties in the area identified as “Map B” of the County/Beaverton interim service area.
- b. Adopting the King City Urban Service Agreement and make implementing amendments to the Comprehensive Plan.
- c. Amending the Hillsboro and Tigard Urban Service Agreements to identify the long-term service providers to land added to the UGB since the adoption of the agreements.
- d. Continuing to coordinate the Senate Bill 122 Management Oversight Committee and address other policy issues as they arise.

Reason for Task – Provide assistance to the County Administrative Office and to comply with Senate Bill 122 requirements including the adoption of urban service agreements, as they: a) are required by state law, b) help fulfill *County 2000* objectives, and c) support the Intergovernmental Coordination policy of the Urban Comprehensive Framework Plan.

Staff Resources Needed – **Low to High** depending on support required by the Board

3. Transit-oriented CDC amendments regarding density

The CDC currently allows developers to net out environmentally constrained lands, such as floodplains and wetlands, when calculating minimum residential densities of residential developments in non-transit oriented districts. The CDC also allows residential developments in transit oriented districts to net out environmentally constrained lands, such as floodplains and wetlands, when calculating minimum residential densities. The CDC, however, allows transit oriented residential developments to also net out non-environmentally constrained lands, such as public and private streets and common open space when calculating minimum residential densities. Under the proposed CDC amendment, transit oriented residential

development would continue to be allowed to net out environmentally constrained land as is currently allowed in non-transit oriented residential districts.

Reason for Task – To ensure that the minimum densities planned for in the transit oriented residential districts are met as originally intended; thus providing needed ridership to support light rail.

Staff Resources Needed – **Low**

4. General Update of parking and bike parking standards (new task)

This task would take a comprehensive look at the county's parking standards, including standards for bike parking. Shared parking in both the urban and rural area would be reviewed as part of this task.

Reason for Task – To maintain the operation of the Community Development Code.

Staff Resources Needed – **Medium**

5. Mineral/aggregate Overlay District update to reflect current OARs

The county's Goal 5 program is generally out of compliance with changes to the administrative rule effective in 1996. Where mineral and aggregate resources are concerned, the significant discrepancies are related to the threshold for what qualifies as significant, and the nature of the impact area. Preliminary analysis seems to indicate that significant sites acknowledged under the county's existing program ("District A") will be allowed to continue, however the threshold for inventorying new sites is considerably more rigorous. In the Willamette Valley, a determination of significance requires at least 2 million tons of material for new sites and 500,000 tons for expansion of existing sites. The county's current program threshold is based on a threshold of 100,000 tons. Additionally, in order to use a lower number (i.e., lower than 2 million), a site would have to meet the "significant test."

The work associated with this update will require an analysis of the new rules in order to determine whether or not changes are necessary for the sites currently recognized on the county's plan, and for the review standards that apply to them. In addition, this work will involve changes to the way impact areas are identified. It is not clear whether the county's impact areas are required to be site specific or whether we can continue to use a standard setback around all the sites. The county's current program relies on a "static" impact area of 1,000 feet beyond the resource boundary ("District B"), whereas the new rule seems to rely on a more flexible interpretation based on a specific site analysis, with an impact area determination generally not to exceed 1,500 feet. Furthermore, the updated rule indicates that conflicting uses are not limited to just noise-sensitive uses; therefore, this will require additional ESEE analysis.

Reason for Task – Compliance with the 1996 Goal 5 administrative rule changes.

Staff Resources Needed – **High**

6. Review permitted use standards in the Rural Commercial, Rural Industrial and MAE Districts

This task would review the existing standards in these districts and determine if changes are needed to reflect changes in the types of businesses needed for the rural area. With the 2011 designation of rural and urban reserves, some properties with these land use designations have a rural or urban reserve designation. LCDC administrative rule requirements for reserves limit the addition of new land uses that were not authorized before the reserve designations were adopted. Any additions to the list of permitted uses for sites with a reserves designation will have to be consistent with applicable state requirements.

Reason for Task – To identify changes to the standards to make them more contemporary and effective.

Staff Resources Needed – **Medium to High**

7. Amend Rural Industrial, MAE and Rural Commercial Districts

Uses in these districts are required to primarily serve the rural area. This task proposes to develop more clear and objective criteria to identify the appropriate size of permitted uses and buildings consistent with Statewide Planning Goal 14. An applicant could continue to use the subjective criteria in each district to demonstrate that a larger building is suitable for serving the rural area.

Reason for Task – To simplify the review of development applications in these districts by creating specific criteria to identify the size of allowed uses and buildings.

Staff Resources Needed – **Low to Medium**

8. Hagg Lake Dam expansion

Since 2001, the Tualatin Water Supply Partners (Partners), a partnership of local water agencies and Clean Water Services, have been working together to explore options for meeting the future water supply for municipal, industrial, agricultural, and environmental water needs in the Tualatin Basin to ensure reliable water supplies for the next 50 years. The Partners have concluded that an expansion of Hagg Lake Reservoir is a fundamental component of future water supplies. The Partners are currently preparing a draft Environmental Impact Statement (EIS). It may be necessary to amend the CDC to allow the expansion of Hagg Lake Reservoir, as was similarly done in 1993 to allow the expansion of Barney Reservoir. Currently the U.S. Bureau of Reclamation is conducting a seismic modification study of the existing dam which needs to be completed before the EIS may be finalized. This task cannot be addressed until the EIS is completed.

Reason for Task – Permit the expansion of the Hagg Lake dam to address future water needs.
Staff Resources Needed – **Low**

9. Update of R&O 86-95

Staff continues to assist the Engineering and Construction Services Division in this update of the safety criteria used to review proposed development.

Reason for Task – To maintain transportation safety and implement Transportation Plan policies.

Staff Resources Needed – **Low**

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ON-GOING LONG RANGE PLANNING TASKS AND ACTIVITIES

The items described below represent the majority of on-going activities conducted as part of Long Range Planning's customary operational responsibilities.

Community Planning Program

Planning Commission

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

Plan Amendments

This is an on-going task that involves analysis of proposed changes to the land use designation of properties, notifying adjacent property owners, and preparing staff reports for review at a public hearing. Since the public initiates plan amendment applications, it is difficult to estimate the amount of staffing resources needed to process the applications.

Processing Special Service District Annexations and Extra-Territorial Water and Sewer line Extensions

Long Range Planning processes applications for service district annexations and extra-territorial service line extensions. Staff coordinates all of the activities associated with these applications, including preparing material for the Board's agenda packets. Since property owners generally initiate these applications, it is difficult to estimate the amount of resources needed to process them. Staff expects more time will be spent on these applications in the coming year due to the number of applications that have been or are proposed to be submitted, particularly for development in North Bethany.

School District Boundary Amendments (new task)

In 2011, the Oregon legislature adopted House Bill 3298, which now requires the county board to act as the boundary change authority for local school districts rather than the board of the local Education Service District. Administrative functions for school district boundary changes include completeness review, providing notifications, ensuring notices are provided in publications and scheduling hearings. A fee shall be charged in the amount of the actual cost to the county for processing a school district boundary change. The administrative functions of these boundary changes will be handled by Planning and Development Services Division staff.

North Bethany Subarea Plan Implementation

Development applications are now being submitted for the North Bethany Subarea. Provision of needed public facilities will also begin. Under this task, staff throughout the Department, along with representatives from partner agencies such as Clean Water Services (CWS) and Tualatin Hills Park and Recreation District (THPRD), will provide guidance to applicants preparing applications and assist in the review of North Bethany applications. Staff will also provide technical support to service providers to provide needed services, including parks and trails, regional stormwater facilities and transportation improvements. Staff will work with CWS to complete the implementation

plan for the North Bethany Drainage Master Plan and develop a comprehensive wetland mitigation plan for the planning area. A significant amount of staff time will be devoted to this work.

Grant Applications to obtain additional funding

In order to maximize limited public funds, staff often prepares grant applications in hopes of securing additional dollars to fund planning efforts. Grant funds come from a variety of sources and may feature deadlines that are difficult to predict in advance. Over the past few years, Long Range Planning has successfully procured Transportation & Growth Management, Metro Construction Excise Tax and Tiger II funding for planning efforts. Preparing grant applications is a research-intensive process often subject to short turnaround times. A low to moderate amount of staff time will be spent on this task over the next year.

Review Development Applications in Transit Oriented Districts

As an on-going task, Long Range Planning staff review all development applications within Transit Oriented Districts to help ensure conformance with the standards and special design requirements and determine if “fine-tuning” amendments are needed to these standards. A small amount of staff time will be required to review TOD applications.

UGB Minor Adjustments

As an on-going task, Division staff review proposed UGB Locational Adjustments and prepares staff reports for the Board. A small amount of staff time is required to handle these adjustments.

Metro Regional Planning Advisory Committee Support

Long Range Planning staff monitors the Metro Policy Advisory Committee (MPAC) and participates in Metro Technical Advisory Committee (MTAC) activities. A small amount of additional staff time is required to support the Board designee on MPAC-related activities and the Planning and Development Services Manager on MTAC-related items. This task generally involves conducting research and analyzing topics that come before MPAC or MTAC. Many of the topics discussed at these committees evolve into planning requirements that must be implemented at the local level. Staff’s participation on MTAC ensures Washington County’s interests are articulated.

Participation on Technical Advisory Committees

Community Planning staff participate on a number of advisory committees, including the Sherwood Town Center Plan, the Amberglen Community Plan and the Old Town Hillsboro Refinement Plan.

Parks, Trails and Open Space

Long Range Planning staff devotes a large amount of staff resources to these on-going tasks. They include:

- Master planning of the Ice Age Tonquin and Westside Trails

- Assistance with the feasibility analysis for the Yamhelas Westsider Trail
- Monitoring the Council Creek Trail planning work
- Participation in the development of the Tualatin Valley Scenic Bikeway
- Implementation of the Fanno Creek Greenway Trail
- County Park System Development Charge (SDC) – The Board adopted an interim park SDC for portions of the Bethany, Cedar Mill and Cooper Mountain areas in 2004. Staff will continue to coordinate with THPRD to identify park and trail projects for funding by the county SDC.
- Participating in Metro and THPRD park and trail committees
- Coordinating expenditure of the Metro Natural Areas Bond local share allocation

Annual Reporting to Metro

Each year Long Range Planning staff prepares the following annual reports in order to comply with Metro's Urban Growth Management Functional Plan: Affordable Housing, Housing and Employment Capacity, Development in Centers, Tualatin Basin Program, and CWS' Healthy Streams Plan. A moderate amount of staff time is required to prepare the reports.

Washington County Natural Hazards Committee Mitigation Action Plan and Plan Committee Participation

The county's Natural Hazards Mitigation Plan was adopted in 2004. Staff will continue to provide support to finalize the plan and carry out necessary implementation measures in the future.

Other Planning/Coordination

On an on-going basis, staff reviews plan amendments in cities where a county interest is implicated. Other activities include: coordination of Washington County Planning Directors meetings, coordination with CPOs and the CCI, attending LCDC meetings, working with the Association of Oregon Counties, and participating on various projects and working committees at the local, regional and state level. Staff also provides assistance to other LUT divisions and county departments.

Document and Information Management

On an on-going basis, a low to moderate amount of staff time is required to maintain planning documents, provide information to the public, and update the Planning and Development Services Division's web page. More time will be devoted to this task over the next few years, particularly the web page, due to the number of large planning projects underway.

Transportation Planning Program

WCCC Support

Staff provides support, including administrative staff support, for activities of the Washington County Coordinating Committee and the WCCC Transportation Advisory Committee. Each group meets once per month.

Metro Transportation Improvement Program (MTIP)

Staff monitors the status of MTIP projects, and works on policy changes to the program. As appropriate, staff coordinates and prepares project submittals for future rounds of MTIP funding. Staff works with cities and THPRD through WCCC to ensure that the countywide submittal list does not exceed the Metro target funding allocation. Other tasks include coordinating and preparing county project applications and shepherding projects through the highly competitive Metro technical evaluation and prioritization process to obtain final MTIP funding. A moderate amount of staff time is required for this task.

Joint Policy Advisory Committee on Transportation (JPACT)

This 17-member committee includes both elected officials and representatives of agencies involved in transportation. The group meets monthly to coordinate the development of plans defining regional transportation improvements, developing a consensus of governments on the prioritization of required improvements, and promoting and facilitating the implementation of identified priorities. JPACT, together with its technical advisory committee, Transportation Policy Alternatives Committee, recommend priorities and develop the transportation plan for the region. The LUT Director and Planning and Development Services Division staff provide support to these entities.

Northwest Area Commission on Transportation (NWACT)

Transportation staff prepares for and attends monthly NWACT meetings to improve local-state coordination of transportation issues in the western Washington County, Tillamook County, Clatsop County and Columbia County NWACT area. A limited amount of staff time is required to support this commission.

Transportation Funding Plan

Continue to support the development of subsequent rounds of projects for the Major Streets Transportation Improvement Program (MSTIP). Continue work to implement Transportation Plan Strategy 18.1, which calls for working with other public agencies to develop a long-range strategy for funding transportation needs identified in the Transportation Plan.

Ongoing Transportation Modeling

Under this task, staff will coordinate with Metro and other local governments about development of population and employment forecasts and transportation modeling initiatives. Staff will continue to work with Metro and Washington County cities to update and refine the regional transportation model. Staff will also provide cities with transportation technical support for city transportation projects.

Transportation Development Tax (TDT)

Continue to coordinate the Countywide TDT programs through the WCCC (Annual TDT Report, Fee Increase, Procedures Manual Update, and Appeals). A moderate amount of staff time is required for this task.

Regional Coordination

On-going tasks include coordination in the early phases of the next Metro RTP update and continued participation in ongoing Metro committees such as TPAC, Regional Freight Committee, and regional funding efforts. A moderate amount of staff time is required for this task.

Transportation Planning and Funding in the North Bethany Subarea

Under this task, staff will assist applicants with technical questions about transportation issues and assist in the review of North Bethany applications. Staff will also provide assistance to develop plans for transportation improvements identified in the North Bethany Funding Plan. Staff will provide assistance with on-going tasks associated with the North Bethany service district and the North Bethany transportation SDC. A moderate amount of staff time will be devoted to this work.

Reviewing and Commenting on City Plan Amendment Applications

Applications are reviewed for consistency with county plans and the Transportation Planning Rule. A limited amount of staff time is required for this task.

Reviewing and Preparing Staff Reports on County Plan Amendment Applications

Applications are reviewed for consistency with county plans and the Transportation Planning Rule. A limited amount of staff time is required for this task.

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

This includes projects such as the TSP updates for the cities of Sherwood and Tualatin, Tualatin and Sherwood UGB amendments, and the City of Beaverton's urban renewal planning. A limited amount of staff time is required for this task.

Support for Other Divisions and Departments

These tasks include R&O 86-95 refinement, traffic modeling, review of land development applications, ITS plan review and implementation and reviews of proposed capital projects.

Coordination on Local and Regional Active Transportation Efforts

Attend regional Executive Council for Active Transportation meetings, participate on the Washington County Active Transportation Committee and work with citizens and governmental staff toward improvements to the county's bike and pedestrian systems. A low to moderate amount of staff time is required for this task.

Miscellaneous Public and Intra-County Communication and Information

Traffic Safety Committee, MSTIP coordination, Updates, LUT's Happening. A limited amount of staff time is required for this task.

Economic, Demographic and Geographic Information Services Program

Geographic Information System - Project Development and Maintenance

In concert with GIS staff, EDIS staff plays a lead role in the development of GIS coverages and maintaining the overall data structure for information within the Planning and Development Services Division. The GIS Specialist position within EDIS assists with data management and updates on the countywide GIS data servers and is involved in support activities for GIS based Web services. EDIS staff also provides GIS support services to cities and special districts.

Transportation Planning Support

EDIS provides technical support for individual transportation projects, including the Transportation Funding Plan, and transportation ordinances. These activities include project mapping and spatial analysis. Staff also provides analysis associated with the traffic impact fee program and support to other divisions on transportation projects requiring GIS support.

Community Planning Support

EDIS provides technical support on Community Planning activities in the form of information support and data analysis (ordinances, plan amendments, legislative issues, periodic review, etc.). EDIS staff maintains information associated with land use and the county's comprehensive plan. EDIS staff also provides technical support for the planning of the UGB expansion areas.

Demographic Analysis and Growth Projections

EDIS staff provides 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.). EDIS staff provides county liaison services with the U.S. Census Bureau (including responses to boundary and annexation surveys and coordination of county level activities related to the Decennial Census). Additionally, EDIS staff is responsible for preparing and updating forecasts of future population and employment growth. These forecasts 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). Staff also continues to participate in regional urban growth management projects.

Economic Analysis

There are elements of economic analysis associated with several of the above tasks.

Document Management Plan

Long Range Planning has prepared a document management plan with the assistance of the Department of Support Services' Information Technology Services staff. The document management plan consists of imaging, file-naming conventions, document information, and retrieval methods. The goals of this plan are to promote clearer and easier to use procedures for archiving and research and reducing paper files. In addition, steps will be laid out for making appropriate documents readily available via the internet.

GIS Program

Geographic Information System - Project Development and Maintenance

In concert with EDIS section staff, GIS staff plays a lead role in the development and maintenance of GIS data in the Planning and Development Services Division. GIS staff is involved in support activities for GIS-based Web services. GIS staff also provides GIS support services to cities and special districts as well as limited fee-for-service work for consultants, developers, and the public.

Transportation Planning Support

GIS staff provides technical support for individual transportation projects, including the Transportation Plan and transportation ordinances. These activities include project mapping and spatial analysis. Staff also provides analysis associated with the TDT program and support to other divisions on transportation projects requiring GIS support.

Community Planning Support

GIS staff provides technical support on Community Planning activities in the form of information support and data analysis (ordinances, plan amendments, legislative issues, etc.). GIS staff maintains information associated with land use and the county's Comprehensive Plan. GIS staff provides project coordination and technical support for urban service issues (e.g. SB 122), the planning of UGB expansion areas and Urban and Rural Reserves. GIS staff also is responsible for the updates to the county's Comprehensive Plan elements.

REQUESTS NOT RECOMMENDED FOR INCLUSION IN THE 2013 WORK PROGRAM

The following pages describe a number of tasks that staff recommends be removed from consideration as 2013 Work Program items. There are three primary reasons for these recommendations:

A. Research now complete on previously deferred requests

Over the past several years, a number of work program requests have been deferred for consideration due to a lack of staff resources to research the issues. Since the conclusion of the 2012 Ordinance Season, Planning and Development Services (PDS) Division staff have researched these requests and have made recommendations to the Board on whether to move forward with amendments. Requests recommended by staff have been proposed as tasks in Tiers 1, 2 or 3. Staff recommends that the remaining tasks not be further considered as work program tasks. These requests and the reasons for staff's recommendation are provided below.

B. Tier 2 and 3 tasks not given higher priority by the Board

In preparing the Draft 2013 Work Program, staff also took a comprehensive look at the existing tasks in Tiers 2 and 3. Within these tiers, there were a number of tasks that had been listed for multiple years, but were never selected for higher prioritization. In discussions with Board members at the beginning of 2013, staff proposed a new strategy for review of work program requests. When an initial request is made, that item will be reviewed for inclusion on the work program. If the Board prioritizes the task for Tiers 1, 2 or 3, the item will remain on the work program for a minimum of three years. If, after three years, the item has not been prioritized as a Tier 1 task, it will be proposed for removal from the work program. Staff believes it is disingenuous to keep these sorts of requests in the work program. If they haven't been prioritized by the Board within three years, it's an indication there isn't much support to address the particular issue. Requests that are renewed in a year they are proposed for removal will remain on the work program.

C. Tasks incorporated into other work program items, or no longer required by proponents

This final category describes several of the work program items described below. In some cases, tasks have been incorporated into items already listed in the work program. For example, the request for standards regarding rural non-commercial wind generators will be addressed as part of the Tier 1 task to incorporate recommendations developed as part of the Greening the Code project. Certain tasks, such as Tualatin Valley Fire & Rescue's request to allow fire stations in areas designed General Commercial, are no longer needed or desired by their proponents. Specific explanations are provided below.

1. Develop Interim Policy for Service District Annexations

In 2012, the Tualatin Valley Water District renewed its previous request that the county create an interim policy for service district annexations for areas in UGB expansion areas and areas the District serves that are outside of Washington County. In the past, the Board denied TVWD's applications to annex lands in these areas because the property wasn't in a city or was undergoing a concept planning process. Recently, TVWD has also inquired about the possibility of annexing portions of Area 93 (Bonny Slope West) and adjacent Rural Reserve land in Multnomah County in order to replace an older water line system that serves a number of dwellings in these areas. TVWD serves the dwellings via an extra-territorial service line extension that was made many years ago.

Staff response: In 2012, the Board took up this policy question with a request by Tualatin Valley Fire & Rescue to annex a number of Multnomah County properties currently served by TVF&R. The Board approved the annexation, which provides an indication that it will render a similar decision for TVWD. The District has indicated its interest in pursuing annexation of the properties it currently serves in Multnomah County; therefore, an interim policy on service district annexations is no longer needed.

2. Follow Up to 2005 CCI Code Report Issue Papers 7 and 12

Prepare follow up issue papers as specified in Issue Papers 7 and 12. The follow up to Issue Paper 7 (Type II appeals) would examine the "bump up" provision in the CDC which allows the Director to have the Hearings Officer become the review authority for a Type II application. The follow up to Issue Paper 12 (notification for applications to modify a prior development approval) would describe the results of the trial to provide notice to participants in the original development application that is proposed to be modified.

Staff response: Since the preparation of Issue Paper 7 in 2005 relating to the "bump up" provision, the LUT Director has used CDC Section 202-5.1 to elevate a number of Type II applications to a Type III public hearing process when there has been significant interest in a given application. Typically, the CPO or neighbors submit a request to the Director. Staff believes no CDC changes are necessary at this time.

Regarding Issue Paper 12 and the notification of participants in original development applications, staff has researched this issue and notes that modifications to original approvals are processed as separate applications. These Type II applications are subject to standards for notification based on proximity to a given site (500 feet in the urban area and 1,000 feet in the rural area). Persons living within these CDC-prescribed areas will receive both initial notice of proposed actions and any subsequent notice resulting from Type II or III processes on the same site. Participants that were not entitled to public notice during the initial process are not provided notice during subsequent actions. To change this procedure would be a significant departure from our long-standing public involvement program, and should be undertaken as part of a larger analysis of the county's noticing requirements.

3. Implementation of Recommendations from the December 3, 2004 Report by the Washington County Committee for Citizen Involvement

This task involves the examination of recommendations from the report that were not addressed by issue papers in 2005. In addition to the recommendations described in item 2, above, the CCI asked for a number of changes that included allowing restriction of density, enhancing design standards and protecting significant natural areas, allowing citizens to request variances to CDC standards and reducing appeal fees to statutory limits.

***Staff response:** In some cases, staff has implemented or is in the process of implementing the CCI-recommended changes (reduced appeal fees and formally documenting CDC interpretations, respectively). Other recommendations have been requested again this year and will be taken up in conjunction with other work tasks (neighborhood meeting requirements and addressing fragmented sidewalk systems). There are also several items that would represent significant policy changes for the Board. Due to the amount of time that has passed since these changes were originally requested and the lack of support for higher prioritization by the Board in the intervening years, staff recommends that this work task be removed from further consideration in 2013.*

4. Amend the General Commercial District to allow fire stations as a Type II use

Tualatin Valley Fire & Rescue requested that the list of allowed uses in the General Commercial District be modified to allow public buildings, such as fire stations. This district was created to address existing auto-oriented land uses along major road corridors that require large sites and a high degree of visibility. Consequently, only a limited number of public uses are permitted in this district in order to preserve this land for large auto-oriented uses.

***Staff response:** In late 2012, PDS staff contacted TVF&R to ask if the agency still wanted to pursue this change. TVF&R's representative stated that the county's 2012 amendments to the public buildings standards through Ordinance No. 754 currently provide the agency with enough facility siting flexibility. TVF&R is not interested in renewing its request in 2013, and therefore staff recommends this request be removed from consideration in the 2013 Work Program.*

5. Redesignate the Glenridge neighborhood from TO: R9-12 to R-5

Neighborhood property owners have requested this change in 2009, 2011 and 2012. They seek to change the neighborhood's land use designation from TO: R9-12 (Transit Oriented Residential District, 9-12 units per acre) to R-5 (Residential, 5 units per acre). The neighborhood is located in the Cedar Mill Town Center, at the northeast quadrant of Sunset Highway and Murray Boulevard.

***Staff response:** The planning for Cedar Mill Town Center was a multi-year process that featured significant public input and a number of public hearings. As part of that process, the Glenridge neighborhood was proposed for designation with a land use district that would*

allow for greater density to accommodate additional population and employment slated for the town center area. At the time the TO: R9-12 land use district was applied, a number of properties within Glenridge were vacant; many of those properties have since been developed at the higher densities allowed in the transit oriented district. A change back to the R-5 designation would have two major consequences: 1) homes constructed under the TO: R9-12 District would become nonconforming uses, and 2) “downzoning” properties from TO: R9-12 to R-5 would increase the county’s potential for Measure 49 claims. These claims can be filed when new land use regulations are enacted after January 1, 2007 when claimants can demonstrate that the new regulations reduce the value of residential property. For these reasons, staff recommends that the Glenridge neighborhood retain its TO: R9-12 designation.

6. Allow a travel trailer or a motor home to be used as living accommodations for temporary health hardship requests in the urban unincorporated area

A request was submitted in 2009 asking the county to consider allowing recreational vehicles as temporary health hardships within the urban area. The request suggested potential standards including verification of the relationship between the property owner and the person living in the temporary health hardship dwelling, a physician’s statement to verify the hardship, a proper sewer connection to serve the RV, and requirements for setbacks and fencing.

***Staff response:** Currently, the CDC limits this type of housing to manufactured dwellings inside the UGB. Recreational vehicles may only be used for health hardship requests outside the UGB. Staff reviewed regulations for cities within Washington County and found that the use of travel trailers and motor homes as temporary health hardship dwellings is largely prohibited. Staff finds that the CDC is in line with comparable development codes and therefore recommends against further consideration of this request in the 2013 Work Program.*

7. Rural non-commercial wind generators

This task would address the installation of rural non-commercial wind generators outside of the UGB that exceed the maximum height requirement.

***Staff response:** This task was listed as a Tier 2 priority in the 2012 Work Program, and has been proposed for inclusion as part of the Greening the Code work task identified in Tier 1.*

8. Development of an Urban Forest Management Plan

In 2010 and 2011, the Joint CPO Tree Code Group requested that the county adopt an Urban Forest Management Plan, create a Tree Commission, conduct a tree inventory, adopt new tree cutting standards, increase the existing tree canopy, and achieve “Tree City USA” status. This would be a time-extensive task estimated to require two to three FTE. Currently there

aren't sufficient staff resources to take on a project of this size due to the Division's other projects.

Staff response: Sufficient Board support is not present for this request, and staff recommends this task be removed from consideration in the 2013 Work Program.

9. Transportation plan implementation

The 2020 Transportation Plan identified a number of strategies necessary to fully implement the Plan. Long Range Planning staff may undertake some tasks, while others require staff commitments by other DLUT divisions.

Staff response: This work will be undertaken as part of the Tier 1 task to update the county's 2020 Transportation Plan. Therefore, staff recommends this item be removed from consideration as an individual task in the 2013 Work Program.

10. General update amendments to the CDC concerning Ordinance Nos. 517 and 555 standards

Issues of concern include standards for front building facades and driveway widths for dwellings on small lots.

Staff response: These issues were examined through the planning of North Bethany and new regulations were adopted in 2012 through Ordinance No. 745. Staff has proposed a new Tier 2 task that calls for the review of small lot subdivisions within the county. This work would include an evaluation of the new standards. Staff recommends this specific item be removed from consideration in the 2013 Work Program.

11. Review CDC standards for planned developments and amend as necessary

This project, which has been carried over from 2002, would evaluate the County's PD standards and propose refinements. Few changes have been made to these standards in almost 20 years. The existing standards were developed at a time when suburban rather than urban development patterns were the norm. Currently few developers use the PD standards, which may indicate they need to be adjusted. Specific requirements need to be clarified, such as what lands can be credited towards the planned development open space requirements.

Staff response: These issues were examined through the planning of North Bethany and new regulations were adopted in 2012 through Ordinance No. 745. Staff has proposed a new Tier 2 task that calls for the review of small lot subdivisions within the county. This work would include an evaluation of the new standards. Therefore, staff recommends this specific item be removed from consideration in the 2013 Work Program.

12. Special Use Standards Streamlining and Simplification

This project would focus on the CDC's Special Use section that covers the procedures and standards that apply to uses ranging from Accessory Uses to Zero Lot Line developments. This task has been carried over since 2002.

Staff response: Several Special Use sections have been amended since this task was initially suggested in 2002. Rather than conduct a major overhaul of the existing standards, staff recommends that this item be removed from consideration in 2013 in favor of addressing specific CDC updates as directed by the Board.

13. Amend the requirements for quarries to allow quarries that do not meet the current quality and quantity standards

This task initially appeared on the work program due to two requests made in conjunction with requests to designate new quarry sites in Washington County. Both potential quarry sites were unable to meet the county's quality and quantity standards for mineral and aggregate resources and the proponents had requested the county modify its standards.

Staff response: Neither request has been renewed, and staff believes any update to quality/quantity standards can be addressed through the Tier 3 task "Consider possible amendments to the Comprehensive Plan's mineral and aggregate overlay provisions." Staff therefore recommends that this specific item be removed from further consideration.

14. Review standards for the temporary storage of dwellings in the urban area

This request was made several years ago when the county was asked to reduce the time period for the temporary storage of relocated dwellings in the CDC.

Staff response: These standards were amended in 2004 to limit the temporary storage of buildings for 12 months. The prior standards allowed unlimited six-month extensions of the original one-year permit. This task has not been prioritized to Tier 1 by the Board since the initial request was made, and staff recommends this item be removed from further consideration.

15. Complete the Saltzman Road Extension Study Area identified in the 2020 Transportation Plan

CPO 7 submitted a request in 2013 that the county finish its study of the Saltzman Road extension in the northeast portion of the Bethany community. The CPO stated that it struggled in 2012 with a lack of clear direction in the Transportation Plan for the extension of a three-lane collector north of Laidlaw Road in the vicinity of Saltzman Road.

Staff response: This work will be undertaken as part of the update of the Transportation Plan, which is listed as a Tier 1 task for 2013.

16. Posting of notices to indicate proposed development actions inside the UGB

This request was also made by CPO 7 in 2013. The CPO asks that the CDC be amended to require the posting of signage indicating a pending development review action for properties inside the UGB. Currently, only properties outside of the UGB are required to post properties.

Staff response: Within the rural area, notice areas are more expansive (1,000 feet from the subject property, as compared to 500 feet in the urban area), and additional notification in the form of public notice posting was required due to the large size of properties. The Board considered a request in 2012 from CPO 7 which asked for expanding the public posting requirements for development requests in the North Bethany area. The Board decided against making that amendment last year, and has not indicated its interest in taking up the matter again. For these reasons, staff recommends against considering this request in the 2013 Work Program.

17. Expansion of the public notice area inside the UGB

CPO 7 requested that the public notice area inside the UGB be increased from 500 feet to 1,000 feet.

Staff response: The county established its public notice requirements in accordance with Oregon Revised Statute 197.763. The statute requires local jurisdictions to provide public notice to properties within 100 feet of the subject property when that property is either partly or wholly within the urban area. The county's requirement for public notice to properties within 500 feet already represents a significant increase from the state statute. For this reason, staff recommends against consideration of this request as part of the 2013 Work Program.

18. Consider changing approval periods for temporary health hardships

CPO 10 submitted a request in 2013 asking that temporary health hardship approval periods be extended from two years to four years, minimizing the impacts of a more frequent review process on those assisting elderly or infirm family members.

Staff response: Staff's research indicates that state regulations require health hardship approvals on exclusive farm and forest lands to be reviewed every two years. These are the lands included in the county's EFU, AF-20 and EFC land use districts, which make up approximately 94% of the county's rural lands. While the renewal period for lands inside the UGB and those on non-farm and forest lands (e.g. AF-5, AF-10, RR-5) could be changed to four years rather than two, staff does not recommend this change as it would only apply to a small number of the total health hardship requests that the county receives. Staff therefore recommends that this item be removed from consideration in the 2013 Work Program.

2013

Work Program

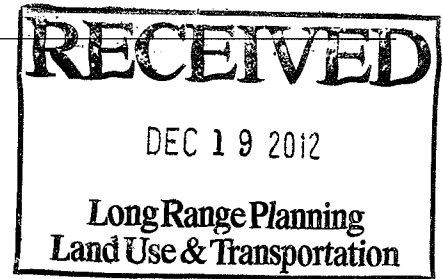
Requests

**Received as of
February 5, 2013**



December 19, 2012

Andrew Singelakis, Director
Washington County Department of Land Use and Transportation
155 North First Avenue
Hillsboro, OR 97124



RE: Items for Tier 1 of the 2013 Land Use Ordinance Work Program

Dear Director Singelakis,

In 2012, CPO 7 wrestled with the following issues:

- A. Lack of clear direction in the Transportation Plan for the extension of a three-lane collector north of Laidlaw in the vicinity of Saltzman Road (aka known as the Saltzman Road Extension Study Area).
- B. Lack of a Community Development Code (CDC) requirement for a neighborhood meeting or posted notice for a commercial development in the Bethany Town Center and in North Bethany,
- C. Lack of adequate opportunity for neighbors and potential land use applicants to work as partners in the land use process as envisioned by the Neighborhood Meeting rules. Often the final step to submitting a land use application is holding the required Neighborhood Meeting, leaving no opportunity for the applicant to shape his application based upon input from the community.
- D. Lack of clear protection in the CDC from 24-hour drive-thru commercial activity with impacts to nearby residential.

To enable and enhance long term livability of urban unincorporated Washington County communities, CPO 7 respectfully requests the following items be identified as Tier 1 items on the 2013 work program:

1. Completing the Saltzman Road Extension Study Area identified in the 2020 Transportation Plan
2. Changing the Neighborhood Meeting rules to
 - a. Require a Neighborhood Meeting for development of any zone inside the Urban Growth Boundary (UGB).
 - b. Require a Neighborhood Meeting with enough time prior to the submittal of an application to ensure adequate opportunity is available to the applicant to respond to issues raised by the community. We would suggest that the application should be filed no sooner than two weeks after the required mailing of the Neighborhood Meeting notes to the CPO.
 - c. Require Neighborhood Meeting notes to be submitted via email to all attendees of the Neighborhood Meeting providing a readable email address to the applicant.
 - d. Require Public Notices for an application to be sent to all Neighborhood Meeting attendees providing a mailing address to the applicant.
3. Striking "Outside the UGB" from CDC 204-1.4. All sites proposed for a development action should be required to be posted regardless of whether the site is inside or outside the UGB.



Washington County

Citizen Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

4804 NW Bethany BLVD

STE I-2, BOX# 173

Portland OR 97229-4982

4. Expansion of the Public Notice requirement to 1000 feet for development action within the UGB.
5. Changing the CDC to specifically allow limitation on hours of operation for drive-thru establishments in any zone during the hours between ten (10) p.m. and seven (7) a.m. to ensure compliance with Section 8.24.040B. of Chapter 8.24-Noise Control in the Washington County Health and Safety Code.

Thank you for your thoughtful considerations of our suggestions to ensure Washington County is and will remain a livable county for all.

Regards,

Kevin O'Donnell, CPO 7 Chair on behalf of CPO 7

Cc via email attachment: Board of Commissioners, Planning Commission, Andy Back

This letter has been approved by the CPO 7 Steering Committee, as authorized by the CPO 7 membership with a 7 to 0 vote at our membership meeting on November 17, 2012. Ratification of this letter by CPO 7 membership shall occur at our February 5, 2013 meeting.

Sent on



Steve Franks
Washington County, Oregon
Department of Land Use & Transportation

RE: CDC Section 413-9.3.B. requires that auto washes provide adequate on site waiting space for vehicles

"To accommodate 50% of the hourly rate of capacity".

Dear Mr. Steve Franks, Development Services Manager.

I am writing this letter on behalf of all current and future Car Wash owners, Developers and/or Land Owners whos property is currently zoned to allow a Car Wash, in unincorporated Washington County.

Specifically, I want to address CDC Section 413-9.3.B. As mentioned above 50% of the hourly rated of Capacity is required for waiting space.

Although this might have been appropriate when adopted in the early 1970's it is now obsolete and virtually impossible and impractical to meet. Over the 35 to 40 years since adopted, the advance in technology and the types of washes that we see today did not exist back then. These are two of the main reasons for not being able to satisfy the Code provision. In the 1970's Car Washes could only wash one car at a time and it would take several minutes to just complete that car (commonly refered to as roll-over's). Today, Express Conveyors are the most common type of wash in the Portland market and most other markets. These types of washes, depending on the length of the conveyor, can easily wash 100 cars per hour for a 100ft conveyor if demand and other factors permit. Thus needing 50 car queuing to satisfy CDC Section 413-9.3.B.

I have been trying for the last 6 years to add a Car Wash to my Gas Station (both are permitted uses).

I have gone through three reviews and the only reason for denial by the WA Co Hearings Officer is this "technicality in the code". Over the years, other car wash applications have been approved in Washington County with this same code in place. Specifically, two Kaddy Car Washes one located at 209th and T.V. Hwy with 6 cars in queuing capacity and the other on Cornell Rd, with 3 cars in queuing capacity. Washington County and the owner of Kaddy car washes have interpreted "capacity" much differently than the H.O. in my applications.

I have proposed an 82ft conveyor with 16 waiting or "queuing" spaces. According to the manufacture of the Car Wash equipment, one could expect to wash 80 to 100 cars per hour if demand, price point, location, customer service, traffic count etc, were all very good. As ruled by the H.O., the code would require at LEAST

50 cars in Que. Which equals about 50% of the hourly capacity. Please see exhibits of examples of a 50 car Que. You can see that this is not only unrealistic but outright crazy. It was Kaddy who was granted approval by the County at the two sites mentioned who in turn used this same code against me during the appeal process to get me denied. Even if I could get 50 cars in line, the word "Capacity" as applied in my case could still be argued in the sense that no one really knows what the true capacity is in a conveyerized car wash. The 80 to 100 cars per hour is what might be acceptable when considering safety and wash quality (clean, dry, shiny car). But the motors that control the speed of the conveyor could be turned to the max, and the cars would be shot through the tunnel like a sling shot (if they did not get thrown off of the conveyor first). So the true capacity might be 200 or 300 cars per hour, again making this code impossible to comply with because nobody knows what the true capacity is for sure.

The H.O., when deciding how to apply the word "Capacity", did not care about demand or wash quality, location, competition, price, customer service, etc., like an owner of the wash would. In fact, she did not care if the wash would ever wash one car. She only cared about what it would do in a factory type setting with motors running at max speed and an unlimited amount of cars that would enter the conveyor in perfect unison.

This code provision has been like hitting the lottery for Kaddy Car Washes who now has approval at his sites but knows that with this code in place, he will never face competition in unincorporated WACO. THIS IS WRONG AND IN-JUST!

In the Public Hearing on Jan 19, 2012, the opponent's attorney testified that (and I'm paraphrasing now)

"If Gabe wants approval for the car wash he will have to get this code provision changed".

In the latest decision on April 11, 2012 at the bottom of page 7, Elizabeth Normand (WACO H.O.)

states, "If the Code provision does not accurately reflect how much queuing space is actually needed it should be changed".

I have spent 6 years and over \$350,000 dollars trying to develop a permitted use. I have been approved

3 times then denied 3 times by a Hearings Officer due to appeals and the last 2 denials have been because of this outdated code provision. I would guess over 90% of the materials in my last application would be relevant in a new application and could be resubmitted if the code provision was re-written, which would take literally only minutes to do.

Currently, Car Washes in unincorporated Washington County are in violation of this code and

should be either made to comply, have their permits revoked or the County should change the code provision immediately so that these existing car washes do comply.

Chuck Kaddy (Kaddy Car Washes) was forced to pull his application for a small remodel on his site on Canyon Rd (in early 2012). The reason for this was because he had testified during my case that he has washed up to 129 cars per hour at this location (which has a 110ft conveyor) and based off of that information he would have needed to provide 65 or more queuing which is unrealistic and impossible.

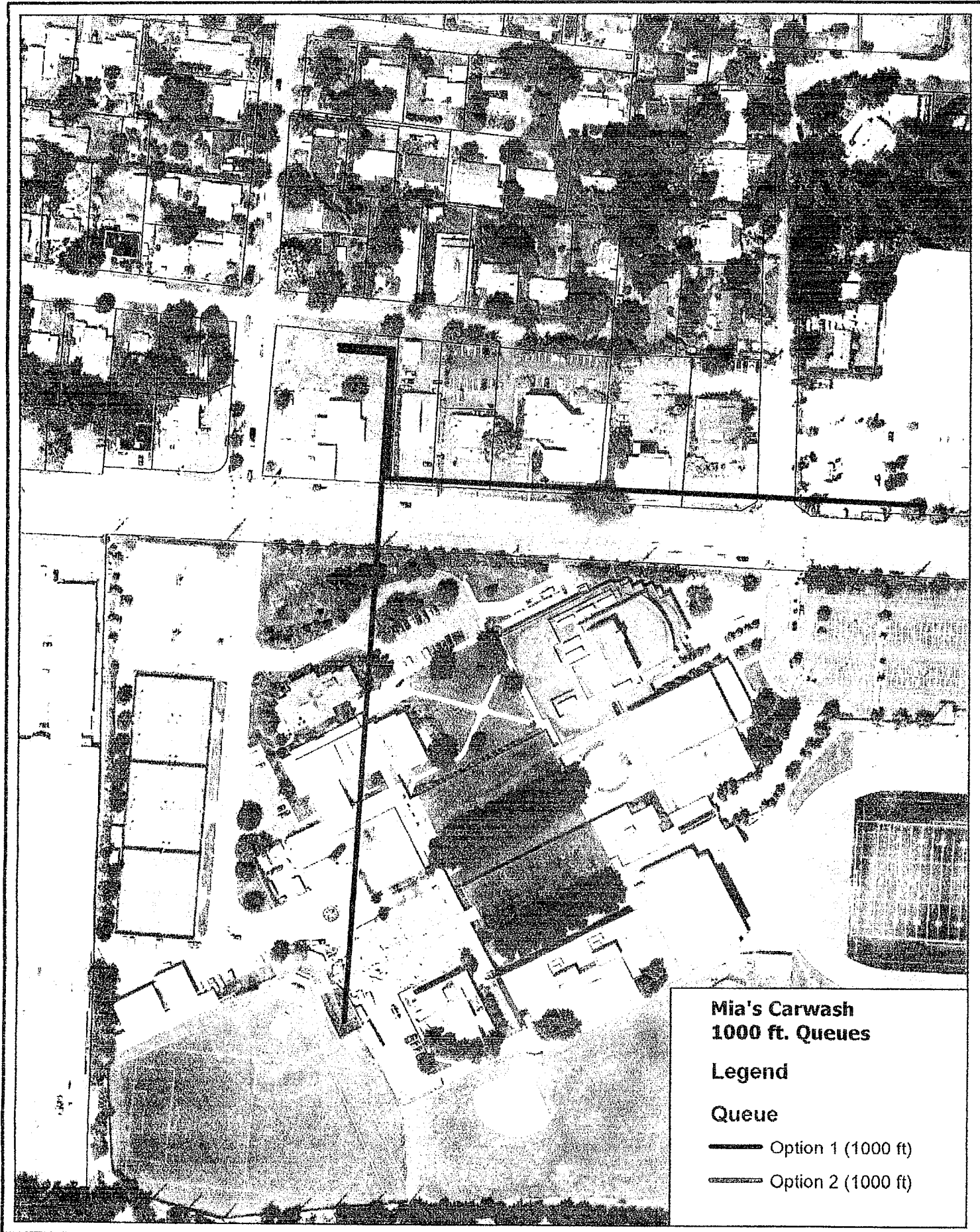
So clearly this code provision has prevented at least myself and Kaddy from investing into our businesses and thus preventing construction jobs and when finished, full time jobs, along with preventing the County from collecting more revenue from the improvements being made. It seems everyone would encourage such development by small and/or large businesses as Oregon desperately needs jobs. And if all it would take to spur such activity is to change the code provision, then who would or could make an intelligent argument against that change?

Your immediate response is very much appreciated.

Sincerely
Gabe Dunaway

J&G Holdings, LLC
9085 S.W. Beaverton Hillsdale Hwy
Portland, Or
97225
Cell # 503-320-1384
E-mail gdun2@comcast.net

For your reference the last 2 case files
11-205-SU/D(C) /NC/ AMP/ APPEAL
10-369-SU/D(C)/NC/AMP



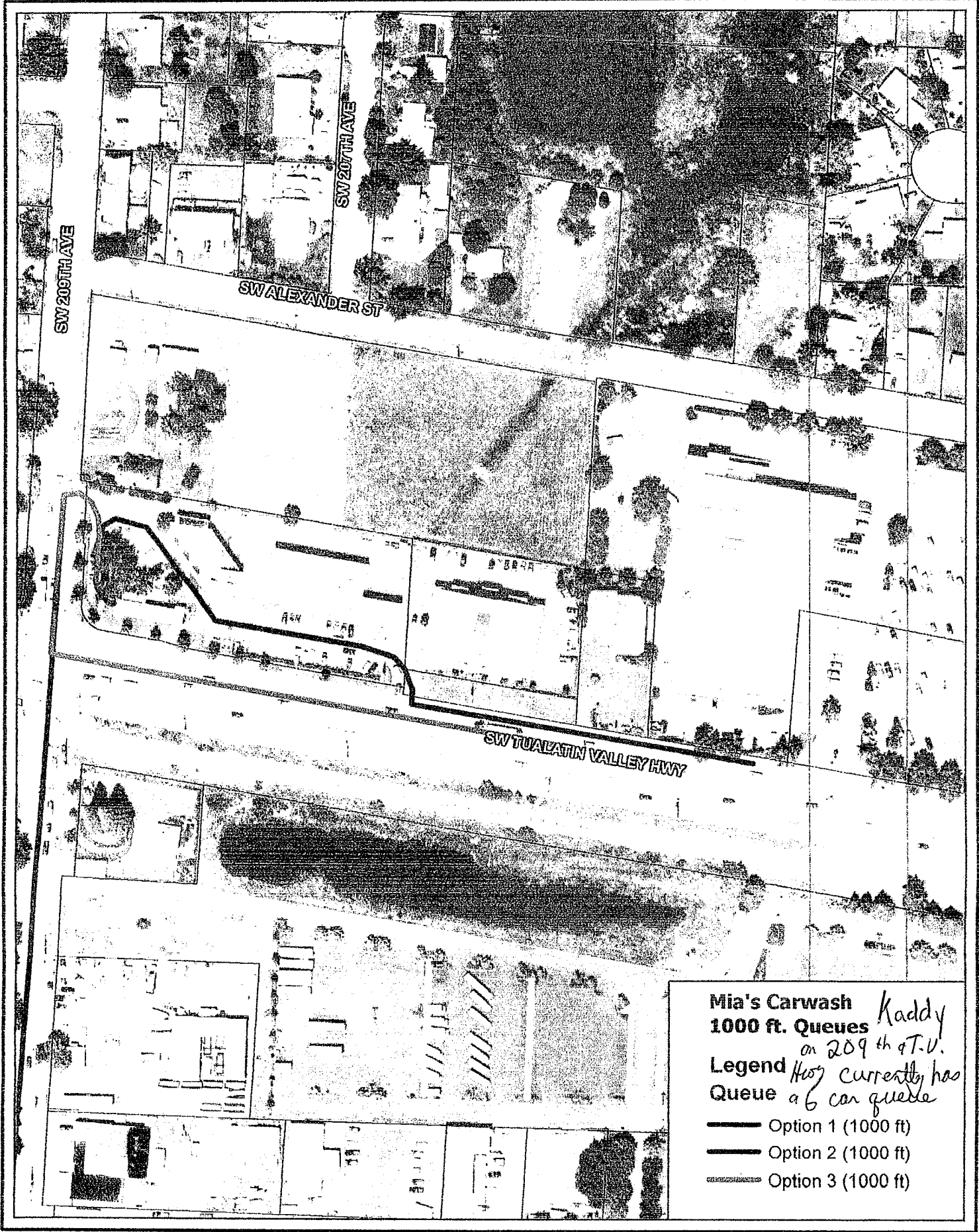
**Mia's Carwash
1000 ft. Queues**

Legend

Queue

— Option 1 (1000 ft)

- - - Option 2 (1000 ft)

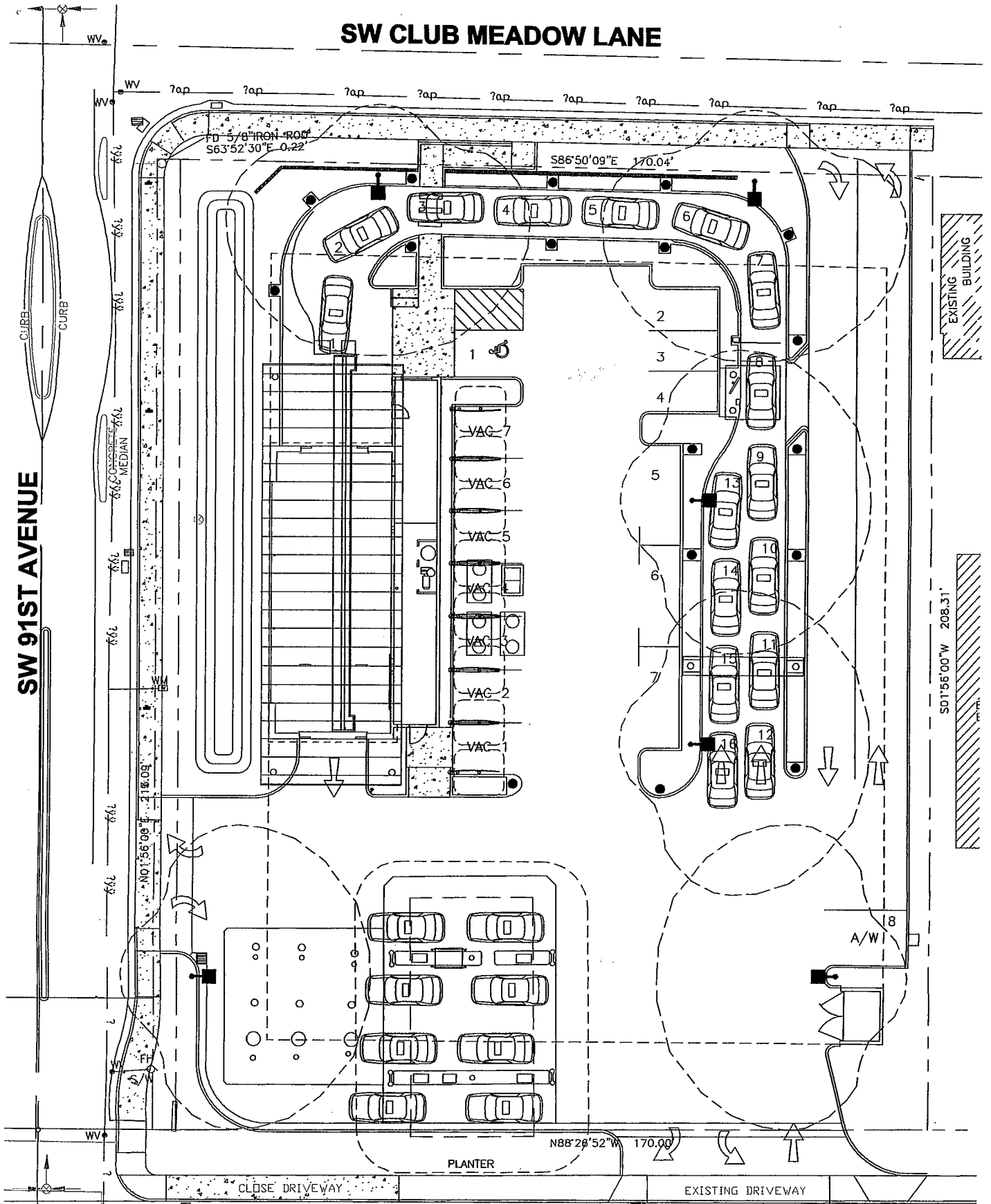


Mia's Carwash *Kaddy*
1000 ft. Queues *on 209th & T.V.*
Legend *Hwy currently has*
Queue *a 6 car queue*
 ——— Option 1 (1000 ft)
 - - - Option 2 (1000 ft)
 . . . Option 3 (1000 ft)

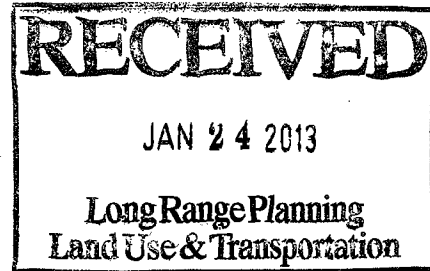
SW CLUB MEADOW LANE

SW 91ST AVENUE

SW BEAVERTON-HILLSDALE HIGHWAY



Cliff and Marni Gerber
18406 Nixon Ave
West Linn, OR, 97068
c: 503-313-0840
Cliff@GerberDesign.biz



January 14, 2013

To: Andy Duyck and the Washington County Board of Commissioners,

Re: Request to create a new Residential Single Family Airpark District code and define a new Residential Single Family Airpark Zone adjacent to the existing Sunset Airstrip, Private Use Airport Overlay.

We would like to move to the Sunset Airstrip and have an aircraft hangar either attached to a main residence or as an accessory building. Our options are to purchase an existing home within the existing Airport Overlay or to build a new home on adjacent property, outside the existing Airport Overlay. Either way, we believe it would be best to define the Jossy property, adjacent to the Sunset Airstrip, as a residential airpark.

This request is important and requires immediate attention for the following reasons:

1. Defining the Jossy property as a residential airpark provides regulation for consistent use.
2. This request follows a previous request dated January 26th, 2009 by April and Bob Jossy, owners of the property adjacent to the Sunset Airstrip and outside the existing Airport Overlay. Their previous request to expand the existing Airpark Overlay was denied, due to the existing code not being specific to residential use. This new request is to add the needed Residential Single Family Airpark Overlay zone code and to apply it to the Jossy property adjacent to the existing Sunset Airstrip, Airport Overlay.
3. Precedence shows public and private airports, with airport overlays, providing access easement to adjacent properties, without specific airpark or airport overlay code. Even though access easements could be and will be allowed, all parties involved agree, defining the Jossy property as a residential airpark will benefit the community as a whole, by defining the area for consistent use as an airpark.
4. The current owners of the Sunset Airstrip land have indicated that they will not allow access from Jossy property, until a Residential Airpark Overlay is in place. Therefore, future development of the Jossy property as an airpark is at a standstill until new residential airpark code is in place.
5. Independence Airpark, in the City of Independence, Oregon, is a good example of a residential airpark adjacent to an airport, both with separate overlay zoning codes. See attached, City of Independence Dev. Code Subchapter 48.

References attached:

Jossy Request from January 26th, 2009, includes tax lot list and map of area to have new overlay zone.

Washington County CDC, Article III, 385, Private Use Airport Overlay District.

Washington County Rural/Natural Resource Plan Element, Policy 28, Airports

(includes existing Sunset Airstrip Overlay map)

City of Independence Development Code, Subchapter 48, Residential Single Family Airpark Overlay (RSA) Zone

Thank you,

Cliff Gerber

A handwritten signature in black ink, appearing to read "Cliff Gerber". The signature is fluid and cursive, with a long horizontal stroke at the end.

RECEIVED

JAN 23 7

RECEIVED

JAN 26 2009

OFFICE OF THE DIRECTOR
LAND USE & TRANSPORTATION

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

April and Bob Jossy
31965 NW Beach Rd.
Hillsboro, Or 97124
503-329-5253
bjossy@msn.com

Chair Brian, Members of the Board of Commissioners,

Re: Expand the airport overlay to include the land adjacent to the Sunset airstrip overlay. We request that this be included in the 2009 county work program.

We are asking the Washington County Board of Commissioners to include in the 2009 work program an expansion of the Sunset airstrip overlay. It is important that this be included in the 2009 county work program while the land is still under one ownership. This requested expansion would be on the land we own which is adjacent to the Sunset airstrip. This current overlay helps ensure the continued use of the airstrip.

We have submitted a subdivision application for this vacant land that is adjacent to the airstrip. This is why the overlay needs to be done this year. Washington County Planning has informed us that any new homes that are built on this land will not be able to have access to or use the airstrip, and could not have hangars or park airplanes on their property without an airport overlay.

An airport overlay expansion would be beneficial for the community because it allows pilots to purchase parcels in the new subdivision and use the airstrip; creating an extension of the community that is already adjacent to the airstrip and our land. Without an airport overlay there would be little or no reason for pilots to purchase homes in the new subdivision. This may cause conflicts between new residents who are not pilots and current airstrip residents.

Washington County's long range planning department has informed us that the time to create an overlay on our property is now, while we still own all the property, instead of after it is divided into lots and may have multiple owners.

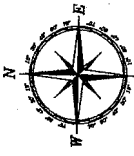
Included are maps; a tax lot map of the land we are requesting to be included in the airport overlay and a map of the current overlay on Sunset Airstrip. We also have included a list of the tax lots we own.

Thank you
Bob and April Jossy

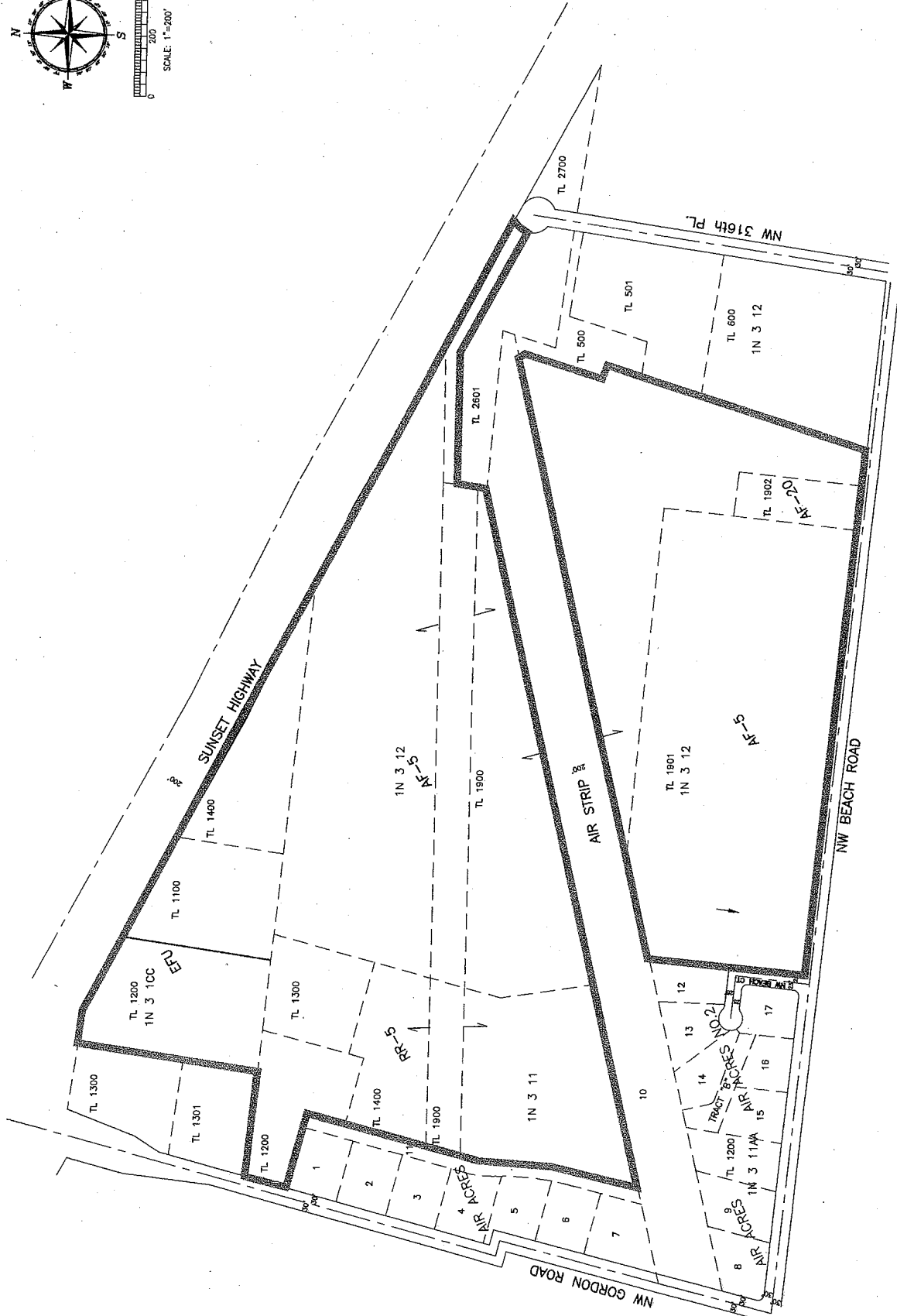
Bob Jossy
April Jossy

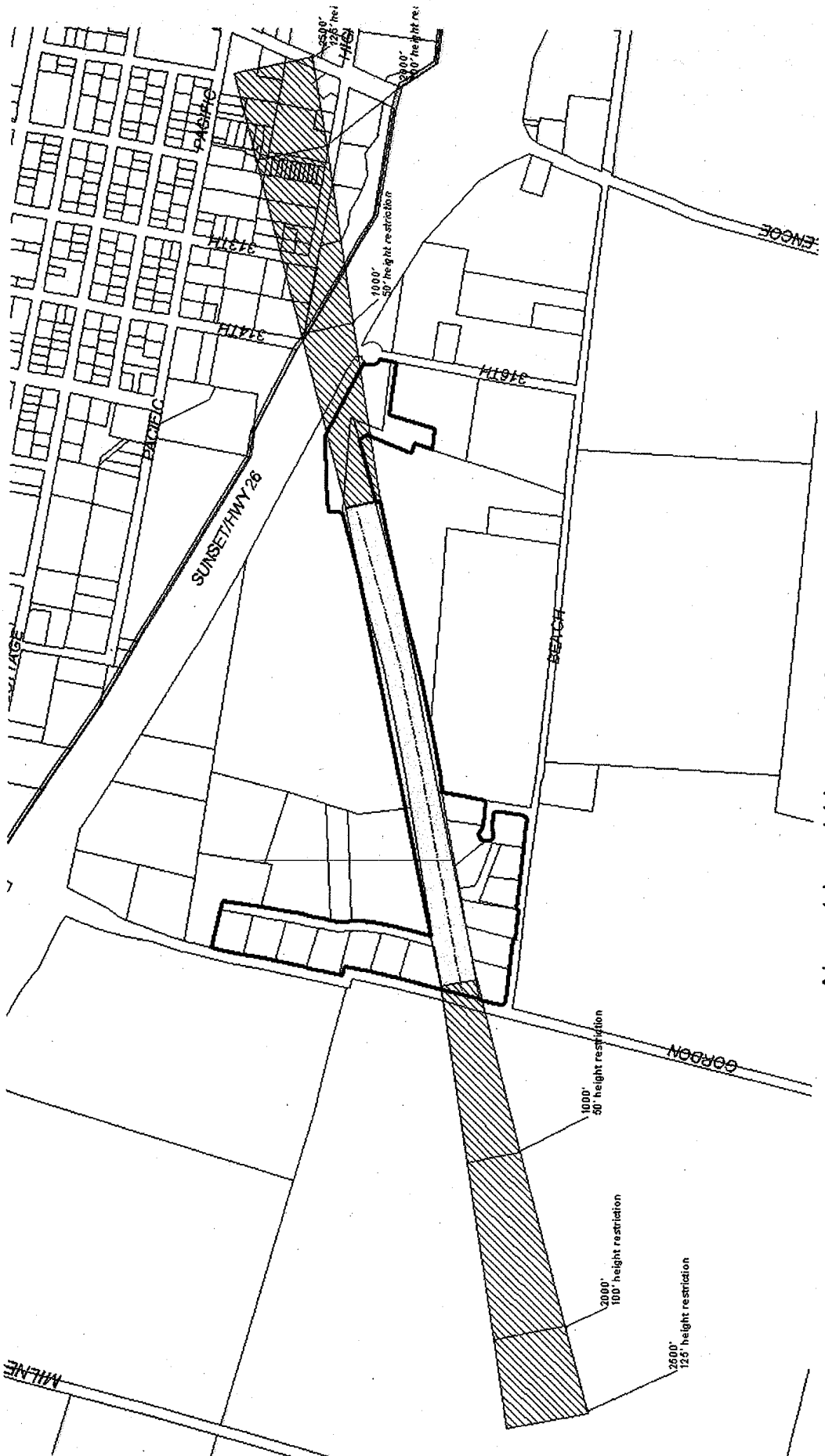
The lots that we would like to be included in the airport overlay are as follows:

Taxlot	Zoned	Acres
1N 3 12 TL 1900, 1901,	AF-5	67.5
1N 3 12 TL 1902	AF-20	1.4
1N 3 11 TL 1400, 1900	RR-5	11.5
1N 3 11 TL 1200	RR-5	2.73
1N 3 11 TL 1300	RR-5	2.4
1N 3 1cc TL 1200,	EFU	5.75
1N 3 1cc TL 1100	EFU	2.86
1N 3 1cc TL 1400	EFU	<u>3.67</u>
	Total Acres	97.81

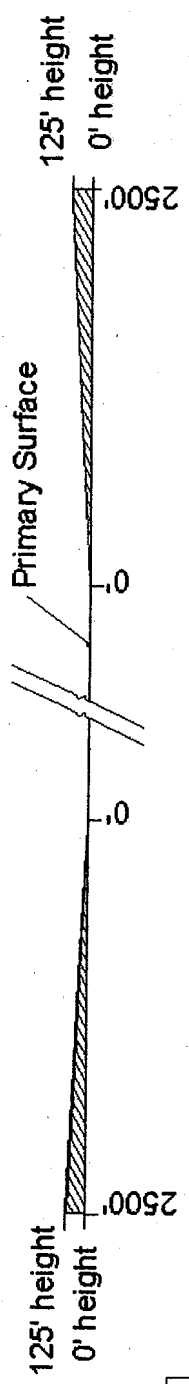



0 200 400
SCALE: 1"=200'





Airport Land Use and Approach Surface Overlay Districts




 Approach Surface
 20:1 slope

Airport Approach Surface Profile

Note to scale

385 PRIVATE USE AIRPORT OVERLAY DISTRICT

385-1 Purpose

The purpose of the Private Use Airport Overlay District is to recognize the locations of certain private use and privately owned public use airports and heliports and to provide for their continued operation and vitality consistent with state law. This Overlay District also recognizes the locations of and provides for the continued operation and vitality of public use airports not protected under ORS 836.610(1).

385-2 Applicability

This Overlay District applies to the following private use airports: Apple Valley AP, Meyer's Riverside AP, North Plains Gliderport, Olinger Strip, Sunset Airstrip, and to the life flight heliport at Providence St. Vincent Medical Center, pursuant to ORS 836.608(2). This Overlay District additionally applies to Skyport, a public use airport.

385-3 Continued Operation and Determination of Existing Uses

Operation of the following uses may be continued at their current levels as of the effective date of this ordinance (November 27, 2003) upon demonstration that the use existed at the airport at any time during 1996.

In response to requests for building permits or other expansions pursuant to Section 385-4 which may or may not otherwise require a Type II or Type III procedure, or in response to citizen complaints, the Review Authority may require a determination regarding the existence and level of a particular listed use in 1996. This determination of an existing use shall be based upon a review of evidence provided by the airport sponsor, and shall be processed via a Type II Procedure. This determination may be processed independently or concurrently with another Type II or Type III procedure.

- A. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed based operator facilities; a residence for an airport caretaker or security officer; and other activities incidental to the normal operation of an airport. Except as provided in this ordinance, "customary and usual aviation-related activities" do not include residential, commercial, industrial, manufacturing and other uses.
- B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan.
- C. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services include search and rescue operations but do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses.

- D. Law enforcement and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities include transport of personnel, aerial observation, and transport of equipment, water, fire retardant and supplies.
- E. Search and rescue operations, including aircraft and ground based activities that promote the orderly and efficient conduct of search or rescue related activities.
- F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel.
- G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft or aircraft-related products for sale to the public.
- H. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public.
- I. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft or aircraft-related products for sale to the public.
- J. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, defoliant and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting.
- K. Agricultural and Forestry Activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 308A.056.
- L. Aeronautic recreational and sporting activities, including activities, facilities and accessory structures at airports that support recreational usage of aircraft and sporting activities that require the use of aircraft or other devices used and intended for use in flight, are permitted subject to the acceptance of the airport sponsor. Aeronautic recreation and sporting activities include, but are not limited to, fly-ins; glider flights; hot air ballooning; ultralight aircraft flights; displays of aircraft; aeronautic flight skills contests; gyrocopter flights; flights carrying

parachutists; and parachute drops onto an airport. As used herein, parachuting and parachute drops include all forms of skydiving.

385-4 Expansion of Existing Uses

The expansion of uses identified in Section 385-3 of this Overlay District that existed at any time during 1996 is permitted as provided in this section.

A. Expansions Permitted Through a Type I Procedure

The following expansions of existing uses are permitted subject to the general standards of this Overlay District, the Development Standards of Article IV and all other applicable standards of the Code.

- (1) Construction of additional hangars and tie-downs.
- (2) Basing additional aircraft at the airport.
- (3) Increases in flight activity.

B. Expansions Permitted Through a Type II Procedure

The expansions of existing uses listed in Section 385-3 are permitted subject to the specific standards for the use set forth below as well as the general standards of this Overlay District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5 and as described in Section 385-8.

- (1) Growth of existing uses that require building permits, other than those existing uses identified in subsection A. of this Section, shall be permitted through a Type II procedure, provided the growth:
 - (a) Can be supported by existing public facilities and services and transportation systems authorized by applicable statewide land use planning goals;
 - (b) Does not force a significant change or significantly increases the costs of conducting existing uses on surrounding lands; and
 - (c) Does not exceeds the standards of ORS 215.296(1) if the airport is adjacent to land zoned for exclusive farm use.

385-5 Uses Which May be Permitted Through a Type III Procedure

Airport related uses identified in Section 385-3 of this Overlay District shall be permitted via a Type III public hearing process upon demonstration of compliance with the following standards. An applicant may demonstrate that these standards will be satisfied through the imposition of clear and objective conditions, and/or additional requirements may be conditioned pursuant to Section 385-8.

- A. The use is or will be supported by adequate types and levels of facilities and services and transportation systems consistent with the County's adopted and acknowledged 2020 Transportation Plan;
- B. The use does not seriously interfere with existing land uses in areas surrounding the airport; and
- C. For airports adjacent to land zoned for exclusive farm use, the use complies with the requirements in ORS 215.296.

385-6 Limitations on Height of Structures

All uses, activities, facilities and structures allowed in the Private Use Airport Overlay District shall comply with the requirements of Section 386, Private Use Airport Safety Overlay District.

385-7 Dimensional Requirements

The minimum dimensional requirements shall be that of the underlying land use district except where further restricted by applicable Conditions of Approval.

385-8 Additional Requirements

As a condition of approval of any conditional use proposed within the Private Use Airport Overlay District, the Review Authority may require:

- A. An increase in required setbacks.
- B. Additional off-street parking and loading facilities and building standards.
- C. Limitations on signs or lighting, hours of operation, points of ingress and egress, and building heights.
- D. Additional landscaping, screening and other improvements.
- E. Glare-resistant materials in the construction or other methods likely to reduce operating hazards.
- F. Other conditions considered necessary to achieve compliance and policies of the Comprehensive Plan.

386 PRIVATE USE AIRPORT SAFETY OVERLAY DISTRICT

386-1 Intent and Purpose

The intent of the Private Use Airport Safety Overlay District is to encourage and support the continued operation and vitality of private use airports that were the base for three or more aircraft on December 31, 1994, and certain privately-owned public use airports, by establishing safety standards to promote air navigational safety at these airports as well as the safety of those living near these airports.

386-2 Applicability

The Private Use Airport Safety Overlay District shall apply to Apple Valley AP, Meyer's Riverside AP, North Plains Gliderport, Olinger Strip AP, Skyport AP, Providence St. Vincent Medical Center HP, and Sunset Airstrip, pursuant to ORS 836.608(2) and OAR 660-013-0155(1).

This Overlay District applies certain height restrictions to new development in underlying land use districts according to those described in the definition for Approach Surface, as outlined under Section 106-10.7.

386-3 Imaginary Surface Delineation

The airport elevation and the location and dimensions of the runway, primary surface and approach surface shall be delineated for each private use airport subject to this overlay district and shall be made part of the Airport Safety and Land Use Compatibility Element of the Rural/Natural Resource Plan Map.

The helipad elevation and the location and dimensions of the primary surface, transitional surface and approach surface shall be delineated for the Providence St. Vincent Medical Center Heliport and shall be made part of the Airport Safety and Land Use Compatibility Element of the Cedar Hills-Cedar Mill Community Plan Map.

All lands, waters and airspace, or portions thereof, that are located within these surfaces shall be subject to the requirements of this Overlay District.

386-4 Notice of Land Use and Permit Applications within Overlay District Area

Written notice of applications and decisions for land use decisions, including Comprehensive Plan or Map amendments, shall be provided to the airport sponsor and the Department of Aviation as provided pursuant to Section 204.

386-5 Height Limitations on Allowed Uses in Underlying District

All uses permitted by the underlying district shall comply with the height limitations in this Section. When height limitations of the underlying district are more restrictive than those of this Overlay District, the underlying district height limitations shall control.

- A. Except as provided in subsection B. of this Section, no structure or appurtenance shall be constructed to penetrate, nor tree, plant or other object of natural growth shall be planted which within ten years of growth can be expected to penetrate, an airport imaginary surface.
- B. Height variances may be permitted when supported in writing by the airport sponsor and the Department of Aviation. Applications for height variances shall follow the procedures for other variances and shall be subject to such conditions and terms as recommended by the Department of Aviation.

386-6 Procedures

An applicant seeking a Type II or Type III approval in an area within this Overlay District shall provide the following information in addition to any other information required in the permit application:

- A. A map or drawing showing the location of the property in relation to the airport imaginary surfaces. The Land Development Services Division shall provide the applicant with appropriate base maps upon which to locate the property;
- B. Elevation profiles and a site plan, both drawn to scale, including the location and height of all existing and proposed structures, measured in feet above mean sea level in order to compare absolute height relative to that of the nearby airport runway; and
- C. If a height variance is requested, letters of “support” or “no impact” from the airport sponsor and the Department of Aviation are required.

386-7 Nonconforming Uses

- A. These regulations shall not be construed to require the removal, lowering or alteration of any structure not conforming to these regulations. These regulations shall not require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Overlay District.
- B. Notwithstanding subsection A. of this Section, the owner of any existing structure that has an adverse effect on air navigational safety as determined by the Department of Aviation shall install or allow the installation of obstruction markers as deemed necessary by the Department of Aviation, so that the structures become more visible to pilots.
- C. No Type II or Type III approval or other permit shall be granted that would allow a nonconforming use or structure to become a greater hazard to air navigation than it was on the effective date of this Overlay District.

387 PUBLIC USE AIRPORT OVERLAY DISTRICT

387-1 Purpose

The purpose of the Public Use Airport Overlay District is to encourage and support the continued operation and vitality of certain public use airports by allowing airport-related commercial and recreational uses in accordance with state law.

387-2 Applicability

This Overlay District applies to Stark's Twin Oaks Airpark, pursuant to ORS 836.610(1).

387-3 Conformance with Public Use Airport Safety and Compatibility Overlay District

All uses, activities, facilities and structures allowed in the Public Use Airport Overlay District shall comply with the requirements of Section 388, Public Use Airport Safety and Compatibility Overlay District. In the event of a conflict between the requirements of this land use overlay district and those of the Public Use Airport Safety and Compatibility Overlay District, the requirements of the latter shall control.

387-4 Uses Permitted Through at Type I Procedure

The following uses and activities are permitted subject to the general standards of this Overlay District, the Development Standards of Article IV and all other applicable standards of the Code. In addition, the Twin Oaks Airpark is located within an area identified by the Oregon Water Resources Department as the Bull Mountain-Cooper Mountain Critical Groundwater Area. Pursuant to this, groundwater consumption and activities on site that impact groundwater resources may be limited, as described in ORS Ch. 537 and OAR Ch. 690.

- A. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed based operator facilities; a residence for an airport caretaker or security officer; pilots' lounge and associated eating establishment; and other activities incidental to the normal operation of an airport. Except as provided in this ordinance, "customary and usual aviation-related activities" do not include residential, commercial, industrial, manufacturing and other uses.
- B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan.
- C. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses.

- D. Law enforcement and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities include transport of personnel, aerial observation, and transport of equipment, water, fire retardant and supplies.
- E. Search and rescue operations, including aircraft and ground based activities that promote the orderly and efficient conduct of search or rescue related activities.
- F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel.
- G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft or aircraft-related products for sale to the public.
- H. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public.
- I. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft or aircraft-related products for sale to the public.
- J. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, defoliant and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting.
- K. Agricultural and Forestry Activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 308A.056.

387-5 Uses Permitted Subject to the Acceptance of the Airport Sponsor

The following uses and activities and their associated facilities and accessory structures are permitted in the Public Use Airport Overlay District upon demonstration of acceptance by the airport sponsor.

- A. Aeronautic recreational and sporting activities, including activities, facilities and accessory structures at airports that support recreational usage of aircraft and

sporting activities that require the use of aircraft or other devices used and intended for use in flight. Aeronautic recreation and sporting activities authorized under this paragraph include, but are not limited to, fly-ins; glider flights; hot air ballooning; ultralight aircraft flights; displays of aircraft; aeronautic flight skills contests; and gyrocopter flights, but do not include flights carrying parachutists or parachute drops (including all forms of skydiving).

- B. Flights carrying parachutists, and parachute drops (including all forms of skydiving) onto an airport, but only upon demonstration that the parachutist business has secured approval to use a drop zone that is at least 10 contiguous acres. The configuration of the drop zone shall roughly approximate a square or a circle and may contain structures, trees, or other obstacles only if the remainder of the drop zone provides adequate areas for parachutists to land safely.

387-6 Dimensional Requirements

The minimum dimensional requirements shall be that of the underlying land use district except where further restricted by applicable Conditions of Approval.

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388 PUBLIC USE AIRPORT SAFETY AND COMPATIBILITY OVERLAY DISTRICT

388-1 Intent and Purpose

The purpose of the Public Use Airport Safety and Compatibility Overlay District is to encourage and support the continued operation and vitality of public use airports with visual only approaches by establishing compatibility and safety standards to promote air navigational safety at such public use airports and to reduce potential safety hazards for persons living, working or recreating near such public use airports.

388-2 Applicability

The Public Use Airport Safety and Compatibility Overlay District shall be applied to the area surrounding Stark's Twin Oaks Airpark. In the future, this overlay district may apply to new or existing public use airports with visual approaches that have been identified by the Oregon Department of Aviation as requiring this level of protection, pursuant to ORS 836.600; ORS 836.619; OAR 660-013-0070; OAR 660-013-0080.

388-3 Imaginary Surface and Noise Impact Boundary Delineation

The airport elevation, the airport noise impact boundary, and the location and dimensions of the runway, primary surface, runway protection zone, approach surface, horizontal surface, conical surface, transitional surface and direct impact boundary shall be delineated for each airport subject to this overlay district and shall be made part of the Airport Land Use and Safety Overlay District Element of the Rural/Natural Resource Plan Map. All lands, waters and airspace, or portions thereof, that are located within these boundaries or surfaces shall be subject to the requirements of this overlay district.

388-4 Notice of Land Use and Permit Applications within Overlay District Area

Except as otherwise provided herein, written notice of applications for land use decisions, including comprehensive plan amendments, in an area within this overlay district, shall be provided to the airport sponsor and the Department of Aviation as provided pursuant to Section 204.

388-5 Height Limitations on Allowed Uses in Underlying Districts

All uses permitted by the underlying district shall comply with the height limitations in this Section. When height limitations of the underlying district are more restrictive than those of this overlay district, the underlying district height limitations shall control.

- A. Except as provided in subsections B. and C. of this Section, no structure or tree, plant or other object of natural growth shall penetrate an airport imaginary surface.
- B. For areas within airport imaginary surfaces but outside the approach and transition surfaces, where the terrain is at higher elevations than the airport

runway surfaces such that existing structures and permitted development penetrate or would penetrate the airport imaginary surfaces, the Review Authority may authorize structures up to thirty-five (35) feet in height.

- C. Other height exceptions or variances may be permitted when supported in writing by the airport sponsor, the Department of Aviation and the FAA. Applications for height variances shall follow the procedures for other variances and shall be subject to such conditions and terms as recommended by the Department of Aviation and the FAA.

388-6 Procedures

An applicant seeking a Type II or a Type III approval in an area within this Overlay District shall provide the following information in addition to any other information required in the permit application:

- A. A map or drawing showing the location of the property in relation to the airport imaginary surfaces. The Land Development Services Division shall provide the applicant with appropriate base maps upon which to locate the property;
- B. Elevation profiles and a site plan, both drawn to scale, including the location and height of all existing and proposed structures, measured in feet above mean sea level; and
- C. If a height variance is requested, letters of “support” or “no impact” from the airport sponsor, the Department of Aviation, and the FAA are required.

388-7 Land Use Compatibility Requirements

Applications for land use or building permits for properties within the boundaries of this Overlay District shall comply with the requirements of this chapter as provided herein.

A. Noise

Within airport noise impact boundaries, land uses shall be established consistent with the levels identified in OAR 660, Division 13, Exhibit 5. A declaration of anticipated noise levels shall be attached to any subdivision or partition approval or other land use approval or building permit affecting land within identified airport noise impact boundaries. In areas where the noise level is anticipated to be at or above 55 LDN, prior to issuance of a building permit for construction of a noise sensitive land use (real property normally used for sleeping or as a school, church, hospital, public library or similar use), the permit applicant shall be required to demonstrate that a noise abatement strategy will be incorporated into the building design that will achieve an indoor noise level equal to or less than 55 LDN.

B. Outdoor lighting

Any new or expanded industrial, commercial or recreational use shall submit an outdoor lighting plan to determine that the new use will not project lighting directly

onto an existing runway or taxiway or into existing airport approach surfaces except where necessary for safe and convenient air travel. Lighting for these uses shall incorporate shielding in their designs to reflect light away from airport approach surfaces. No use shall imitate airport lighting or impede the ability of pilots to distinguish between airport lighting and other lighting.

C. Glare

No glare producing material, including but not limited to unpainted metal or reflective glass, shall be used on the exterior of structures located within an approach surface or on nearby lands where glare could impede a pilot's vision.

D. Industrial emissions

No new industrial, mining or similar use, or expansion of an existing industrial, mining or similar use, shall, as part of its regular operations, cause emissions of smoke, dust or steam that could obscure visibility within airport approach surfaces, except upon demonstration, supported by substantial evidence, that mitigation measures imposed as approval conditions will reduce the potential for safety risk or incompatibility with airport operations to an insignificant level. The review authority shall impose such conditions as necessary to ensure that the use does not obscure visibility.

E. Communications Facilities and Electrical Interference

No use shall cause or create electrical interference with navigational signals or radio communications between an airport and aircraft. Proposals for the location of new or expanded radio, radiotelephone, and television transmission facilities and electrical transmission lines within this overlay zone shall be coordinated with the Department of Aviation and the FAA prior to approval. Approval of cellular and other telephone or radio-communication towers on leased property located within airport imaginary surfaces shall be conditioned to require their removal within 90 days following the expiration of the lease agreement. A bond or other security shall be required to ensure this result.

F. Limitations and Restrictions on Allowed Uses in the RPZ, Approach Surface, and Airport Direct and Secondary Impact Areas

The land uses identified in Table 1, and their accessory uses, are permitted, permitted under limited circumstances, or prohibited in the manner therein described. In the event of conflict with the underlying zone, the more restrictive provisions shall control. As used in this section, a limited use means a use that is allowed subject to special standards specific to that use.

TABLE 1

Location	Public	Residential	Commercial	Industrial	Institutional	Farm Use	Roads/ Parking	Utilities	Parks/Open Space	Golf Courses	Athletic Fields	Sanitary Landfills	Water Treat- ment Plants	Mining	Water Impoundments	Wetland Mitigation
RPZ ¹	L ²	N	N	N	N	P ³	L ⁴	L ⁵	L ⁶	L ⁷	N	N	N	N	N	N
Approach Surface ⁸	L ⁹	L ¹⁰	L ⁹	L ⁹	L ⁹	P ³	P	L ⁵	P	L ^{7,9}	L ⁹	N	N	L ¹¹	N ¹ 2	L ¹³
Direct Impact Area	P	L ¹⁴	L ¹⁵	P	L ¹⁵	P ³	P	L ⁵	P	L ⁷	L ¹⁴	N	N	L ¹¹	L ¹⁶	L ¹³

P = Use is Permitted

L = Use is Allowed Under Limited Circumstances (See Footnotes)

N = Use is Not Allowed

Table 1 Footnotes:

1. No structures shall be allowed within the RPZ. Exceptions shall be made only for structures accessory to airport operations whose location within the RPZ has been approved by the FAA.
2. In the RPZ, public airport uses are restricted to those uses and facilities that require location in the RPZ.
3. Farming practices that minimize wildlife attractants are encouraged.
4. Roads and parking areas are permitted in the RPZ only upon demonstration that there are no practicable alternatives. Lights, guardrails and related accessory structures are prohibited. Cost may be considered in determining whether practicable alternatives exist.
5. In the RPZ, utilities, powerlines and pipelines must be underground. In approach surfaces and in airport direct and secondary impact areas, the proposed height of utilities shall be coordinated with the airport sponsor and the Department of Aviation.
6. Public assembly facilities are prohibited within the RPZ.
7. Golf courses may be permitted only upon demonstration, supported by substantial evidence, that management techniques will be utilized to reduce existing wildlife attractants and avoid the creation of new wildlife attractants. Such techniques shall be required as conditions of approval. Structures are not permitted within the RPZ. For purposes of this Chapter, tee markers, tee signs, pin cups and pins are not considered to be structures.
8. Within 10,000 feet from the end of the primary surface of a nonprecision instrument runway, and within 50,000 feet from the end of the primary surface of a precision instrument runway.
9. Public assembly facilities may be allowed in an approach surface only if the potential danger to public safety is minimal. In determining whether a proposed use is appropriate, consideration shall be given to: proximity to the RPZ; density of people per acre; frequency of use; level of activity at the airport; and other factors relevant to public safety. In general, high density uses should not be permitted within airport approach surfaces, and non-residential structures should be located outside approach surfaces unless no practicable alternatives exist.

10. Residential densities within approach surfaces should not exceed the following densities: (1) within 500 feet of the outer edge of the RPZ, 1 unit/acre; (2) within 500 to 1,500 feet of the outer edge of the RPZ, 2 units/acre; (3) within 1,500 to 3,000 feet of the outer edge of the RPZ, 4 units/acre.
11. Mining operations involving the creation or expansion of water impoundments shall comply with the requirements of this Chapter regulating water impoundments.
12. Water impoundments are prohibited within 5,000 feet from the end of a runway. See Section 388-8 regulating water impoundments beyond 5,000 feet from the edge or end of a runway.
13. Wetland mitigation required for projects located within an approach surface or airport direct or secondary impact area shall be authorized only upon demonstration, supported by substantial evidence, that it is impracticable to provide mitigation outside of these areas. Proposals for wetland mitigation shall be coordinated with the airport sponsor, the Department of Aviation, the FAA, and wetland permitting agencies prior to the issuance of required permits. Wetland mitigation shall be designed and located to avoid creating a wildlife hazard or increasing hazardous movements of birds across runways and approach surfaces. Conditions shall be imposed as are appropriate and necessary to prevent in perpetuity an increase in hazardous bird movements across runways and approach surfaces. See Section 388-9 for best management practices for airports located near significant wetlands or wildlife habitat areas.
14. Within the transition surface, residential uses and athletic fields are not permitted.
15. Within the transition surface, overnight accommodations, such as hotels, motels, hospitals and dormitories, are not permitted.
16. See Section 388-8 prohibiting or regulating water impoundments beyond 5,000 feet from the edge or end of a runway.

388-8 Water Impoundments within Approach Surface Areas and Airport Direct Impact Boundaries

Any use or activity that would result in the establishment or expansion of a water impoundment shall comply with the requirements of this Section.

- A. No new or expanded water impoundments of one-quarter acre in size or larger are permitted:
 - (1) Within an approach surface and within 5,000 feet from the end of a runway;
or
 - (2) On land owned by the airport sponsor that is necessary for airport operations.

388-9 Wetland Mitigation, Creation, Enhancement and Restoration within Approach Surface Areas and Airport Direct Impact Boundaries

- A. Notwithstanding the requirements of Section 388-8, wetland mitigation, creation, enhancement or restoration projects located within areas regulated under Section 388-8 shall be allowed upon demonstration of compliance with the requirements of this Section.
- B. Wetland mitigation, creation, enhancement or restoration projects existing or approved on the effective date of this ordinance and located within areas regulated under Section 388-8 are recognized as lawfully existing uses.
- C. To help avoid increasing safety hazards to air navigation near public use airports, the establishment of wetland mitigation banks in the vicinity of such airports but

outside approach surfaces and areas regulated under Section 388-8 is encouraged.

- D. Applications to expand wetland mitigation projects in existence as of the effective date of this ordinance (November 27, 2003), and new wetland mitigation projects, that are proposed within areas regulated under Section 388-8 shall be considered utilizing the review process applied to applications for conditional use permits and shall be permitted upon demonstration that:
- (1) It is not practicable to provide off-site mitigation; or
 - (2) The affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water discharge, and the area proposed for mitigation is located outside an approach surface.
- E. Wetland mitigation permitted under subsection D. of this Section shall be designed and located to avoid creating a wildlife hazard or increasing hazardous movements of birds across runways or approach surfaces.
- F. Applications to create, enhance or restore wetlands that are proposed to be located within approach surfaces or within areas regulated under Section 388-8, and that would result in the creation of a new water impoundment or the expansion of an existing water impoundment, shall be considered through a Type II review process and shall be permitted upon demonstration that:
- (1) The affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water discharge; and
 - (2) The wetland creation, enhancement or restoration is designed and will be maintained in perpetuity in a manner that will not increase hazardous movements of birds feeding, watering or roosting in areas across runways or approach surfaces.
- G. Proposals for new or expanded wetland mitigation, creation, enhancement or restoration projects regulated under this Section shall be coordinated with the airport sponsor, the Department of Aviation, the FAA and FAA's technical representative, the Oregon Department of Fish & Wildlife (ODFW), the Oregon Division of State Lands (DSL), the US Fish & Wildlife Service (USFWS), and the US Army Corps of Engineers (Corps) as part of the permit application.
- H. A decision approving an application under this Section shall require, as conditions of approval, measures and conditions deemed appropriate and necessary to prevent in perpetuity an increase in hazardous bird movements across runways and approach surfaces.

388-10 Nonconforming Uses

- A. These regulations shall not be construed to require the removal, lowering or alteration of any structure not conforming to these regulations. These regulations shall not require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Overlay District.
- B. Notwithstanding subsection A. of this Section, the owner of any existing structure that has an adverse effect on air navigational safety as determined by the Department of Aviation shall install or allow the installation of obstruction markers as deemed necessary by the Department of Aviation, so that the structures become more visible to pilots.
- C. No land use or limited land use approval or other permit shall be granted that would allow a nonconforming use or structure to become a greater hazard to air navigation than it was on the effective date of this Overlay District.

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AIRPORTS

POLICY 28, AIRPORTS:

It is the policy of Washington County to protect the function and economic viability of existing public use airports, while ensuring public safety and compatibility between airport uses and surrounding land uses for public use airports identified by the Oregon Department of Aviation (DOA).

Introduction

Changes in state law passed in 1995 and 1997 require local jurisdictions to adopt an airport planning program for certain airports described in ORS 836.600 et. Seq. The Aeronautics Division of the Oregon Department of Transportation (now the Department of Aviation/DOA) and the Department of Land Conservation and Development together developed Airport Planning Rules (OAR 660-013) and identified certain public and private use airports that would be subject to these rules, based on the parameters set forth in the statute. The DOA manages the list of identified airports, which is subject to amendment through a review and decision process by the state Aviation Board, pursuant to OAR 738-090. Procedures for amendment of the state airport list include public notice procedures. As necessary, the County will initiate Comprehensive Plan amendment proceedings to remain current with DOA list of all airports.

Policy 17 of the Washington County 2020 Transportation Plan identifies and outlines transportation-related policies for the County's three public use airports. The Rural/Natural Resource Plan and the Comprehensive Framework Plan for the Urban Area each outline land use related policies that address only those airports within the Washington County jurisdiction that are identified by the DOA list, with the addition of Skyport, a small public use facility located north of Cornelius.

Policy 28 outlines implementing strategies which, in part, set forth Airport Overlay Districts to regulate safety concerns, land uses and land use compatibility issues on airport properties and within surrounding area. These are structured to address state-recognized airports in two categories, generally referred to herein as Public Use Airports and Private Use Airports. Where the Airport Overlay Districts are concerned, references to airports and airport facilities generally includes heliports as well.

Several other airport facilities exist throughout the County that are not a part of this airport planning program and thus not recognized by the established Airport Overlay Districts. In general, these include personal use airports, heliports and agriculturally related landing strips. With the exception of agriculturally related landing strips, these facilities are regulated as special uses in specified land use districts pursuant to standards outlined in the Community Development Code. Where personal use facilities are concerned, the Community Development Code make a distinction between the terms and heliport, as they are permitted equally in all land use districts.

Outside the UGB, land use districts which allow personal use airports as a special use generally include all rural districts except rural commercial (RCOM) and rural Industrial (RIND); inside the land use district which allow personal use heliports as a special use include the rural residential districts (AF-5, AF-10 and RR-5), and the special industrial overlay district (SID). Urban land use districts that permit personal use heliports include all residential districts (R-5, R-6, R-9, R-15, R-24, and R-25+), the commercial and business districts with the exception of the neighborhood commercial district (allowed in OC, CBD, and GC districts), and the industrial district (IND).

Implementing Strategies

The County will:

- a. Adopt and implement Airport Overlay Districts consistent with LCDC Airport Planning Rules and ORS Chapter 836 in order to:
 1. Protect public use airports by regulating land uses in designated areas surrounding the Portland-Hillsboro and the Stark's Twin Oaks airports based on adopted airport master plans or evidence of each airport's specific level of risk and usage. Prevent the installation of airspace obstructions, additional airport hazards, and ensure the safety of the public and guide compatible land use. Limit uses in specific noise impact and crash hazard areas that have been identified for each specific airport. To a lesser degree, protect the function and economic viability of the Skyport airport, which was not identified pursuant to ORS 836.600 but which the County recognizes as an established privately owned public use airport and thus requiring regulatory measures to promote safety.
 2. Protect privately owned, private use airports identified by the DOA. Each airport's specific level of risk and usage shall be used to guide the continued safe aeronautical access to and from these airports, considering the type of aircraft approved to use the field.
- b. Recognize the Portland-Hillsboro airport as the major aviation facility in Washington County and an airport of regional significance. To promote its operation, the County shall coordinate with the City of Hillsboro to help ensure compatibility with surrounding land uses. The Comprehensive Plan will be updated to reflect any necessary changes resulting from this process.
- c. Work with airport sponsors to coordinate with the Federal Aviation Administration (FAA) in promoting FAA-registered flight patterns and FAA flight behavior regulations in order to protect the interests of County residents living near airports;
- d. Maintain geographic information system (GIS) mapping of the Airport Overlay Districts and provide timely updates;
- e. Participate in and encourage the adoption of master plans for all public use airports and, at a minimum, an airport layout plan for the remaining DOA recognized airfields in Washington County;
- f. Discourage future development of private landing fields when they are in proximity to one another, or where they are near other public airports and potential airspace conflicts are determined to exist by the FAA or the DOA.

Summary Findings and Conclusions

In Washington County, the LCDC Airport Planning Rules apply to the following facilities, which are included in the County's airport planning program.

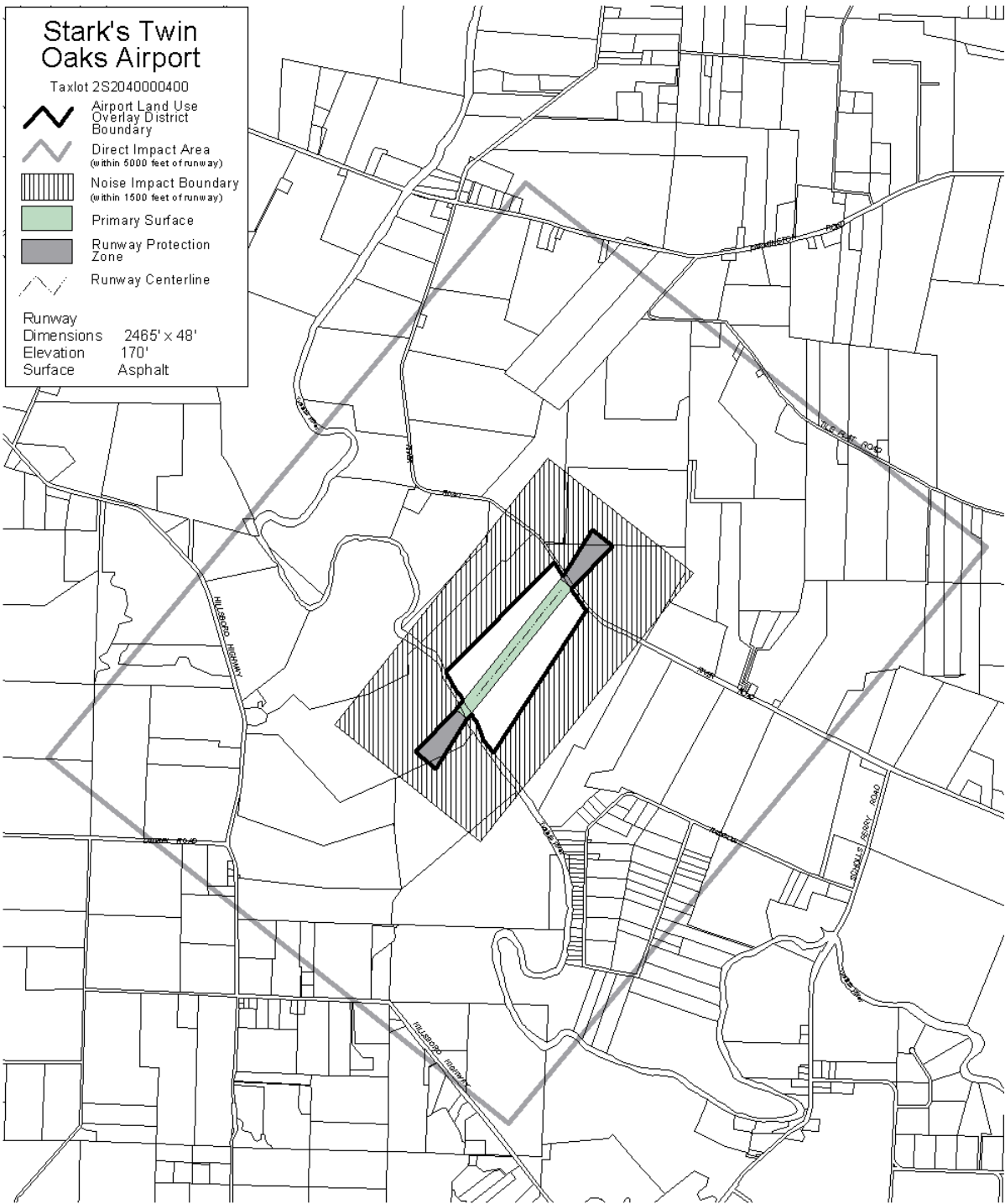
1. Public Use Airports – Publicly Owned:
 - a. Portland-Hillsboro
2. Public Use Airports – Privately Owned:
 - a. Stark's Twin Oaks Airpark
3. Private Use Airports – Privately Owned (recognized by DOA as having 3 or more based aircraft in 1994):
 - a. Apple Valley (1/2 mile S of Buxton)
 - b. Meyer's Riverside (2 miles SW of Tigard)
 - c. North Plains Gliderport (2 miles W of North Plains)

- d. Olinger Strip (3 miles NW of Hillsboro)
- e. Providence St. Vincent Medical Center Heliport (2.5 miles NE of Beaverton)
- f. Sunset Airstrip (1 mile SW of North Plains)

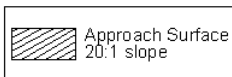
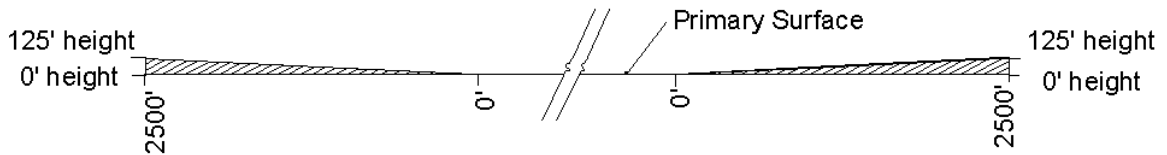
In addition to the above, the Skyport Airport (located 3 miles N of Cornelius) is a privately owned public use facility that was not identified by the DOA because of its relatively small size and low level of activity. However this facility has been included in the County's airport planning program because of its status as a public use airport. The level of protection provided for this facility is similar to that required for the privately owned private use airports identified in List 3, above.

The Portland-Hillsboro Airport, owned by the Port of Portland, is located within the city limits of Hillsboro. However land use and noise impact areas associated with this airport affect County lands. The County's planning efforts for the Portland-Hillsboro airport therefore will be coordinated with the City of Hillsboro after the current (2003) master plan update process is complete.

LCDC's Airport Planning Rules prescribe different levels of protection for the listed airports, depending on the nature of use and the size of the facility. In general, state requirements are applied to facilities within the County's jurisdiction through the application of Airport Overlay Districts to regulate land uses. There are two sets of overlays: one set applies to Public Use Airports (Portland-Hillsboro and Stark's Twin Oaks), and one set applies to Private use Airports, including all of those identified in List 3, above. For each airport category (public and private), the overlay district set consists of 1) a land use overlay district to regulate airport related land uses at the airport site, and 2) a safety and/or land use compatibility overlay district to mitigate land uses and height of structures and objects on properties immediately surrounding airports. For the Private Use Airports, the protection of the safety overlay district is limited to graduated height restrictions along approach corridors. For the Public Use Airport (i.e., Stark's Twin Oaks), the second overlay district is more elaborate and mitigates land uses and safety hazards in a broader area surrounding the airport. This overlay includes boundaries to identify areas subject to noise impacts, bird strike hazards, and protection measures for imaginary surfaces for airborne aircraft.

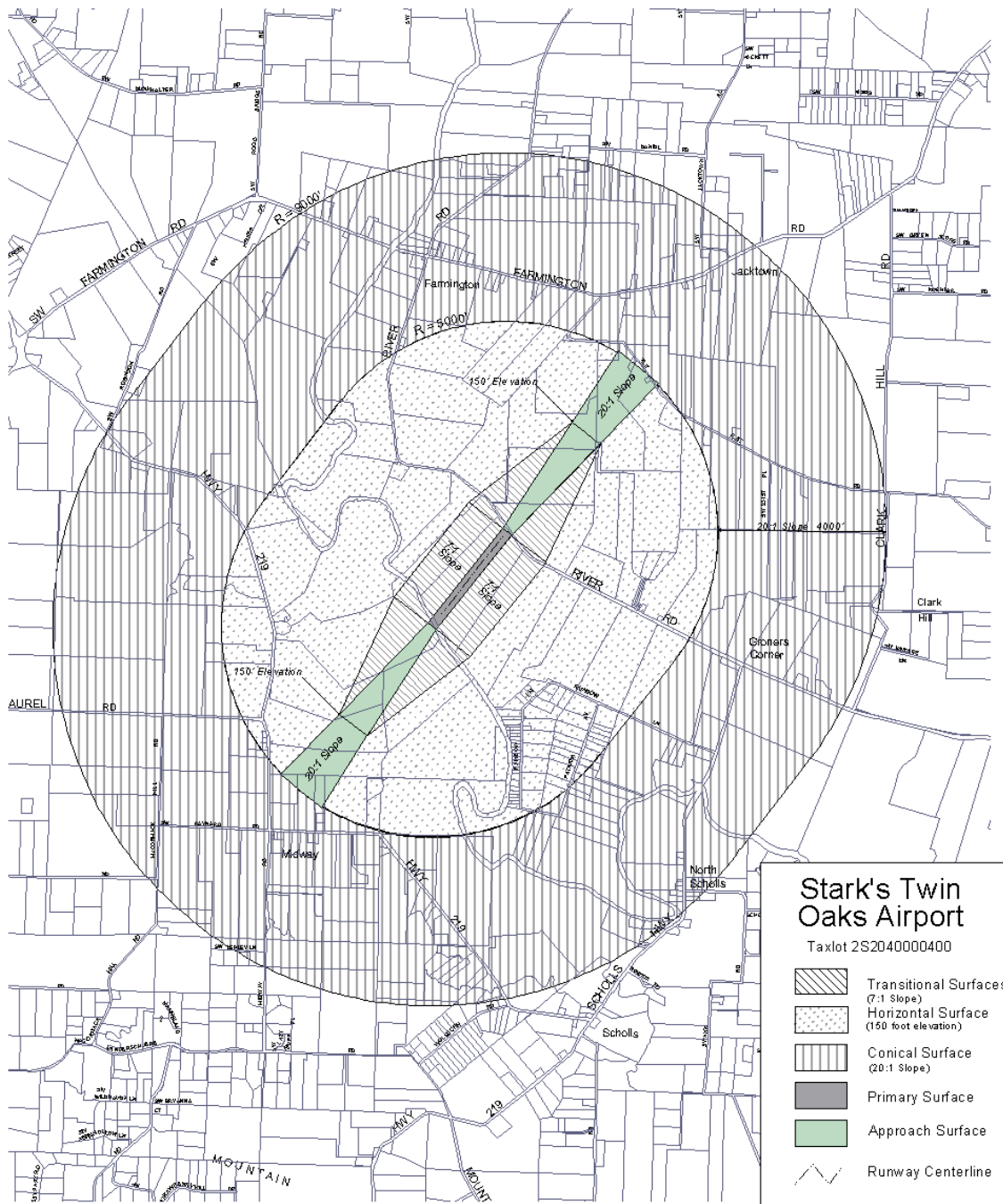


Airport Land Use and Approach Surface Overlay Districts



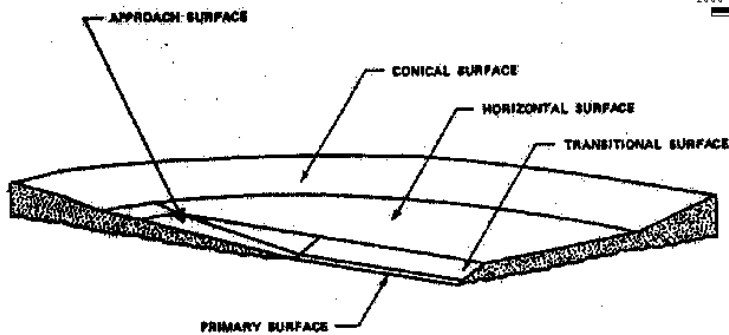
Airport Approach Surface Profile *Not to scale*





Airport Land Use and Approach Surface Overlay Districts

SCALE: 1" = 2400'-0"
2000 0 2000 4000 Feet



Airport Imaginary Surfaces



Apple Valley Airport

Taxlots
 2N4040001300
 2N4090000101
 2N4090000300

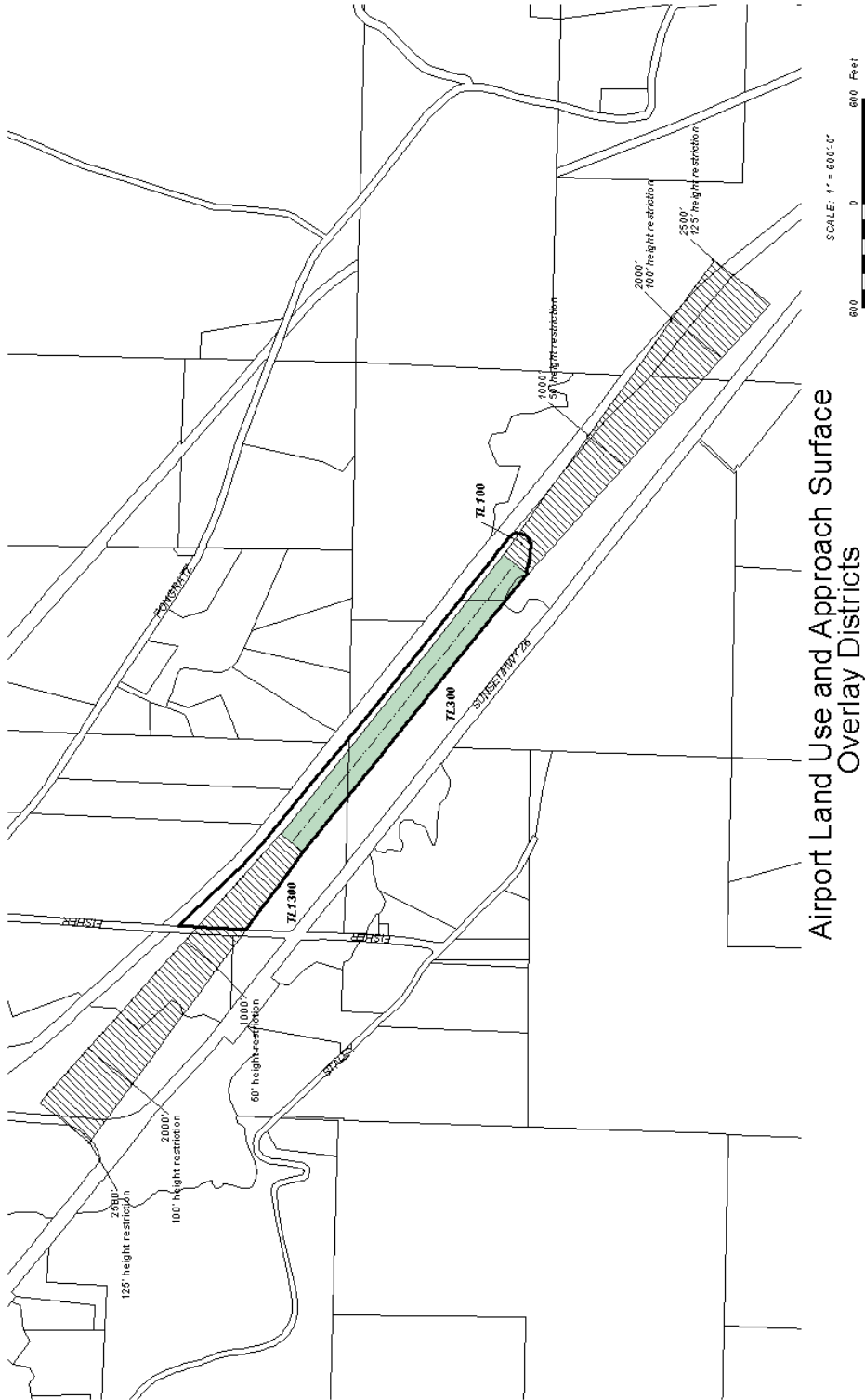
Airport Land Use Overlay District Boundary

Approach Surface

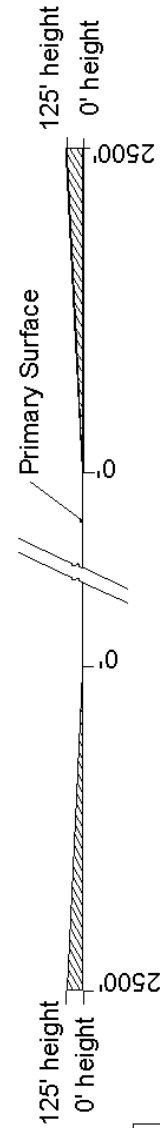
Primary Surface

Runway Centerline

Runway Dimensions 2470' x 60'
 Elevation 260'
 Surface Turf

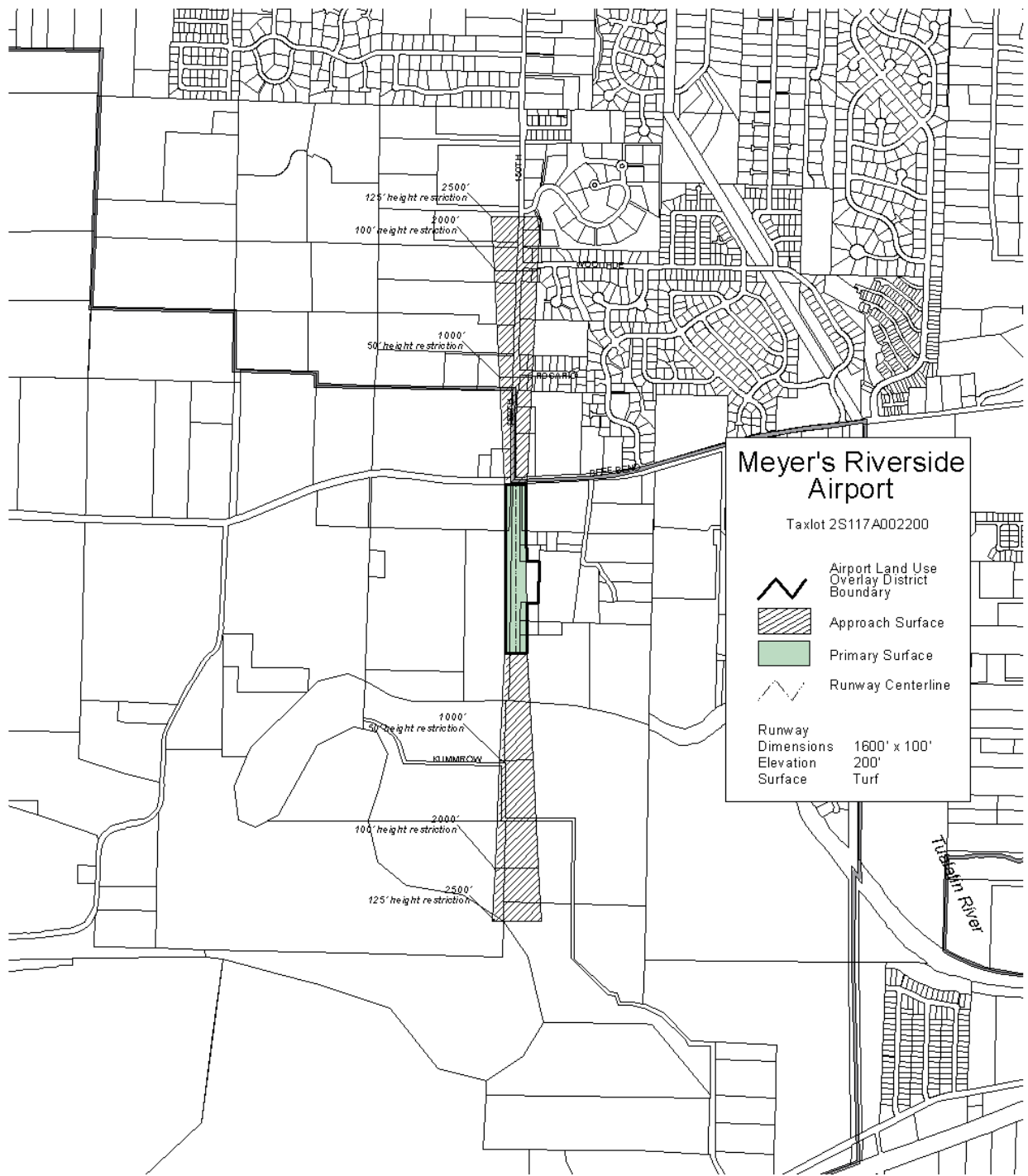


Airport Land Use and Approach Surface Overlay Districts

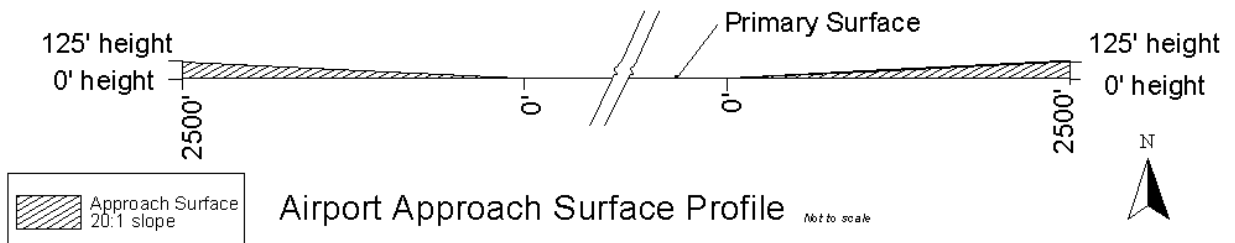
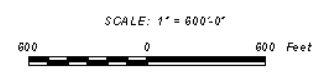


Airport Approach Surface Profile Not to scale

Approach Surface
 20:1 slope



Airport Land Use and Approach Surface Overlay Districts



**North Plains
Gliderport**
Taxlot: 1N3020000500

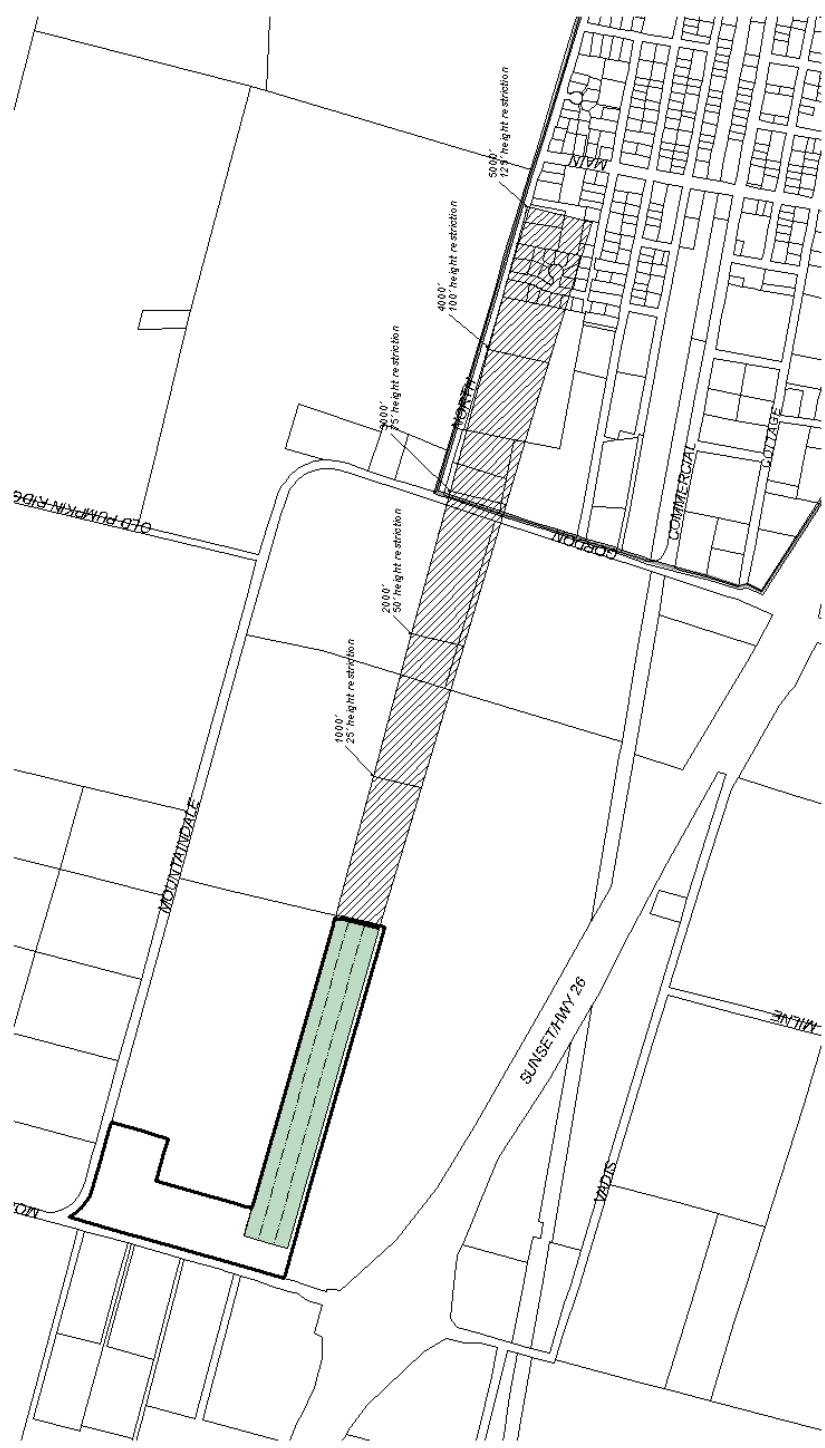
Airport Land Use
District
Boundary

Approach Surface 4D:1

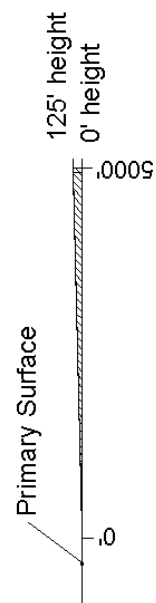
Primary Surface

Runway Centerline

Runway
Dimensions 2100' x 80'
Elevation 200'
Surface Turf

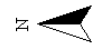


**Airport Land Use and Approach Surface
Overlay Districts**







Airport Approach Surface Profile
Not to scale

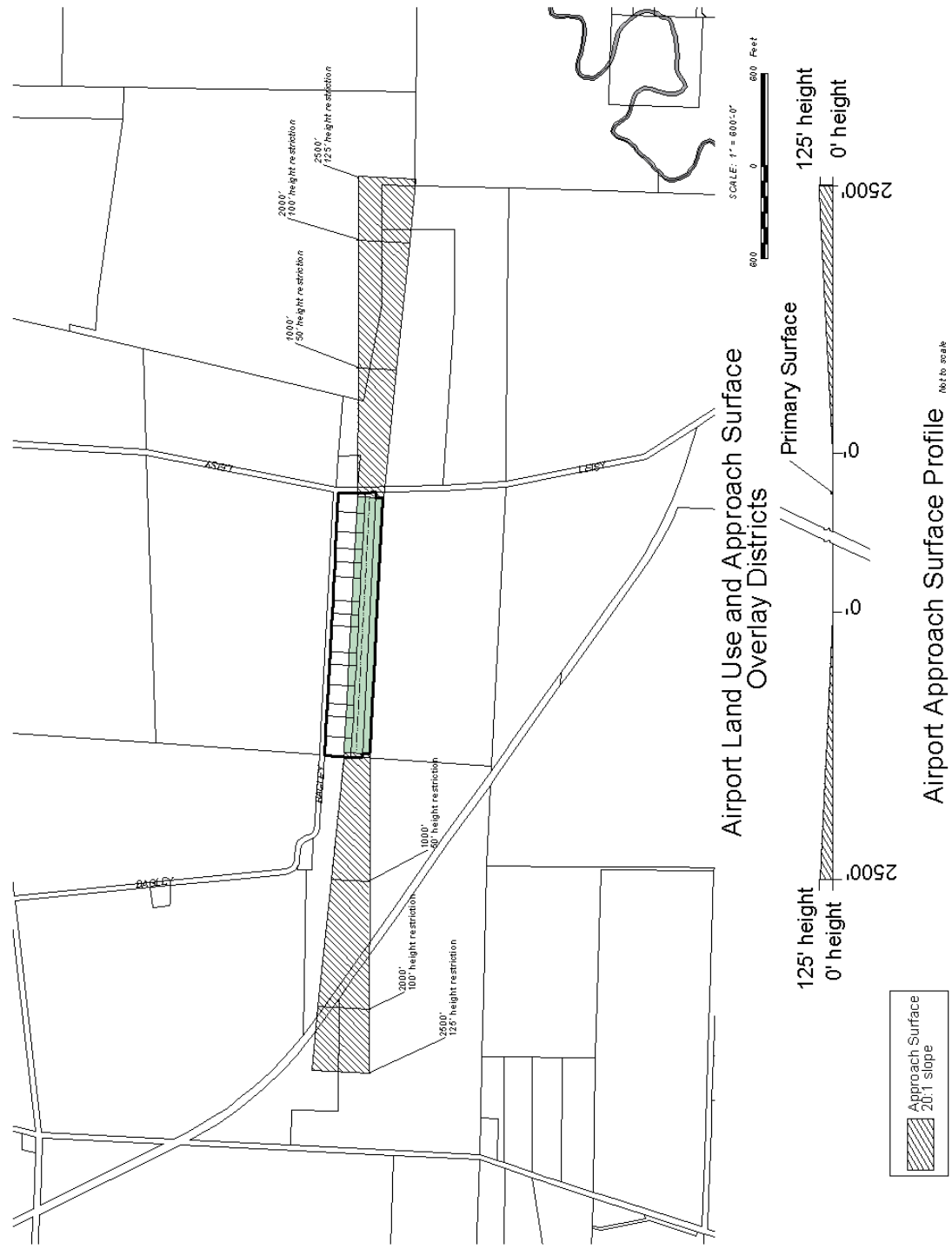
Approach Surface
4D:1 slope



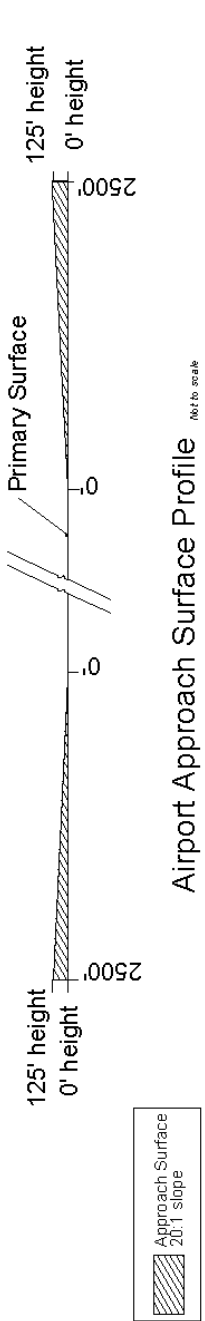
Olinger Strip Airport
 Taxlot 1N3230000517

 Airport Land Use Overlay District Boundary
 Approach Surface
 Primary Surface
 Runway Centerline

Runway Dimensions 2000' x 85'
 Elevation 200'
 Surface Turf



Airport Land Use and Approach Surface Overlay Districts



Airport Approach Surface Profile
 Not to scale

SUBCHAPTER 48

RESIDENTIAL SINGLE FAMILY AIRPARK OVERLAY (RSA) ZONE

48.005 Purpose and Intent:

The purpose of this Subchapter is to recognize the impacts and hazards associated with the operation of the Independence State Airport, and the uniqueness of airpark-type development. It is the intent of this chapter to promote the public health and safety in the vicinity of airfields by minimizing exposure to crash hazards and high noise levels generated by air field operations by encouraging future development which is compatible with the continued operation of airfields, and established Airpark development.

48.010 Definitions: As used in this Subchapter, the following terms are defined:

AIRPORT HAZARD: Any Structure over 35 feet in height, or object of natural growth, use of land or item determined by the Federal Aviation Administration (FAA) and Oregon Department of Aviation, which obstructs or interferes with the airspace required for the flight of aircraft in landing or taking off at the airfield, and any use of land which is injurious to persons or property because of its proximity to the airfield.

LAND USE, COMPATIBLE: The use of land so defined by this Ordinance.

RESIDENTIAL, AIRPARK DEVELOPMENT: Existing or proposed single-family residential development where the majority of homes have or will have aircraft hangars in addition to single-family homes. Also, all existing or proposed lots having rear lot lines abutting an existing or proposed aircraft taxi way.

RUNWAY: A defined area on an airport prepared for landing and takeoff of aircraft along its length. The runway includes any proposed new runway or runway extension shown on an Airport Master Plan or other planning document.

TREE: Any object of natural growth.

WATER SURFACES: For the purposes of this Subchapter, water surfaces shall have the same meaning as land for the establishment of protective zones.

48.015 RSA Overlay Height Limitations.

Except as otherwise provided in this Subchapter, no structure shall be erected, altered, or maintained, in any zone created by this Ordinance to a height in excess of the applicable height limitations already established in the base zoning districts.

A. Excepted Height Limitations: Nothing in this Chapter shall be construed as prohibiting the growth of any tree to a height up to fifty (50') above the surface of the land.

B. Proposed structures which exceed the maximum height in the base zoning district would be permitted upon the approval of a Variance in accordance with Chapter 70. The appropriateness of the request for the Variance may be evaluated by use of comments from the Federal Aviation Administration and/or Oregon Department of Aviation.

48.020 RSA Overlay Zone – Map and Boundary

A. Establishment of RSA Zoning Map: The RSA Overlay Zone herein established is shown on the official City of Independence Zoning Map.

B. RSA Overlay Zoning Boundary. The RSA Overlay Zoning boundary lines shown on the official Zoning Map shall be located as to include all property within city limits between Hoffman Road north to city limits and between the Independence State Airport runway and Stryker Road. Excluding the commercial area between Airport Drive and said runway, south of Cherokee Taxiway. The RSA boundary is attached as Exhibit "A" of this subchapter.

48.025 Permitted Uses.

The use of the land and buildings must be in compliance with the base zoning district as established by the Official City of Independence Zoning Map, and is further limited to the following permitted uses for the RSA Overlay Zone:

A. Residential Airpark Development.

B. Accessory uses and structures:

1. Aircraft Hangar. No aircraft hangar shall be constructed on any parcel or lot without an existing residential dwelling. An aircraft hangar cannot be used as a residence.

Notwithstanding any other provisions of this Subchapter, no use may be made of land or water within the zone established by the Chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airfield and aircraft, make it difficult for pilots to use the airfield, impair visibility in the vicinity of the airfield, create bird strike hazards, or otherwise materially endanger or interfere with the landing, take off, or maneuvering of aircraft intending to use the airfield; such as buildings with reflective glass or any type of reflective/glare producing exterior, high intensity recreation type lights (especially on high standards), smoke, antennas,

microwave towers, ham radio towers, open water impoundment, land fills, garbage dumps, or incinerators, or high tension transmission lines.

- C. Streets and sidewalks;
- D. Projects identified in the Transportation System Plan.

48.030 Supplementary RSA Overlay Provisions.

A. Avigation Easement. When a subdivision plan or lot split is required for any property within the RSA Overlay Zone, the property owner shall dedicate an avigation easement to the City and Oregon Department of Aviation over and across that property. The easement shall hold the City, Oregon Department of Aviation, public and airfield, harmless from any damages caused by noise, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft taking off, landing, or operating on or near the airfield, not including the physical impact of aircraft or parts thereof.

B. Notification of Buyers. No person shall sell, nor offer for sale, any property within the RSA Overlay Zone unless the prospective buyer has been notified of the fact that the property is within the RSA Overlay Zone.

C. Land Use Exemptions. Existing subdivision plats, existing zoning, existing building permits, and any comprehensive plans adopted prior to the adoption of this Subchapter are excepted from the foregoing land use prohibitions and discouragements. However, the requirements for avigation easements and buyer/lessor notification apply to those exempted uses when a lot split is required or when a parcel and/or building is to be sold.

48.035 Density.

The density of residential development upon any parcel or lot in the RSA Zone shall not exceed three dwelling units per acre.

48.040 Lot Frontage.

Each lot in the RSA Zone shall have a minimum of 75 feet of frontage on a public street.

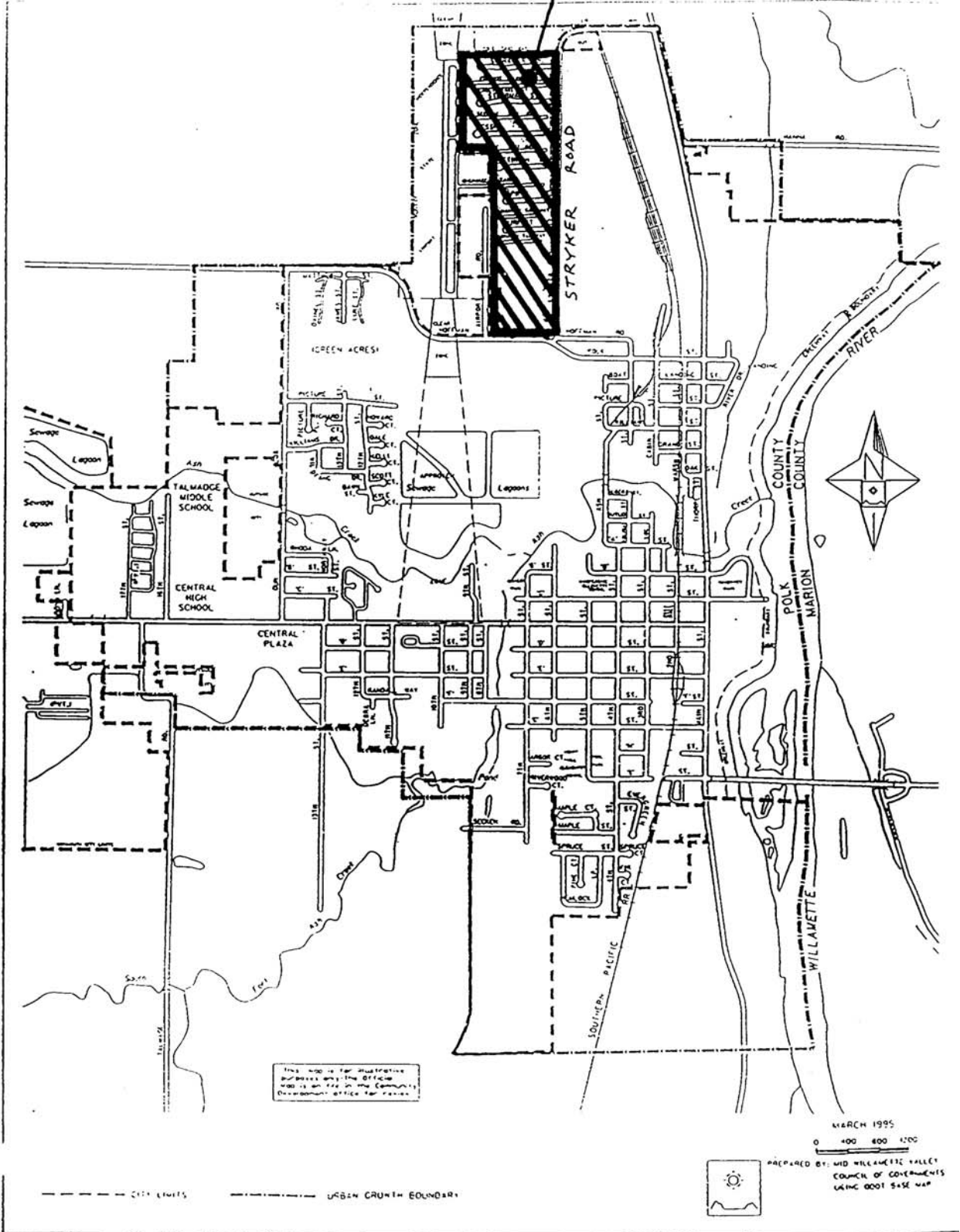
48.045 Lot Width.

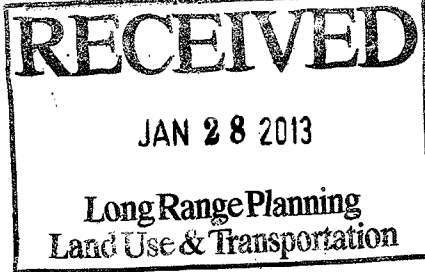
The minimum width at the front property line of any lot created in the RSA Zone shall be 75 feet.

48.050 Lot, Rear Property Line.

Any lot created in the RSA Zone will have a rear property line which abuts an existing or proposed taxiway.

RSA OVERLAY ZONE





April and Bob Jossy
31965 NW Beach Rd.
Hillsboro, Or 97124
503-329-5253
bjossy@msn.com

January 25, 2013

Chair Duyck, Members of the Board of Commissioners,

Re: Create a residential airpark overlay and place this created overlay on our land that is adjacent to the Sunset Airstrip. We request that this be included in the 2013 county work program.

We request that the Washington County Board of Commissioners include in the 2013 work program the creation of a residential airpark overlay and place this overlay on our land. It is important that this be included in the 2013 county work program while the land is still under one ownership, instead of multiple owners. This requested residential airpark overlay would be on the land we own that is adjacent to Sunset airstrip. Sunset Airstrip currently has an airport overlay that helps ensure the continued use of that airstrip.

We have subdivided the land that is adjacent to the Sunset Airstrip into multiple 4 acre lots. Washington County Planning has informed us that any new homes that are built on these lots will not be able to have access to or use the airstrip. Also these homeowners would not be able to park or taxi airplanes or have hangers on their property without an residential airpark overlay.

A residential airpark overlay would be beneficial for the Sunset Airstrip community because it allows pilots to purchase parcels in the new subdivision and use the airstrip; creating an extension of the community that is already adjacent to the airstrip and our land. We currently have pilots interested in buying parcels. Without a residential airpark overlay there would be little or no reason for pilots to purchase homes in the new subdivision. This may cause conflicts between new residents who are not pilots and current airstrip residents.

In 2009 we applied for an expansion of the airport overlay that is currently on the homes adjacent to Sunset Airstrip. We were not successful because DLCD said that they wanted to limit our land to residential airpark uses only instead of the airport overlay. Included are a plot map of Sunset Orchard Estates, the land we are requesting to be included in the residential airpark overlay and a map of the current overlay that is on Sunset Airstrip. We also have included a list of the tax lots that would comprise the area of the requested residential airpark overlay.

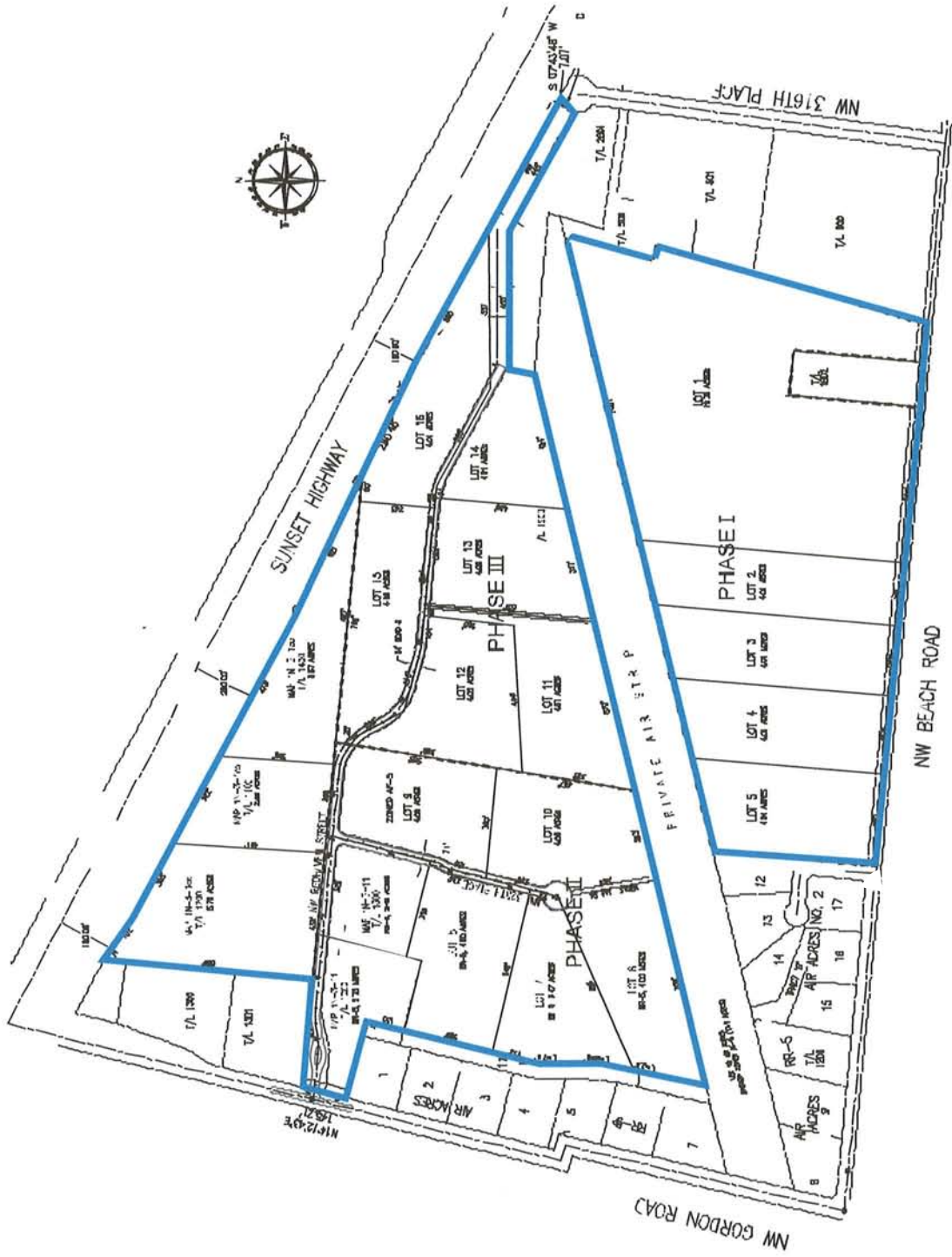
Thank you
Bob and April Jossy 503-329-5253

A handwritten signature in cursive script that reads "Bob Jossy".

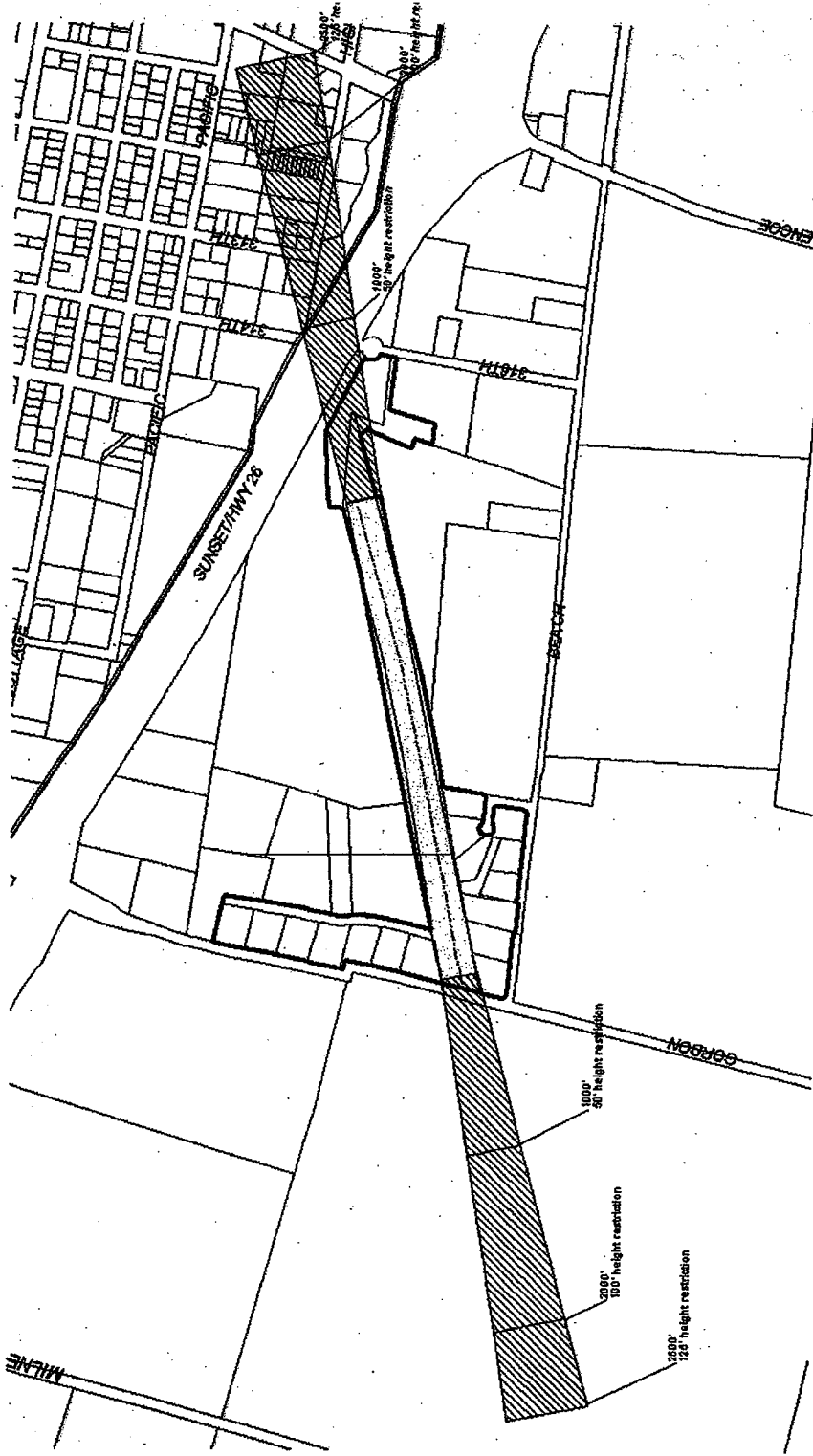
A handwritten signature in cursive script that reads "April Jossy".

The lots that we would like to be included in the airport overlay are as follows:

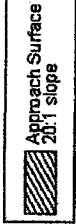
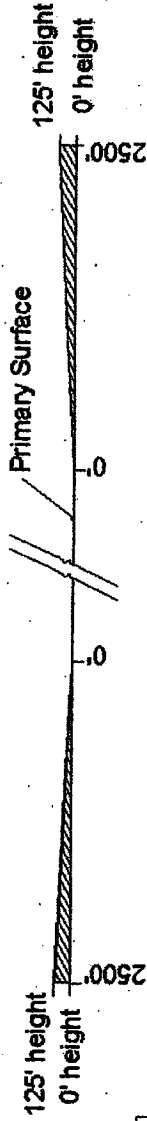
Taxlot	Zoned	Acres
Sunset Orchard Estates Lot 1	AF-5	19.35
Sunset Orchard Estates Lot 2	AF-5	4.01
Sunset Orchard Estates Lot 3	AF-5	4.01
Sunset Orchard Estates Lot 4	AF-5	4.01
Sunset Orchard Estates Lot 5	AF-5	4.01
1N 3 12 TL 1900,	AF-5	32.13
1N 3 12 TL 1902	AF-20	1.4
1N 3 11 TL 1400, 1900	RR-5	11.45
1N 3 11 TL 1200	RR-5	2.86
1N 3 11 TL 1300	RR-5	2.31
1N 3 1cc TL 1200,	EFU	5.75
1N 3 1cc TL 1100	EFU	2.86
1N 3 1cc TL 1400	EFU	<u>3.67</u>
	Total Acres	97.82



SUNSET ORCHARD ESTATES



Airport Land Use and Approach Surface Overlay Districts



Airport Approach Surface Profile AKA to east

LOCAL GOVERNMENT DEVELOPMENT CONSTRUCTION



January 29, 2013

Washington County Board of Commissioners
Attn: Chair Duyck
155 North First Avenue, Suite 300
Hillsboro, OR 97124

Re: 2013 Long Range Planning Work Program Request
North Bethany – Development on slopes greater than 25%

Chair Duyck and Commissioners,

In 2011, with the adoption of Ordinance 739 the Board made the decision to restrict all development in areas with slopes greater than 25%. This decision was specific to North Bethany and inconsistent with how sloped areas are treated in the rest of unincorporated Washington County. Further, this decision was not informed by any kind of on-site technical assessment performed by a registered geotechnical or geologic engineer.

With this correspondence we are asking that you take a second look at this issue and that you identify it as a Tier 1 priority within your 2013 Long Range Planning work program.

Although we have been very vocal about our concerns in North Bethany, we fully respect the Board's decision making process and tend to move beyond an issue once a formal decision has been reached. However, in this instance the Board's decision has had a significant negative impact on more than one of our properties. For one site specifically, it has resulted in a loss of as many as five (5) acres of potentially suitable development ground. Not only does this represent a setback to our organization, but it also contradicts our regional agenda to maximize development areas within the Urban Growth Boundary.

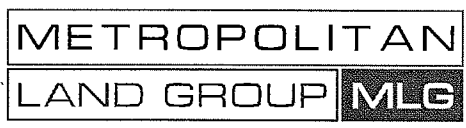
We are simply asking that these sloped areas be treated the same as they are in the rest of unincorporated Washington County. An in-depth on-site geotechnical/geologic assessment is far more appropriate for determining site suitability than a high-level planning analysis. Technical professionals with a clear understanding of the on-site conditions should be determining whether or not these areas are buildable. Please reconsider your original decision and give us the opportunity to assess these areas appropriately.

Thank you for your consideration of our request.

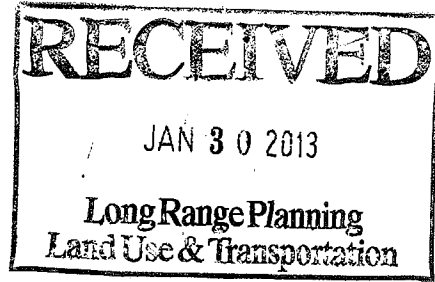
Best regards,

Matt Wellner
K&R Holdings, LLC
An affiliate of MLG

v 503.597.7100 | f 503.597.7149
17933 NW Evergreen Parkway, Ste. 300
Beaverton, OR 97006
CCB 181933



cc: Aisha Willits, Long Range Planning



From: lars.w@comcast.net [mailto:lars.w@comcast.net]
Sent: Tue 1/29/2013 5:26 PM
To: Aisha Willits
Cc: Lars Wahlstrom; Gary Virgin; Dick Smith
Subject: Fwd: Work program request.

Dear Commissioners of Washington County;

We would like to submit work program item.

We as Co-chairs of CPO 10 would like submit following as change to how Washington County LUT handles "Hardship dwelling exception/extensions".

Currently they have to be renewed every two years by submitting request with documentation by land owner. Almost always are this an issue where the family is a primary care taker of elderly parents or near relative due to old age and medical issues.

Reason to change this to every four year would reduce hardship on family for medical paperwork and other paperwork to be submitted to LUT.

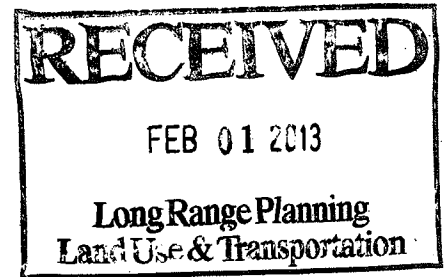
In addition LUT would have to handle this routine paperwork less than currently done saving County excess handling of something that most every time would not be opposed by anyone.

This change would be a win win for all.

Sincerely

Lars Wahlstrom Co-Chair CPO 10
9775 SW Clark Hill Road Beaverton,
OR. 97007
Phone 503-628-0361

Gary Virgin Co-Chair CPO 10
9910 SW Clark Hill Road Beaverton,
OR. 97007
Phone 503-628-6512



Washington County Board of Commissioners
155 North First Avenue
Hillsboro, OR 97124

Re: Request to Amend the Urban Planning Area Agreement and the Urban Growth Boundary for the City of Banks

Dear Commissioners:

The City requests the County to amend the Washington County – Banks Urban Planning Area Agreement (UPAA) and the County Comprehensive Plan consistent with amendments to the City's urban growth boundary adopted by the City of Banks by Ordinance 2011-04-03. As required by the UPAA, the following information is provided:

A. Statement Describing the Amendments

The requested amendments will expand the UGB for the City of Banks consistent with the updated 20-year population forecast and previously adopted plan amendments to meet the long term residential and commercial/industrial land needs. A thorough discussion regarding the UGB expansion is contained in the document prepared by CH2M HILL entitled "*City of Banks Urban Growth Boundary Expansion Justification Technical Report, October 2010*", as amended by Ordinance 2011-04-03.

B. Statement of Findings Indicating Why the Proposed Amendments are Necessary

Findings that demonstrate the necessity of the amendments and compliance with the applicable State statute/administrative rule requirements are contained in the aforementioned document prepared by CH2M HILL, as amended by Ordinance 2011-04-0012. Ordinance 2011-04-03 was not appealed, therefore, it is considered acknowledged by the Land Conservation and Development Commission (LCDC) per Oregon Revised Statute (ORS) 197.625


C. If the Request is to Amend the Planning Area Boundary, a Map which Clearly Indicates the Proposed Change and Surrounding Area

The request does amend the planning area boundary and includes a map showing the proposed change, i.e., "*Figure 13 – Banks UGB Expansion Reanalysis Study: City Council UGB Expansion and Zoning Strategy Allocation Map (Amended February 8, 2011)*" which is included in Exhibit A to Ordinance 2011-04-03. The proposed change expands the City's Urban Growth Boundary consistent with the surrounding area of interest and with respect to adoption of future Urban Reserves.

13680 NW Main Street, Banks, Oregon 97106
Phone: 503-324-5112 Fax: 503-324-6674 TTY 1-800-735-2900

On behalf of the City of Banks, I respectfully request that the Board adopt the UPAA and Comprehensive Plan amendments. Should you have any questions, please contact me at (503) 324-5112, or email at jbecker@cityofbanks.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Jolynn Becker". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jolynn Becker
Interim City Manager

Cc: Mayor John Kinsky
K. J. Won, City Planner
Aisha Willits

13680 NW Main Street, Banks, Oregon 97106
Phone: 503-324-5112 Fax: 503-324-6674 TTY 1-800-735-2900

2013

Work Program

Requests and Comments

**Received after
February 5, 2013**

RECEIVED

FEB 20 2013

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Richard VanGrunsven
9899NW316th Place
Hillsboro, OR 97124

Washington County Board of Commissioners
155 N. First Avenue Suite 300
Hillsboro, OR 97124-3072

Feb. 19, 2013

Chair Duyck, Members of the Washington County Board of Commissioners.

Re: Creation of a residential airpark overlay and placing this newly created overlay on Sunset Orchard Estates subdivision that is adjacent to the Sunset Airstrip. We request that this be included in the 2013 county work program.

Air Acres HOA requests that the Washington County Board of Commissioners include the creation of a residential airpark overlay in the 2013 work program. Air Acres HOA supports placing the new residential airpark overlay on Sunset Orchard Estates. It is important to the Air Acres HOA that this work is done in the 2013 county work program. Air Acres HOA represents 17 residential homes that are associated with the Sunset Airstrip. Sunset Airstrip currently has an airport overlay that ensures the continued use of the airstrip. A residential airpark overlay placed on Sunset Orchard Estates would benefit the Sunset Airstrip community because it allows the purchased parcels in that subdivision to use the airstrip, have hangars, and taxi airplanes on their land. The residential airpark overlay would create an extension of the community that is already adjacent to Sunset Airstrip. Because of the unique nature of airstrip operation, Air Acres HOA members find it desirable that adjacent residential property owners be people who are comfortable with flight activities. A residential airpark overlay on the Sunset Orchard Estates development would increase the probability of these properties being purchased by pilots and aircraft owners.

Air Acres HOA appreciates your consideration of the Residential Airpark Overlay.

Thank you.



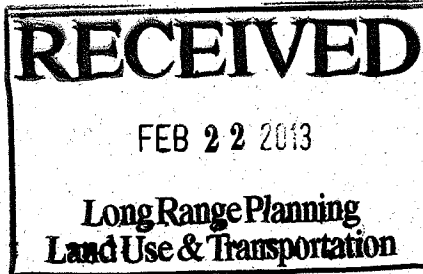
Richard VanGrunsven
President, Air Acres HOA



Open hearts, Open minds, Open doors

The people of Christ United Methodist Church

12755 NW Dogwood Street
Portland, Oregon 97229-5550
(503) 646-1598
office@cumcpdx.org



February 22, 2013

Mr. Andy Back, Planning and
Development Services Manager
Washington County
155 N First Ave
Hillsboro, OR 97124-3072

Dear Mr. Back,

I have been in contact with Ms. Nadine Smith-Cook and appreciate her assistance and advice in our endeavors for a columbarium at Christ United Methodist Church. Please consider this letter a request for a determination of a columbarium as an accessory use to our church to be considered at your annual work program.

Enclosed are an aerial photo of the church property showing three alternative sites, two preliminary layouts of a columbarium and two photos of a columbarium at Christ Church-Episcopal, Lake Oswego after which we would pattern our columbarium.

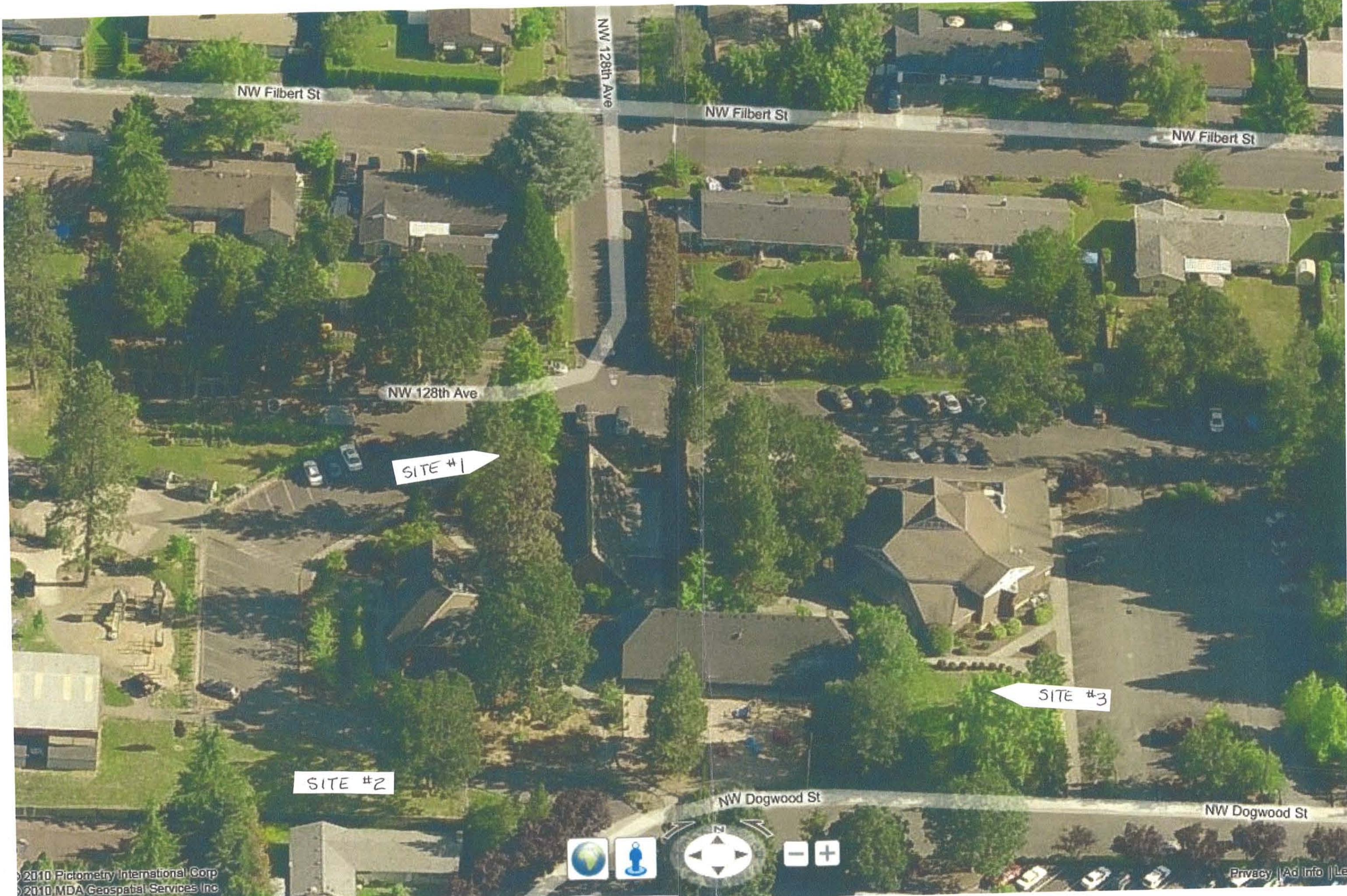
Sincerely,

Cliff Hillebrandt
503-629-8865

Encl.



We are a community of people making our faith journey together.
Our mission is to invite and nurture people toward a personal relationship with Jesus Christ.



NW Filbert St

NW 128th Ave

NW Filbert St

NW Filbert St

NW 128th Ave

SITE #1

SITE #2

SITE #3

NW Dogwood St

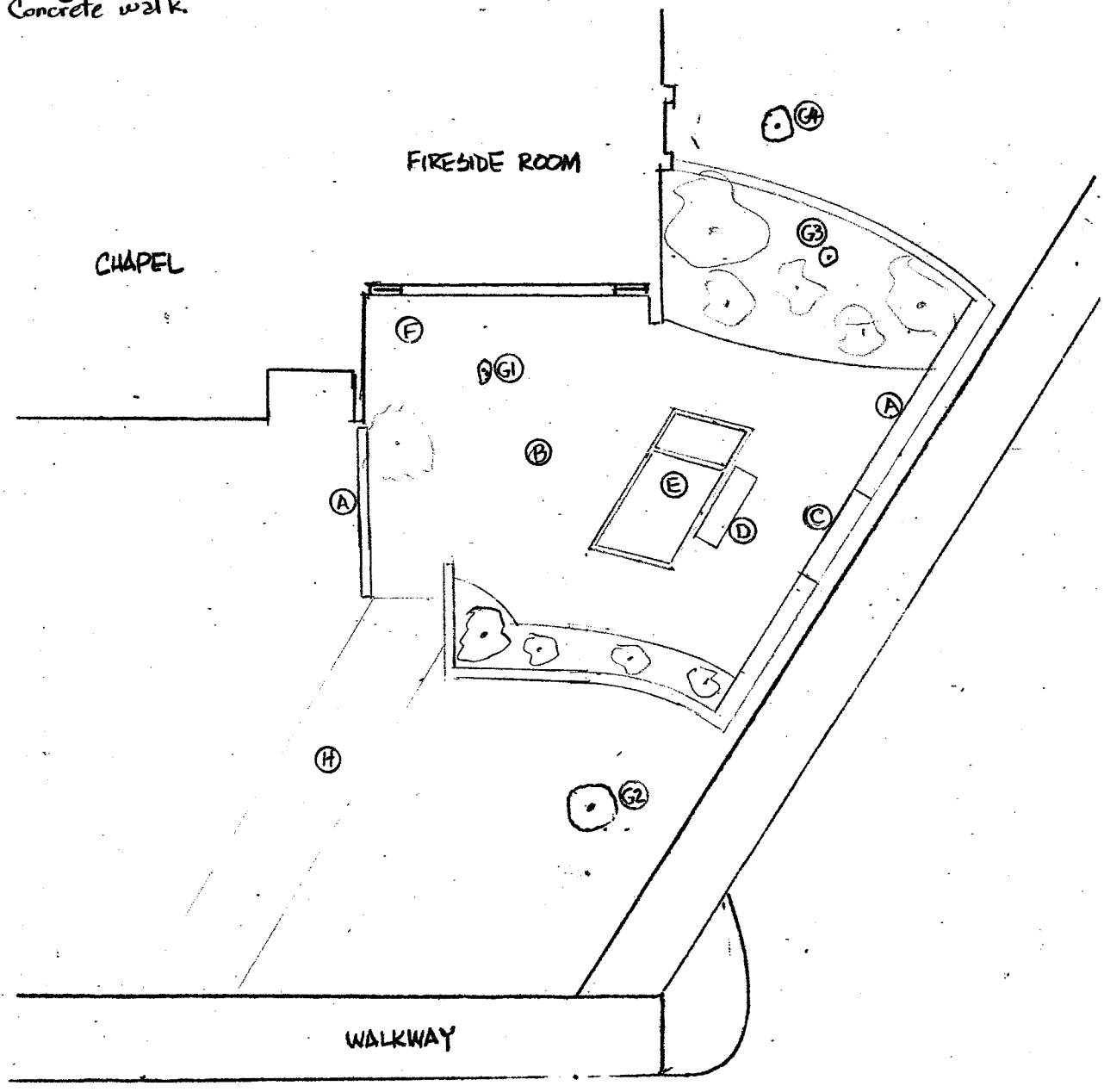
NW Dogwood St

ALTERNATIVE #1 CUMC MEMORIAL GARDEN

1" = 10'



- (A) Brick or block wall.
- (B) Bricks
- (C) Wall niches (24), expansion either side
- (D) Bench
- (E) Brick planter
- (F) Possible future pond. Expansion area 2.
- (G) Trees: 1-Vine maple (remove), 2-Evergreen (trim), 3-Dogwood (trim), 4-Pine.
- (H) Concrete walk.



TO NW 128TH AVE

WALKWAY

PARKING LOT

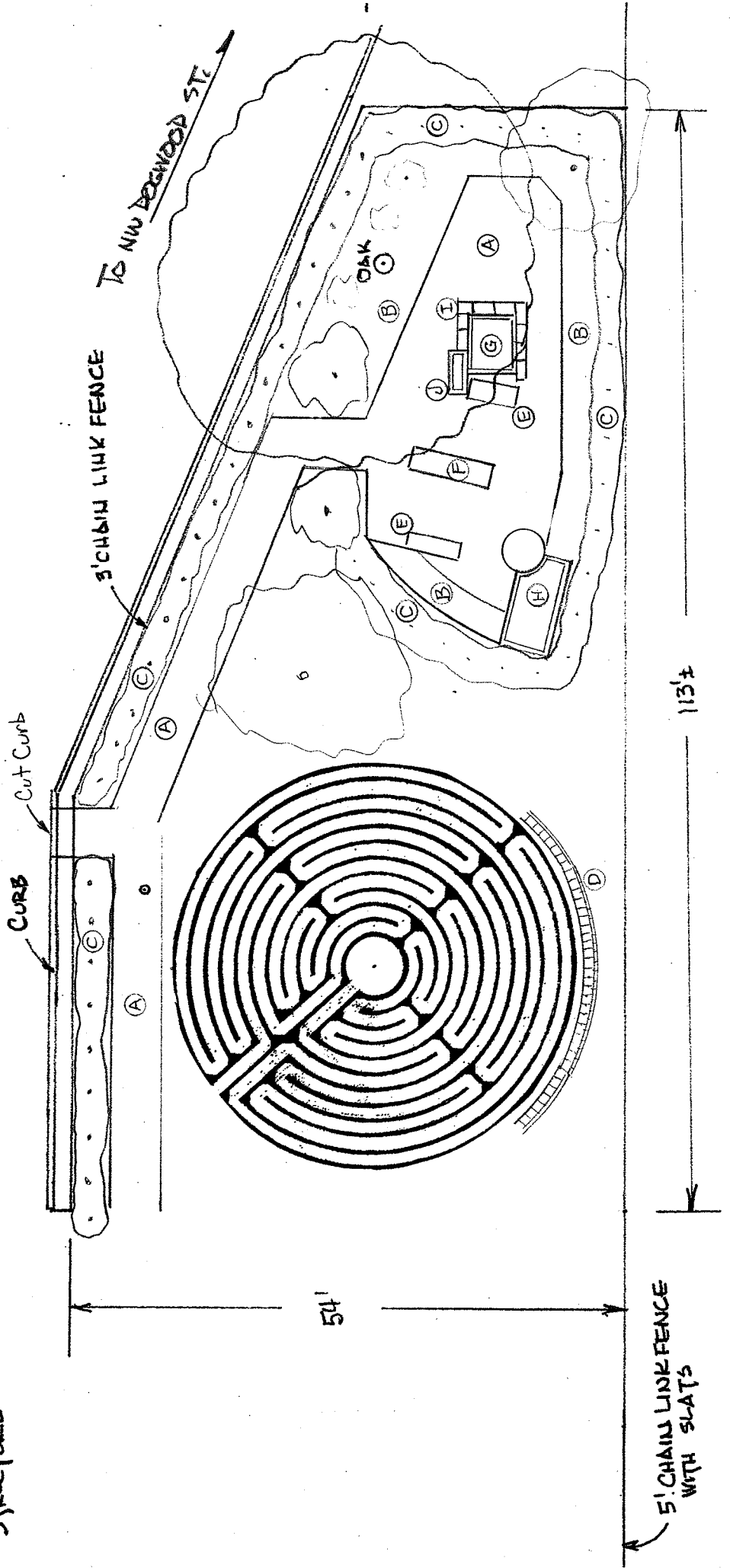
ALTERNATIVE #2 CUMC LABYRINTH & MEMORIAL GARDEN

- A Bricks or Pavers
- B Planting areas
- C Hedge (Laurel)
- D 18" high block wall
- E Benches
- F Free standing two sided niches (4@)
- G Elevated planter
- H Second phase - elevated planter & pond
- I Stone cap over areas for biodegradable bags
- J Low planter



1"=15'

- EDGE OF PLAY
STRUCTURE



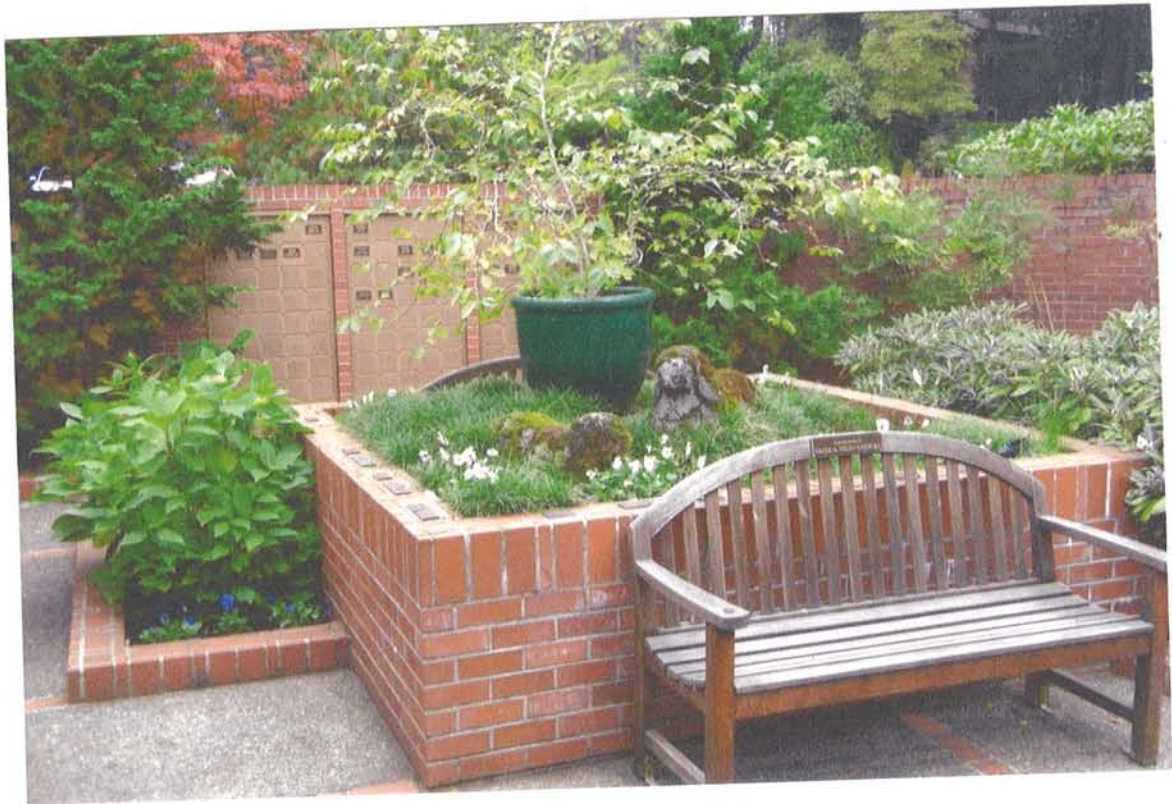
113'

5' CHAIN LINK FENCE
WITH SLATS

5' CHAIN LINK FENCE

TO NW DEERWOOD ST

PICTURES OF COLUMBARIA AT
CHRIST CHURCH - EPISCOPAL - LAKE OSWEGO



RECEIVED

FEB 27 2013

OFFICE OF THE DIRECTOR
LAND USE & TRANSPORTATION

13345 N.W. Glenridge Drive
Portland, OR 97229
February 26, 2013

Andrew Singelakis, Director
Land Use & Transportation
Washington County, Oregon
155 North First Avenue, Suite 350
Hillsboro, OR 97124-3072

Dear Director Singelakis:

The Washington County long range planning staff has mistakenly recommended that the Glenridge planned unit development retain a TO R9-12 zoning designation. The rezoning of Glenridge was a mistake when it was designated in Ordinance 536 during 2000 for the following reasons:

Glenridge is located outside the designated boundaries for the Cedar Mill Town Center District.

Glenridge is located outside the designed half mile radius from the Transit Station which is defined by Ordinance 526 as the extent of the borders of the Transit Oriented District.

TO R9-12 is defined as a transitional zone, however, there is no zoned area with which it may transit because the Science Park is located on the West and Highway 26 is located on the South.

No other area in Washington County is designated TO R9-12 even though there are other single family areas which are closer to the Transit Station.

Most, if not all, of Glenridge is located more than a quarter mile from the bus stop.

No house was vacant in the Glenridge PUD, except for the lots that were taken by the Oregon Highway Department for the widening of Highway 26 when TO R9-12 was allegedly designated for Glenridge.

No property was developed at TO R9-12 high density levels for 12 years after Ordinance 536 was adopted in 2000, but 14 single family detached dwellings were

built in Glenridge over the next 8-10 years.

Glenridge should be either re-zoned to R5 or declared an Area of Special Concern to be in compliance with the Ceder Hill/Cedar Mill Community Plan which directs that drainage areas and large lot landowners infill part of their lots (not put in high density developments).

It is patently clear that but for the mistaken TO R9-12 designation of the Glenridge PUD, speculators would have had no interest in violating the property rights of Glenridge Homeowners whose vested interests are "grandfathered in" by equity, common law and the directions of the Ceder Hills, Cedar Mill Community Plan. On behalf of the Glenridge petitioners of 2008, it is requested the petition for a rezoning or the declaration as an Area of Special Concern for the Glenridge PUD be submitted to the Washington County Board of Commissioners for their consideration.

Very truly yours,


Gene E. Duncan

cc: Greg Malinowski



Washington County

RECEIVED

MAR 01 2013

Long Range Planning
Land Use & Transportation

Citizen Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

4804 NW Bethany BLVD

STE I-2, BOX# 173

Portland OR 97229-4982

March 1, 2013

Andrew Singelakis and Andy Back
Washington County Department of Land Use and Transportation
155 North First Avenue
Hillsboro, OR 97124

RE: CPO 7 feedback on Draft 2013 Draft Work Program – support of Tier 1 tasks #32 and #33

Dear Director Singelakis & Mr. Back,

Thank you for your thoughtful consideration of the CPO 7 suggestions for the 2013 Work Program. We would like to offer the following comments on the 2013 Draft Work Program.

- A. **Tier 1, Task No. 32** recommends research and preparation of a 2013 issue paper to consider changes to the Neighborhood Meeting rules. **CPO 7 strongly supports** moving forward with changes in the Neighborhood Meeting rules in 2013 to ensure commercial areas develop to meet the needs and desires of the community to which they will provide services. Neighborhood Meetings were established by Washington County “to result in an application that is more responsive to neighborhood concerns,” yet code requires a neighborhood meeting for mainly only residential development. CPO 7’s 2012 experience with a Taco Bell application not required to hold a neighborhood meeting, highlights the result of moving a project forward without adequate input from the community.
- B. **Tier 1, Task No. 33** recommends research and preparation of a 2013 issue paper to consider allowing limit on operation of drive-thru facilities between 10pm and 7am. **CPO 7 strongly supports** a 2013 change to the Community Development Code allowing limit on operations to ensure planned development will be in compliance with Noise Control found in Washington County Code Section 8.24.

Thank you for your thoughtful inclusion of our suggestions to ensure Washington County is and will remain a livable county for all.

Regards,

Kevin O'Donnell, CPO 7 Chair on behalf of CPO 7 Steering Committee

Cc via email attachment: Board of Commissioners, Planning Commission

February 28, 2013

Washington County Board of Commissioners
Attn: Chair Duyck
155 North First Avenue, Suite 300
Hillsboro, OR 97124

RECEIVED

MAR 01 2013

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Re: 2013 Long Range Planning Work Program Request:
Neighborhood Route Access Spacing in North Bethany

Chair Duyck and Commissioners,

K&R Holdings is one of several owners within the North Bethany area that are currently working on implementation of the North Bethany Community Plan. As we proceed with our site design work we are finding a number of challenges that were very likely unanticipated during the concept and community planning processes. We expected that issues would crop up, but were hopeful that we could work within the allowances provided to address most. However, we are now struggling with a conflict that cannot be resolved without a minor adjustment to the community plan and/or other applicable documents.

Our issue is this: All North Bethany Primary Streets have been classified, at a minimum, as Neighborhood Route facilities. At least a few of these facilities will operate more like a Local Street than as a Neighborhood Route. However, for whatever reason a higher classification was still applied. The problem that this creates is an access limitation. A key example is Road P1 as shown in Attachment "A" where the distance between the road and the southern boundary of the plan area is only great enough to provide for a single row of lots that are primarily oriented from north to south. Most of those lots would naturally front directly onto Road P1. However, the access spacing requirements for Road P1 prohibit this design.

We have discussed this issue with current and long range planning. All parties appear to understand the problem that this presents. Andy Back suggested that we make a request to add this issue to the work program. What we are asking for is specific to North Bethany and would simply allow access spacing on Neighborhood Routes to be more reflective of the Local Street standard, unless safety and/or capacity requirements dictate otherwise.

Thank you for your consideration of our request.

Best regards,

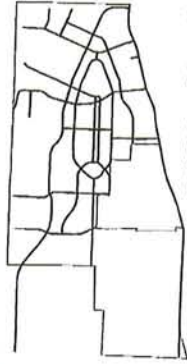


Matt Wellner
K&R Holdings, LLC
An affiliate of MLG

cc: Aisha Willits, Long Range Planning

☎ 503.597.7100 | ✉ 503.597.7149
17933 NW Evergreen Parkway, Ste. 300
Beaverton, OR 97006
CCB 181933





North Bethany Subarea Maps

Primary Streets
MAP

- P1
- P2
- P3
- P4
- P5
- P6
- P7
- P8
- P9
- P10
- P11
- P12
- P13
- P14
- P15
- P16
- P17
- P18
- P19
- Kaiser
- Road 'A'
- Springville

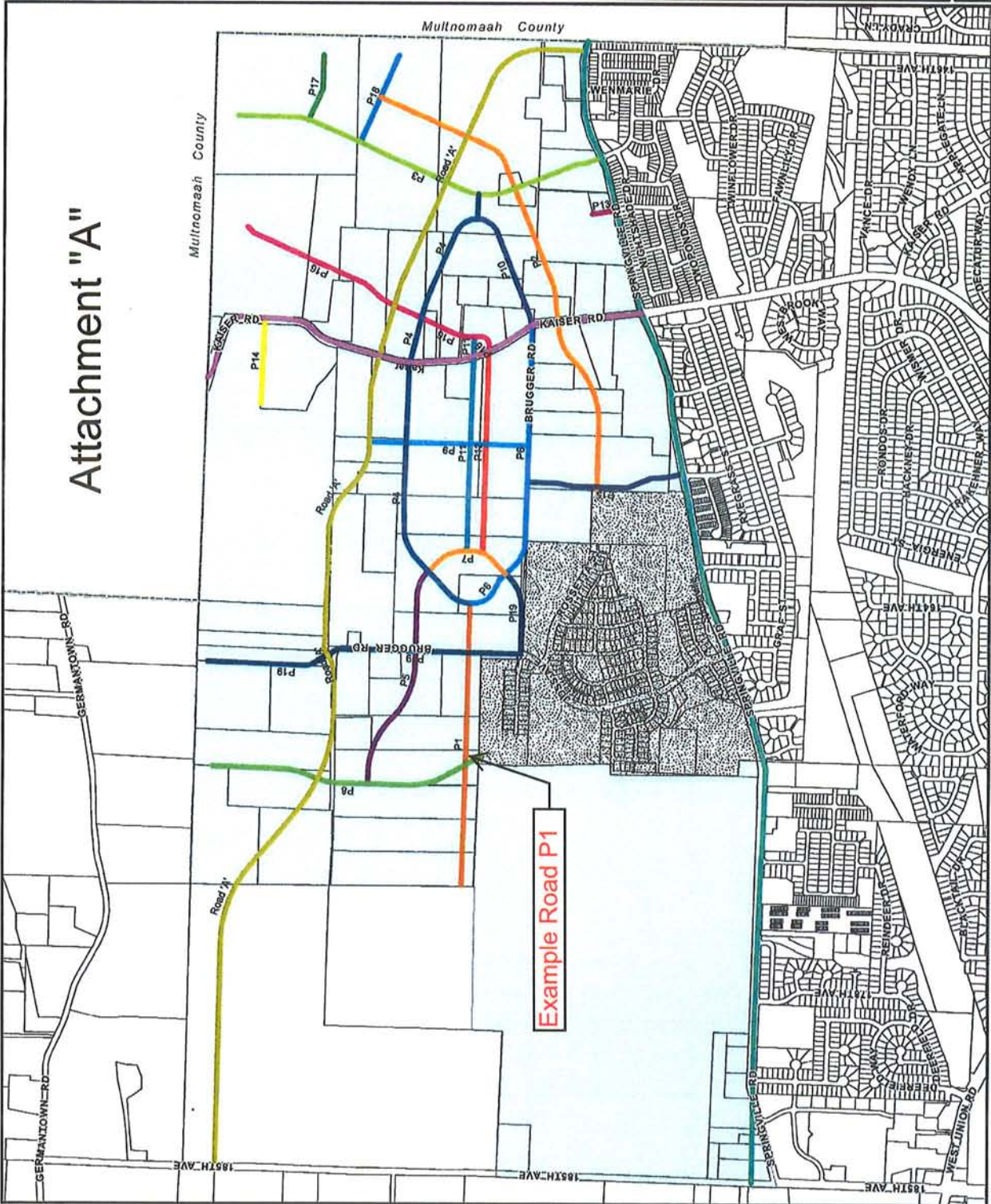
- North Bethany Planning Area
- Arbor Oaks Subarea



1 inch equals 871 feet
0 435 870 1,740
Feet

The information on this map was derived from several sources. While every effort has been made to ensure the accuracy of the information, the information is provided "as is" without any warranty, express or implied. The user assumes all responsibility for any errors or omissions. No warranty is made by the publisher.

Attachment "A"



Plan: S:\PLNG\WP\STATE\Comprehensive Plan\Bethany\Map\Kaiser\TER schapen\PrimaryStreets.mxd 7/17/2012



Washington County Committee for Citizen Involvement

OSU Extension Service
155 N. First Avenue, Suite 200, M/S #48
Hillsboro, OR 97124
503-821-1128

March 7, 2013

Andrew Singelakis, Director
Department of Land Use and Transportation
Washington County

RECEIVED

MAR 7 12 PM '13

MAR 07 2013

Land Development Services
Land Use & Transportation

Dear Director Singelakis:

Thank you for your consideration of citizen input on issues related to the design of roads bordering urban and rural areas. The CCI is interested transportation policies that meet the needs of both rural and urban users, and ensuring that agricultural needs are met by our road system.

In September 2012, the CCI requested these items be included in the TSP Update:

- 1) Identify major roads in Undesignated, Rural Reserves and Urban Reserves which serve both rural and urban residents.
- 2) Identify major roads which separate urban zones from rural/agricultural land zones.
- 3) Propose design standards and/or route-planning policies for incorporation into Ordinances to protect the economic vitality of rural/agricultural land uses along these roads while serving transportation needs for both urban and rural users.

In your response, you indicated some items could be included in Long Range Planning activities and some could be addressed in the TSP Update. In the draft 2013 Work Program, no mention was made of any of these items.

At the February 19, 2013 CCI meeting, by a 14-0 vote, the CCI requested that these issues be evaluated as part of the Work Program process for 2013, and the appropriate policy issues be placed in Tier 1.

Sincerely,

Henry Oberhelman, Chair
Washington County CCI

cc: Aisha Willits, Principal Planner
Stephen Roberts, Communications Coordinator
Washington County Board of Commissioners

STEERING COMMITTEE

Henry Oberhelman, Chair ▪ Tom Black ▪ Jim Long ▪ Dick Smith



Washington County Committee for Citizen Involvement

OSU Extension Service
155 N. First Avenue, Suite 200, M/S #48
Hillsboro, OR 97124
503-821-1128

March 12, 2013

Aisha Willits, Principal Planner
Planning and Development Services Division
Department of Land Use and Transportation
Washington County



Dear Ms. Willits:

A letter addressed to the Director was delivered March 7, 2013 from the Committee for Citizen Involvement (CCI), requesting issues regarding roads on the rural/urban interface be considered for the 2013 Work Program. An oversight of OSU Extension Service CPO program staff omitted from that correspondence an additional Work Program request from the recent February CCI action. The omitted items are unrelated to the rural/urban roads issues, however, could you please append the CCI's March 7 letter to show that the following items were also acted upon by the CCI in February 2013. The CCI's action (voted 14-0, no abstentions):

Address items scheduled in the Draft 2013 Work Program the CCI wishes to support with an accelerated time schedule for implementation into ordinances, including:

- Tier 1 Task 32 (Neighborhood Meetings)
- Tier 1 Task 33 (Drive-through facilities)
- Tier 2 Task 19 (Home Health Hardship)

Thank you for your role in handling the CCI's requests this year, and for your efforts overall on the Work Program.

Sincerely,

Henry Oberhelman, Chair
Washington County CCI

cc: Aisha Willits, Principal Planner
Stephen Roberts, Communications Coordinator
Washington County Board of Commissioners

STEERING COMMITTEE

Henry Oberhelman, Chair ▪ Tom Black ▪ Jim Long ▪ Dick Smith



Community & Economic Development

March 12, 2013

Andy Back
Planning and Development Services Manager
Department of Land Use and Transportation
155 N First Avenue #350 MS 14
Hillsboro, OR 97124-3072

RE: Draft 2013 Work Plan

Dear Mr. Back:

The City of Beaverton Community & Economic Development Department staff has reviewed the draft 2013 work plan for the long-range planning section of the Department of Land Use and Transportation. We have identified the following tasks as projects of interest to the City, and we agree with the summaries provided in the draft work plan.

Tier 1 Projects: Tasks 13, 22, and 25

Tier 2 Projects: Tasks 5 and 15

Tier 3 Projects: Tasks 1 and 2

Specific to Tier 3, Task 1, Canyon Road Redevelopment Strategy, I understand that this is a task requested by Commissioner Malinowski and that a scope of work has not been prepared. The purpose of my letter to you today is to inform you that if this task is made a part of your final Board of Commissioners-approved work plan, the City of Beaverton would like to be involved with developing a redevelopment strategy for Canyon Road. As you know, the City has been working for more than a year on a Sustainable Communities Grant for the Creekside District Master Plan. Canyon Road is a primary element of this planning effort. Furthermore, a substantial portion of Canyon Road and the commercial properties east of Highway 217 are located within the city of Beaverton. For these reasons, we would appreciate being a partner with you in the development of any redevelopment strategy for this area.

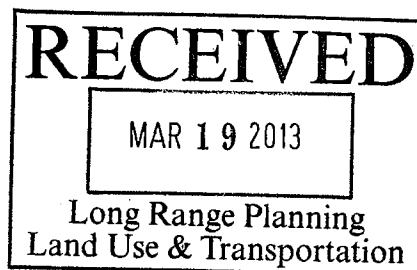
Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mazziotti", with a small upward-pointing arrow above the end of the signature.

Don Mazziotti
Community & Economic Development Director

Erik Mace
9432 SW Westhaven Dr
Portland, OR 97225
March 18, 2013



Washington County Long Range Planning Division
Department of Land Use & Transportation
155 N. First Ave., Suite 350-14
Hillboro OR 97124-4412

FAX: 503-846-4412

Subject: Comments on Draft 2013 Long Range Planning Division Work Plan

To whom it may concern,

I respectfully request that item #8 Development of an Urban Forest Management Plan not be excluded from the 2013 or future work plan consideration. I understand that staff does not believe this task has sufficient support from the Board of Commissioners.

A significant amount of effort by community members organized under the Joint CPO program was put into the initial recommendations and there was widespread community support based on our communication with the CPOs. I believe it does have *some* support from the Board and I would staff like to entertain ideas for how to change this item to potentially gain more board support.

Tier 2 or 3 would be an acceptable location for this item until staff can help us understand what would be needed to make this request more acceptable to the current or future board.

Sincerely,

A handwritten signature in black ink, appearing to read "Erik Mace".

Erik Mace
503-853-1650



From: Gabe Gunaway

Sent: Friday, March 22, 2013 11:03 AM

To: Linda Schroeder

Cc: Gabe Dunaway

Subject: Re: Washington Co. Planning and Development Services Work Pgm Staff Report

Dear Linda,

Per our phone conversation on 3-22-13

Please accept this notice to revoke

My request to amend the car wash stacking code.

Again I am formally revoking my request to the car wash stacking code

As part of the 2013 annual work program. Please respond to this email

So I have assurance that you received it.

Thank you

Gabe Dunaway

503-320-1383

J&G Holdings LLC



Andy Duyck, At-Large, Chair
Washington County Board of Commissioners
155 N First Avenue, Suite 300
Hillsboro, OR 97124-3072



March 25, 2013

Dear Mr. Duyck,

Attached, please find a copy of a letter sent in April, 2011 describing the need for changes to the requirements for establishing a quarry in Washington County. While that request was not prioritized, several commissioners agreed that the need was valid. Other projects were just higher priority. Now, we find that the current work program recommendations include a recommendation to remove the request from the program.

I would like to request that not only should the item (item 13 on attachment C), be retained on the work program, but that it be elevated to a level 2. I am aware that elevating the request will not result in work being done this year, but keeping the project visible will allow it to be considered for inclusion at a higher level in the 2014 work program.

We are available at your convenience to discuss this with you or your staff.

Thank you for your consideration,

Doyle Garrison
Manning Rock



Brent Curtis, Planning Manager
Washington County Long Range Planning Division
Department of Land Use and Transportation
155 N First Avenue, Suite 350-14
Hillsboro, OR 97124-3072

April 18, 2011

Dear Mr. Curtis

We are writing this in support of item 44 in your 2011 Long Range Planning Division and Land Use Ordinance Work Program. We are owners of a quarry in Manning that would like to become a District A property. The property has been surveyed by Newman Engineering and has 1.66 million cubic yards of fractured basalt. The rock has been tested and satisfies all requirements for use by ODOT. Our only problem is that we fall 16% short of the two million cubic yards required to obtain a permit.

The officials at DOGAMI indicated that our major hurdle in obtaining a DOGAMI permit was approval by Washington County. After talking with people from your organization we learned that a project to evaluate how quarries are approved was in the proposal stage as a result of an ODOT request. We also talked with an ODOT geologist and learned that while the Strassel Quarry meets the 2 million cubic yard requirement it fails to meet all quality requirements.

The primary need for this item is environmental in nature. The nearest quarry to Staley's junction is Westside rock at 18 miles. Our quarry is four miles from Staley's junction. We believe that given the thousands of potential loads of rock that will be required for that one project and the savings of at least 28 round trip miles of heavy dump truck traffic for every load, the savings for that project alone justifies changing the requirements for inclusion in District A. Furthermore, even if the Staley's junction project never progresses, a quarry near Highway 26 promises to significantly reduce the number of dump truck miles travelled in the western parts of the county.

We are available at your convenience to discuss this with you or your staff.

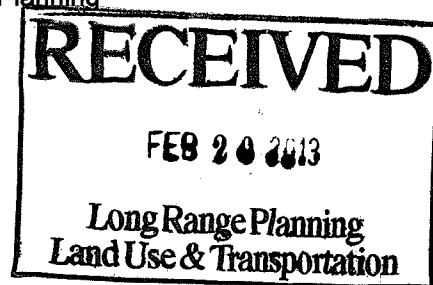
Thank you for your consideration,

Doyle Garrison
Manning Rock

Manning Rock, LLC
P.O. Box 58, Banks, OR 97106
Phone (503) 324-3560

Washington County Board of Commissioners
Washington County Department of Land Use and Transportation, Long-Range Planning

att. Andy Back, Planning and Development Services Division Manager



Dear Commissioners and planners,

It has come to the attention of residents of the Meadow Lane neighborhood, that the issue of the proposed car wash is back. We can hardly believe that, in order to preserve the safety and livability of our neighborhood, we must battle this multi-headed Hydra yet again with our money, time, and energy.

The reasons for our opposition have been made abundantly clear in the previous three hearings:

- Impacts on Jesuit High School
- Dead-end streets feeding on to SW 91st Ave
- Limited routes of access to the entire neighborhood for residents and emergency vehicles
- Noise levels from blowers and traffic from the anticipated 100 cars per hour
- Three school buses with pick-up and drop-off of school children along SW 91st
- Safety of pets and cyclists along the main access street to homes, which lacks sidewalks
- Residents must cross SW 91st to get their mail and/or newspapers

Now, it seems, the car wash developer, still unable to change the basic facts of the matter, hopes to change the rules. We think the rules don't exist for the convenience of one, but for the well-being of many. With much appreciation for the difficult work you do, we ask you to please help us preserve our neighborhood.

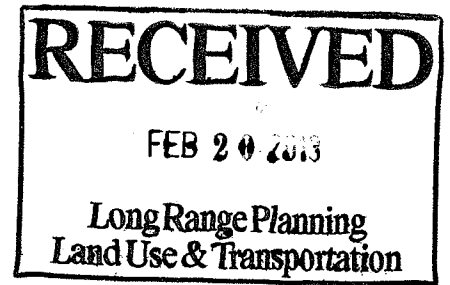
Warm regards,
Linda Scott

4415 SW 94th Ave
Portland, OR 97225



Linda Scott, RPT
www.pianositter.com

3850 SW 94th Ave.
Portland, OR 97225
February 18, 2013



Dept. of Land Use and Transportation
Long Range Planning
155 N. First Ave., Ste 350, MS 14
Hillsboro, OR 97124-3072

Dear Washington County Commissioners:

I am writing to oppose the proposal by Gabe Dunaway to amend CDC 413-9.3.3.B to reduce queuing requirements for express car washes, and to support the Meadow Neighborhood Association's proposal to amend the code to prohibit express car washes in the Neighborhood Commercial Zone on any property adjacent to or separated by a street from property in a Residentially Zoned District.

In the particular instance of the car wash proposal at the intersection of Beaverton-Hillsdale Highway and SW 91st Avenue, this is a most unsuitable location on so many fronts. The primary one is traffic and pedestrian impacts on a residential neighborhood. The high school across the street from the service station already creates a high degree of congestion and safety concerns for pedestrians, and 91st Avenue already has multiple speed bumps to attest to its use as a high speed "cut through" route. All the streets leading off 91st are dead ends so this is the only route for neighborhood traffic to get in and out. Additionally, there are no sidewalks, residents need to cross the road to pick up their mail, and this is a school bus route. Adding traffic from the car wash would make this road untenable as a neighborhood street.

The proposal to allow only a right hand turn out of the service station is flawed because there is a cut out at the next neighborhood street that would enable people to make a u-turn to head back south. It is right below the crest of a hill so you can't see oncoming traffic. The temptation to make this u-turn to get back to Beaverton Hillsdale Highway will be great as is the hazard created.

What is particularly objectionable about this proposal is the number of years that this developer has tried to find a loophole to allow his plans, and the amount of time and money the neighborhood has spent responding (and prevailing) time and again. It seems only fair that the County should put this matter to rest once and for all by amending the code to eliminate future challenges. Please follow the precedent set in the Bethany area and protect our residential neighborhoods.

Sincerely,

A handwritten signature in cursive script that reads "Julie B. Odell". The signature is written in dark ink and is positioned above the printed name.

Julie B. Odell



Feb 16, 2013

Department of Land Use & Transportation
Long Range Planning
155 N. First Ave, Ste 350, MS 14
Hillsboro, Oregon 97124-3072

ATTN: Washington County Commissioners

I am writing this as a home owner who lives on SW Meadow Lane and who is concerned for the Meadow Neighborhood in which I live.

Our neighborhood is organized and unified in opposition to the proposed express car wash that Mr. Dunaway wishes to construct on the corner of SW 91st Ave and SW Beaverton-Hillsdale Highway. I support the neighborhood association's efforts to protect the livability and safety of the neighborhood in which I live.

It is my understanding that Washington County Long Range Planning is not designed to help an individual obtain an approval of a specific application. This type of car wash belongs in a commercial or industrial site, not one directly adjacent to a quiet residential community.

A recent change was made in the Community Development Code to protect residents in the Bethany Neighborhood from the impacts of building a car wash. It appears a precedent has been established and the CDC should now be in place to protect the Meadow Neighborhood.

Please help the Meadow Neighborhood protect the livability and safety of the people who live there.

Sincerely,

A handwritten signature in cursive script that reads "Paige Geschrey".

Paige Geschrey
9305 SW Meadow Lane
Portland, OR 97225
503-297-8649

J

Judith Lienhard
4455 SW 94th Ave
Portland, OR 97225-2567

Dear Commissioners + planners:

As a Resident of the Meadowood neighborhood, it has come to my attention the issue of proposed car wash at SW 91st + Beaverton Hillsdale Hwy is back, I can hardly believe that, to preserve the safety and livability of our neighborhood, we must battle this developer again, depleting us of our money, energy and time.

The reasons for our opposition have been made abundantly clear in all the previous hearings

- : Impact on Jesuit High School and its student
- : Dead end streets feeding onto SW 91st Ave
- : Limited access for residents and emergency vehicles
- : noise levels from blowers of car wash and extra traffic
- : Three school buses that pick up + drop off students on 91st
- : Safety of pedestrians, cyclists + pets along 91st - lacks sidewalk
- : Residents on 91st must cross the street to get mail

I am disgusted that after losing at these hearings, this developer comes back and hopes to change the rules. We think the rules exist for the well being of all and not for the profit of one. We appreciate open discussions and hope you will help us preserve our neighborhood.

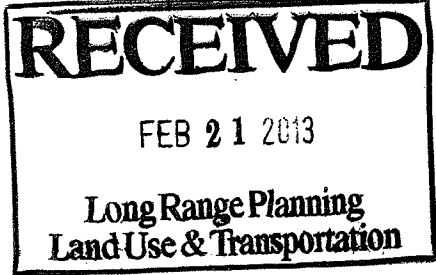
Judith Lienhard

RECEIVED

FEB 21 2013

Long Range Planning
Land Use & Transportation

February 16, 2013



Washington County Commissioners
Department of Land Use and Transportation
Long Range Planning
155 N. First Avenue, Suite 350, MS14
Hillsboro, OR 97124-3072

Attn: Andy Back, Planning and Development Services Division Manager
Re: Meadow Neighborhood Car Wash Proposal

Sir:

I live in the Meadow Neighborhood in which a carwash developer, Mr. Dunaway, has been requesting approval for the past six years to build a high volume, noisy, automated, conveyORIZED carwash across the street from our small residential neighborhood. Apparently due to the inappropriate location for this proposed carwash that includes its proximity to Jesuit High School, as well as the unique residential enclave between Beaverton Hillsdale Highway and Canyon Road, his request has been consistently turned down during these years.

Perhaps the reasons for the previous denials to build this type of facility on this site have to do with the unique location of this particular property. Among them are the heavily traveled major commuter roads, including 91st Avenue that services the high school, as well as the livability of the adjacent residential neighborhood. Add to this is the fact that Canyon Road is the major automobile sales, service and repair area that already includes an automated Kaady Carwash approximately a mile from the proposed site for Mr. Dunaway's carwash. In addition, each automobile dealership on Canyon Road between 87th Avenue and Highway 217 has a private carwash on its property.

Our neighborhood is united in opposition to construction of an express carwash in an area that is already congested with heavy traffic from Jesuit High School. The proposed carwash would create excessive noise and traffic that would greatly reduce the livability and safety of our neighborhood. The commercial development adjacent to the property is compatible with sound and safe development.

Now Mr. Dunaway is proposing the Community Development Code be changed so his carwash can be built adjacent to our residential neighborhood by reducing the queuing requirements. The CDC requirements have provided protection for our neighborhood. We have followed the County hearing process using this code in good faith to protect the livability and safety of our neighborhood. I ask that you deny Mr. Dunaway's request and consider our neighborhood request that you change the CDC to prohibit construction of an express carwash adjacent to a residential neighborhood.

Thank you for your attention to this request.

Sincerely,

A handwritten signature in cursive script that reads "Susan Chatard". The signature is written in black ink and is positioned above the typed name and address.

Susan Chatard
3730 SW 94th Avenue
Portland, OR 97225

ABSOLUTE MAINTENANCE
3830 SW 90TH AVE.
PORTLAND, OR 97225

CEL. 407-9505
OFF. 297-2740
ABSOLUTESHERM@AOL.COM

2-21-13

To: Land use & Transportation

Fr: Jon Sherman

Re: Proposed car wash at 91st and Beaverton Hillsdale hwy.

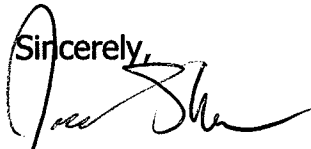
Dear Long Range Planners:

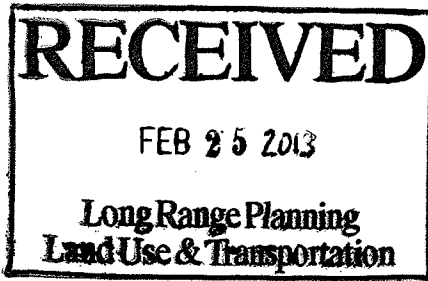


If this car wash were to be permitted in any way, shape or form, it will substantially decrease the value of a property I own on Club Meadow Ln. The property is approximately 40 yards from the N.W corner of the proposed wash site. My property is zoned residential, and I can't imagine anyone wanting to live next to a express car wash.

The other edge to this sword is that my primary address is off of 91st. The enrollment at Jesuit High has gone from 600 students in the 80's to over 2,000. now. I have had to wait for the traffic light to cycle 4 times to get on to Beaverton Hillsdale Hwy. If you were to put a car wash into that mix, people would go crazy.

The neighborhood association is very against this type of use, and will continue to oppose it in any shape or form. I hope our paid government employee's listen to the voice of the people on this one, and deny the car wash.

Sincerely,

Jon Sherman



2-22-13.

Dear Washington County Commissioners,

We are residents in the 91st Ave neighborhood and have been made aware of the request to change CDC 413-9.3.3.B. so a car wash can be built at the end of our street by Jeanf High School.

We are aware that a recent change was made in the CDC in the Bethany area that was designed to protect residential neighborhoods from the impacts development of a car wash would cause.

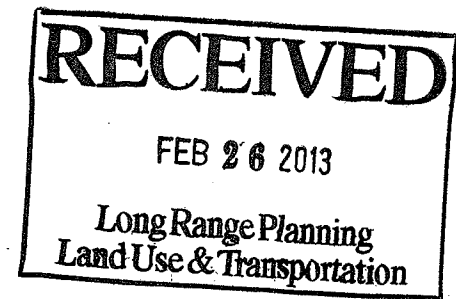
We ask that you help protect our residential neighborhood also - 91st Ave is already impacted by Jeanf High School, by traffic connecting Canyonrd and Beaverton Hillsdale Hwy, and by being the only egress of exit for 250 homes along its length (less than a mile).

We thank you for your common sense in addressing this issue.

Melanie & Doug Schmeck
3935 SW 91st Ave Flt, OR 97225

February 24, 2013

Department of Land Use & Transportation
Long Range Planning
155 N. First Ave, Ste 350, MS 14
Hillsboro, Oregon 97124-3072



Dear Sirs,

I'm writing about Mr. Gabe Dunaway's proposed change to CDC 413-9.3.3.B to reduce the queuing requirement, for the purpose of building an automated car wash at the corner of SW 91st and Beaverton-Hillsdale Highway. My wife, baby and I are currently renting a condo. at the Cascadia Commons complex on SW 94th, and we have just purchased the unit that is immediately adjacent.

It seems that Mr. Dunaway has tried for six years to build his car wash, and in each case the community realized the danger to its quality of life, and rose up and successfully stopped the plan. Now it appears that he is at it again, and it is quite unfortunate that he doesn't realize that he, too, is a part of the community. (He is not an island; he does not live in a vacuum.) Living in community, each person has an obligation to respect the other members, to work for the greater good of all. So, how would this car wash adversely impact the community?

- The road noise from Beaverton-Hillsdale Highway and Canyon Road is already very noticeable in our area; the machinery in an automated car wash would not only be loud, but it would be even more noticeable due to its intermittent nature (vs. the continual drone of the road noise).
- The discharge from the car wash would end up in the stream that runs through our property – which includes a protected wetland. The toxics that have been washed off of vehicles (oil, tar, brake dust, etc.), and also the strong detergents, polishes, “paint guards”, etc., would not be kind to the greater than 50 species of birds, and the rest of the flora and fauna of the wetland (not to mention my boy and the other children, who will invariably play in the stream).
- It would increase the traffic on SW 91st, which is already a busy street – and hence already somewhat uncomfortable to cross or walk along. (There are no sidewalks, and so my wife is forced to push the baby stroller on the street if she needs to go anywhere. I sometimes commute and hence need to walk to Beaverton-Hillsdale or Canyon to take the bus, and it is unsettling to walk on this road when coming home at night, after dark. The car wash would only make this problem worse.)
- There is the nearby Kaady Car Wash on Canyon Road, which already seems adequate to support this business in our area.
- Does Mr. Dunaway live nearby? Would his family like to live next to such a thing? (It's not as if all of us that live here – that have made our homes here, that have put down roots – can just pick up and go somewhere else!)

So, I would like to request that you deny Mr. Dunaway's proposed change.

Sincerely,
David, Yoko and Masato Hinkle
4351 SW 94th Ave [renting; new owners of #4353]
Portland, OR 97225
503-702-0879; dkhinkle@yahoo.com

RECEIVED

FEB 26 2013

Long Range Planning
Land Use & Transportation

2/22/13

Department of Land Use & Transportation
Long Range Planning
155 N. First Ave, Ste 350, MS 14
Hillsboro, OR 97124-3072

Please accept this letter as my request
to prohibit an automated car wash from
being approved in our neighborhood.

Our neighborhood is unified in opposing
the proposed car wash at the corner of
Brtn-Hillsdale Hwy. and 91st Ave.

We want and need to protect the livability
and safety of our neighborhood.

91st Avenue is one of the few through streets
between Brtn-Hillsdale Hwy and Canyon Road.

There are already enough traffic problems
existing and a car wash would only
add to that problem.

So please listen to the people of our

Neighborhood and help us live in
safety and preserve the livability
of our neighborhood.

Thank you for listening.

Misty

C#FOX

8980 SW Meadow Lane

Portland, OR 97225

RUSSELL I. ROLLINS
9220 SW Meadow Lane
Portland, OR 97225
(503) 292-8258
reddogifish@comcast.net



February 23, 2013

Washington County Commissioners
Attn. Andy Black, Planning and Development Services Manager
Department of Land Use and Transportation
Department of Long Range Planning
155 N. First Ave., Suite 350, MS 14
Hillsboro, OR 97124-3072

**Re: Request for Change in CDC Section 413-9.3.3.B
Removal of queuing capacity requirements for car washes**

Dear Mr. Black:

As a resident of SW Meadow Lane and the Meadow Neighborhood Association for more than 35 years, I am writing to express my **opposition to the Request for Change in CDC Section 413-9.3.3.3.B**. If this change is approved, an express car wash would be constructed behind the Shell Station on the corner of SW 91st Ave. and SW Beaverton-Hillsdale Highway, directly across from a care home for the elderly and adjacent to a residential community.

For the past six (6) years, Gabe Dunaway, the car wash developer, has repeatedly petitioned for a change in CDC Section 413-9.3.3.3.B that would allow him to construct an express car wash. Mr. Dunaway's motivation is pecuniary and without regard for the negative impact on our neighborhood. The following are some examples of how the proposed large, automated, and high volume car wash would adversely impact our neighborhood:

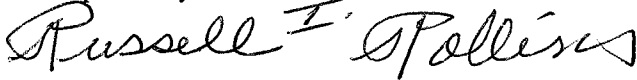
- Noise pollution from the blowers and increased traffic.
- Additional traffic flow would result in increased congestion and air pollution.
- Increased traffic flow would put children, pets, pedestrians, and bicyclists at risk of harm.
- Construction of a car wash adjacent to a residential neighborhood negatively impacts property values and quality of life for residents.

Opposition to Change CDC Section 413-9.3.3.3.B
February 23, 2013
page 2 of 2

The most compelling reason to *reject* the proposed change allowing for construction of a car wash in the Meadow Neighborhood is the threat of physical harm it will pose to our youth. Already, three (3) school buses pick up and drop off children along SW 91st Avenue in the mornings and afternoons. Second, Jesuit High school sits directly across 91st Avenue and Beaverton Hillsdale Highway. In the mornings and afternoons a large number of students cross from one side of the highway to the other. Many of these youth are listening to music through earphones or talking and texting on their cell phones. Others may simply be walking and talking in groups. Many of these youth are oblivious to the traffic and the inherent danger's cars present. An additional influx of cars entering and exiting a car wash would put these youth at increased risk of bodily harm. It is our responsibility as adults to ensure our children's safety. Therefore, I stand opposed to a modification to CDC Section 413-9.3.3.3.B that would allow Mr. Dunaway the opportunity to benefit financially at the expense of our children.

In closing, I ask that the County Commissioners *reject* Mr. Dunaway's proposal and support the Meadow Neighborhood Association's request to amend CDC 311-3.15 as follows: ***Service Station and/or Car Wash, provided that a Car Wash is not permitted on property which is adjacent to or separated by a street from property in a Residential Zoning District - Section 430-123.***

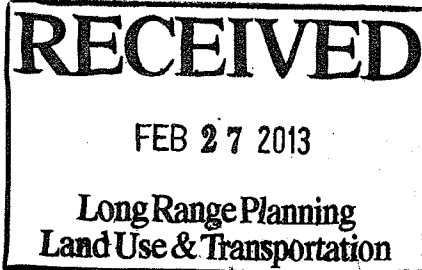
Respectfully submitted,



Russell I. Rollins

4030 SW 91st Avenue
Portland, OR 97225-2548

Department of Land Use & Transportation
Long Range Planning
155 N. First Avenue Ste 350, MS 14
Hillsboro, OR 97124-3072



February 26, 2013

Dear Sir/Madam:

We are writing with regards to a proposed car wash to be constructed at the corner of SW 91st Avenue and Beaverton-Hillsdale Highway. The applicants request to build this car wash has been denied multiple times in the past and now he is trying to get a change in the building code to allow him to build the car wash. In essence he want to change the rules.

We strongly oppose this car wash and any attempt to get it built. The street we live on, SW 91st Avenue, is a residential street that already bears more than its share of traffic. It's a connector between Canyon Road and Beaverton-Hillsdale Hwy. There are no side streets and the only way on or off of 91st is at the intersections of the two afore mentioned highways. There are also no paved walkways along this section of road and pedestrian safety is a big issue. In addition, during the school year we also have to put up with the traffic generated by the students and staff of Jesuit High School. The addition of car wash traffic would add to an already overcrowded and potentially unsafe traffic situation that would further impact the livability of our residential area. There is no good reason to build a car wash at this location. One already exists less than a mile away on Canyon Road.

We strongly urge you not to allow a change in code that would permit this car wash to be built.

Sincerely,

A handwritten signature in cursive script that reads "Chris Johnson".

Christopher Johnson

A handwritten signature in cursive script that reads "Rex Bills".

Rex Bills.

RECEIVED

FEB 27 2013

Long Range Planning
Land Use & Transportation

February 26, 2013

To: Dept. of Land use and Transportation, Long range planning

Re: Request the prohibition of automated car washes in Neighborhood commercial zoning

I am writing to oppose the requested change to the CDC 413-9.3.3.B submitted by Gabe Dunaway that would result in clearing the way for express car wash development in my neighborhood on SW 91st Avenue, and support the Meadow Neighborhood Association request that automated car washes are prohibited in our neighborhood. Our street, which was developed in 1930's is the sole entry/exit for the entire neighborhood (by my tallies is approx. 196 homes). Over time, it has become a frequent short cut for cars traveling between Beaverton-Hillsdale and Canyon road, with peaks in traffic timed with start/end of Jesuit High School and sporting events as 91st Ave feeds into Jesuit's west side parking lot. While the speed limit of 30 is posted several times along the length of the street, there is a significant percent of drivers that drive *much* faster, and over the years the county has added and changed speed bumps and chicanes to try slow traffic. I believe the neighborhood has endured its share of development, and now is the time to protect the livability and safety of Meadow Neighborhood.

Pedestrian / School children safety key concern in opposing the express car wash

Having 2 children, I have very significant safety concerns in regards the proposed express car wash, in particular the right in/right out exit on 91st and the additional impact on the northbound traffic that will bring. 91st Ave does not have sidewalks, just bike lane/shoulder so kids walking to the bus are right next to traffic. The following schools have stops on 91st Avenue:

- Raleigh Park Elementary
- Raleigh Hills K-8
- Whitford Middle School
- Beaverton High School
- Arts and Communication Academy
- Oregon Episcopal School

According to transportation specialist John Metcalf, the 5 Beaverton School District schools that have one or more stops on 91st total 17 separate trips on the street each school day. The majority of those stops are the northbound direction. The high frequency of bus stops along the street causes many cars to back up behind the busses. We have seen cars get frustrated and pass a bus with its stop sign/flashing lights on as parents/kids were crossing the street as well as cars get rear ended by cars speeding, not expecting a backup at the top of the hill. Adding more cars to this situation will only make traffic hazards more frequent.

A CDC change to remove the queuing requirements would unfairly impact the neighborhood

If the express car wash were to be approved, the right in/right out exit on 91st as well as the proposed exit on Club Meadow will undoubtedly send traffic into the neighborhood that was not already on our

street. Designed to wash 100 cars an hour, we will see an increase of traffic on the weekends, which has normally been a time for us to enjoy the quiet and relative safety of our neighborhood.

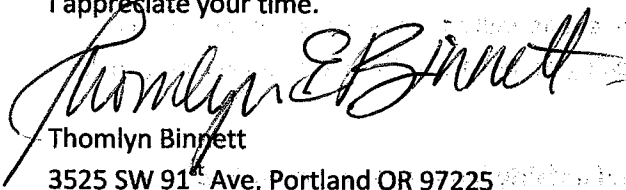
Mr. Dunaway and his planners told the neighborhood not to worry as there will be signage to direct customers of the car wash back towards Beaverton-Hillsdale and discourage driving through the neighborhood. In truth people don't always follow the signs. If they did, we wouldn't have the issue with speeding traffic. We also wouldn't see giant car trailers on the street if they followed the 2 signs that state "no through traffic for trucks with 3 axels or more" that are currently on 91st. I'm sure these signs were put in when the Ron Tonkin dealership went in on the corner of 91st and Canyon to "protect" the neighborhood, but the reality is we often see large trailer trucks traveling both directions on 91st. The noise they make going over the speed bumps can be heard far and wide.

Recently, I have seen some dangerous "queuing" on Beaverton-Hillsdale since the new Portland Fruit West opened up. More than once I've been unable to enter the protected left hand turn lane in order to turn onto Western Ave because it was filled with cars headed east, attempting to turn left into the Product market parking lot – despite the fact they could safely sit in center lane 2 buildings up and turn into the east end of the same parking lot. It is not hard to imagine a similar situation happening further up the street.

Personally, living near the Mini Cooper Dealership and Ron Tonkin, I know the hours of noise that can come from a steady stream of cars being washed on their lots with the power washers they use. It is hard to ignore when you are in the yard gardening. I don't think an express car wash is appropriate – or fair - directly adjacent to an established neighborhood.

I imagine this is not the first time a neighborhood has been at odds with a developer, one trying to protect livability and safety of their neighborhood while the later protects his financial interests. As more and more "infill" lots are developed or changed it is unfair that the existing neighbors have to carry the burden 24x7. We bought into this neighborhood in the early 2000's for the schools, the proximity to work and understood the zoning, even checking with the county on any pending changes that might impact traffic etc. It isn't fair to change the rules for the benefit of one, to the detriment of so many. Express car washes do not fit in a neighborhood. The steady stream of cars and noise will deteriorate both the livability and safety of the Meadow neighborhood. I hope you approve our request to prohibit them in neighborhood commercial zoning districts and protect our neighborhood as you did for a neighborhood in the Bethany area.

I appreciate your time.



Thomlyn Binnett

3525 SW 91st Ave, Portland OR 97225
503-292-4390



February 25, 2013

To: Washington County Board of Commissioners, and
Washington County Department of Land Use and Transportation, Long Range Planning

Attn: Andy Back, Planning and Development Services Division Manager

My name is Janice Peterson and I live at 3755 SW 91st Ave. I have been involved in the fight against the proposed car wash in our neighborhood since the beginning, 6 years ago. In his first attempt to build the carwash Mr. Dunaway stated that one already existed at the location and he just wanted to modernize it to permit more cars to be washed. At that time, however, no car wash was at that location as all the equipment had been re-moved and it was being used as a bay to fix cars. He was told to revise his plan and he came back a second time with proposals that did not meet the requirements for a car wash to be feasible at that location. He came back a third time with a proposal saying that he felt he had made the required changes to comply with what was required and he was turned down again because he could not meet the queuing requirements. Now, he is back again. And, apparently he thinks he can change Community Development codes to meet his needs to build a high volume car wash. Specifically, Mr. Dunaway has filed a request to change CDC 413-9.3.3.B to reduce the queuing requirements that provide protection to our neighborhood. So, my question is, how can one person have such a total lack of respect for what our community wants, which is to continue to be a residential community without the noise and traffic this type of facility would generate? I am shocked that I once again must state why I oppose his plans

This location is bad for many reasons. The most obvious reason is that it is a busy enough intersection with Jesuit High School traffic, 7-11 traffic, neighborhood traffic, cut-through traffic from Canyon Rd, and the freeway and Beaverton-Hillsdale Highway. Adding a high-volume car wash will make things drastically worse. Another reason is east bound traffic making a left turn at the light onto 91st Ave will be stalled by traffic trying to access the car wash. This will cause accidents and put pedestrians in danger. There are a lot of pedestrians, dog walkers and bicycle riders that use 91st Ave. Increased traffic will cause many of us to feel we can't safely enjoy these activities in our neighborhood any longer. And, another reason to oppose this facility is that there are residences directly across the street from his proposed carwash. The noise and congestion will impact them the worst. Who could dream that someone could change zoning laws to suit their interests and ignore the rights of homeowners and the community?

I could probably write more but I am in the public record as opposing this on previous occasions so I will end this letter. I urge you to please not allow a CDC code change to serve the needs of one person who doesn't even live anywhere close to our neighborhood. Please remember that CDC stands for Community Development Code. I believe it was meant to protect the Community and not be subject to the whims of one person.

Thank-you,

Janice Peterson
3755 SW 91st Ave.
Portland, OR 97225
503-292-3642



February 25, 2013

To: Washington County Board of Commissioners, and
Washington County Department of Land Use and Transportation, Long Range Planning

Attn: Andy Back, Planning and Development Services Division Manager

I am writing to express my concerns regarding the proposed change in CDC Section 413-9.3.3.B. I am a homeowner, living on SW 91st Ave and this change has me worried about the affects it will have on the livability and safety of our neighborhood. Mr. Gabe Dunaway has made this request to benefit his quest to build a car wash adjacent to our neighborhood. For over 6 years, we have continued to point out the impact that this type of business would have on our small community.

We already have serious traffic problems because of the nature of our location. Allowing a car wash, adjacent to our neighborhood, would cause additional congestion to the area. Because Mr. Dunaway has alienated most of the residents in the area, he is going to have to pull customers from outside of the area to support his business. Added congestion creates added threats to pedestrians, children, pets and bicyclists. In addition, the noise from blowers at an express car wash is not compatible with the livability of a residential neighborhood.

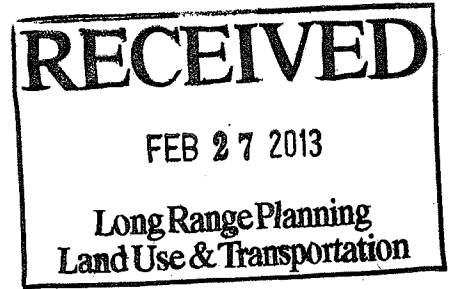
I, like many of my neighbors, moved to this area to have respite from the noises and bustle of a city. No car wash existed in this area when I moved here. The current CDC Section 413-9.3.3.B was adopted in the 1970's, regarding car washes, when technology was very different. There were probably fewer people living in the area at that time. I would hope that any change to the current CDC would benefit the more than 250 residents of the area, rather than just one business person.

Please reject Mr. Dunaway's proposal and support the request to amend CDC 311.3.15 to not permit a Car Wash on property which is adjacent to or separated by a street from property in a Residential Zoning District – Section 430-123.

Thank you,

Jolene Schwab
3755 SW 91st Ave
Portland, OR 97225
503-292-3642

Ben Uphoff
4347 SW 94th Avenue
Portland, OR 97225



To: Washington County Board of Commissioners, and the Washington County Department of Land Use and Transportation, Long Range Planning

Attn: Andy Back, Planning and Development Services Division Manager

Dear Mr. Back,

Please add my voice to the chorus of neighbors who oppose the development of a car wash at the Shell Station on the corner of SW 94st Ave and SW Beaverton-Hillsdale Highway. The Meadow Neighborhood Association has worked hard on this issue, and prevailed against Mr. Gabe Dunaway's repeated attempts to build this car wash. I'm sure you are aware of the many livability issue raised by the neighborhood association; the most important issues for me are:

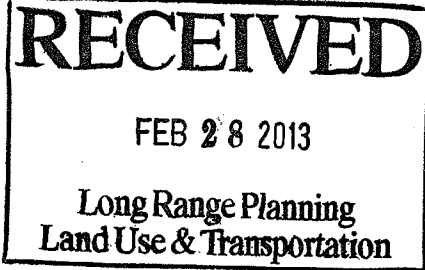
A car wash would introduce an inordinate amount of traffic into our neighborhood. 91st Avenue does not have sidewalks; increased traffic would make pedestrian and bicycle travel that much less safe
The noise from a car wash and all the additional traffic would be unacceptable.

I'm aghast that despite the county's previous denials on this project, Mr. Dunaway is now trying to get the Community Development Code changed! This is code in-place to protect neighborhoods and citizens from exactly this kind of overzealous commercialization.

I urge you to reject Mr. Dunaway's proposal and also to support the Meadows Neighborhood Association proposed amendment of CDC 311-3.15 which would strengthen the protections for residents in the county's neighborhoods.

Thank you for your consideration,

Ben Uphoff



February 22, 2013

To: Washington County Commissioners & Land Use Long Range Planning

Subject: Opposition to CDC change request for Car Wash at SW 91st & Beaveton-Hilldale

As a 25 year resident of Washington County on SW 91st Ave, I strongly oppose the request to change CDC 413-9.3.3.B to reduce queing requirements for car wash operations. Our neighborhood has organized over the past 6 years, and spent considerable time and expense to prevail at multiple hearings to prevent the operation of an industrial car wash in our residential neighborhood.

It is an abuse of the Long Range Planning process to allow a change to County-wide code for the benefit of a single individual. The requestor's argument for this change should be rejected for a number of reasons:

- There are already serious traffic congestion and pedestrian safety issues at that intersection due to its proximity to Jesuit High School.
- The large influx of automobile traffic on a residential street (SW 91st) as a result of this type of car wash operations (100 cars/hour). I have to cross the street to get my newspaper and mail and this will become ever more dangerous with the increased traffic flows. There are many elderly homeowners in this neighborhood and this would greatly affect their safety.
- There are only 2 ways in and out of this residential neighborhood as side streets feed only on to 91st St and this car wash's position at one end will force traffic trying to avoid it to the other.
- There are no sidewalks on this part of SW 91st Ave, and the increased automobile traffic will be dangerous to pedestrians and discourage non-vehicular activities in the neighborhood. This is exactly the opposite of what Long Range Planning should be trying to encourage for Washington County.

The requestor says that the current code requirements should be changed because the car wash technology for large numbers of cars moving through the operation was not envisioned when the code was approved. However, it is also true that the code did not anticipate car washes would evolve into such large industrial operations and requestors would attempt to locate them in residential neighborhoods. They are not compatible with fostering the livability and safety necessary for maintaining healthy neighborhoods.

I would request that you support our neighborhood's proposal to modify CDC 311-3.15 to protect residential neighborhoods from express car washes, as the County has already done for the Bethany area.

Regards,

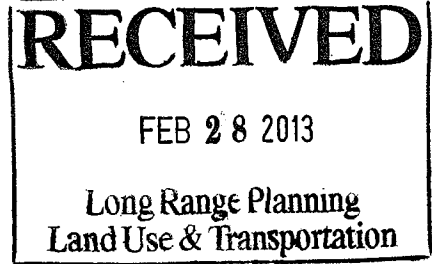
Steven Bruegge

3835 SW 91st Ave.

Portland, OR 97225

JEFFREY L. KLEINMAN
ATTORNEY AT LAW
THE AMBASSADOR
1207 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 248-0808
FAX (503) 228-4529



February 27, 2013

Fax (503) 846-4412 and First Class Mail

Washington County - DLUT
Planning and Development Services Division
Long Range Planning
155 N. First Avenue, Suite 350-14
Hillsboro, OR 97124-3072

Att: Linda Schroeder

Re: Draft 2013 Work Program - Tier 1
Meadow Neighborhood Association Proposed Amendment to CDC 311-3.15

Dear Long Range Planning Staff and Board of Commissioners:

I represent Meadow Neighborhood Association ("MNA"). On behalf of MNA, I have drafted the enclosed, proposed amendment to CDC 311-3.15, regarding car washes in the Neighborhood Commercial Zoning District. This amendment is closely tied to current Tier 1 Item 31, the proposal of Gabe Dunaway (J&G Holding, LLC) to significantly relax CDC standards relating to vehicle queuing for car washes.

Mr. Dunaway's request is an effort to accommodate his proposed high-speed car wash at the northeast corner of the intersection of SW Beaverton-Hillsdale Hwy and SW 91st Avenue, which has thrice been denied-and-defeated largely due to the queuing requirements of the CDC. If he is successful in obtaining the amendment he proposes, his high-capacity car wash is expected to have access points on SW Beaverton-Hillsdale Hwy, SW 91st, and Club Meadow Lane. The community across SW 91st and Club Meadow Lane from the site is residential in nature and bears residential zoning. The adjacent Dunaway property is in the Neighborhood Commercial Zoning District.

The extreme impacts of modern car wash facilities upon residential communities is highlighted by the long and rather complex set of mitigation requirements adopted for North Bethany in CDC 390-16.12. We believe a more straightforward approach will work better, and hence propose the amendment to CDC 311-3.15 attached, and set out again here:

“PROPOSED AMENDMENT TO CDC 311-3.15

Amend CDC 311-3.15, which now provides:

‘311-3.15 Service Station - Section 430-123.’

to provide as follows:

‘311-3.15 Service Station and/or Car Wash, provided that a Car Wash is not permitted on property which is adjacent to or separated by a street from property in a Residential Zoning District - Section 430-123.’

Notes:

1. *CDC 311-3 describes uses permitted through a Type II procedure in a Neighborhood Commercial District.*
2. *CDC 430-123 contains the special use standards for ‘Service Station and/or Car Wash.’”*

The need for this amendment is best explained by Mr. Dunaway’s letter itself. As he points out, in the 35-40 years since the queuing requirements of CDC 413-9.3.B were adopted, car wash technology has undergone radical advances. He points out that in the 1970s, car washes “could only wash one car at a time and it would take several minutes just to complete that car.” It was this slow processing of vehicles that gave rise to existing, strict queuing requirements. However, today’s “express conveyors” process “80 to 100 cars per hour” for a high quality wash, and can be accelerated to process 200 to 300 cars per hour. “[N]obody knows what the true capacity is for sure.”

Accordingly, when the current CDC provision was drafted, it did not take into account the traffic and related impacts of today’s car wash technology. If a commercial use could accommodate only 12 cars, more or less, per hour, such impacts would not be such a concern. On the other hand, when the traffic flow is 80 to 100 cars per hour or more, the considerations are obviously different. This is especially true at an extremely busy signalized intersection so very near Jesuit High School, which already endures significant conflicts between competing vehicular, bicycle and pedestrian uses. Mr. Dunaway’s proposal would make things considerably worse.

Washington County - DLUT
Planning and Development Services Division
February 27, 2013
page 3

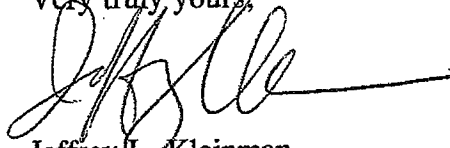
Moreover, Club Meadow Lane lacks sidewalks, and SW 91st does not have continuous sidewalks. Club Meadow Lane is an extremely narrow, dead end local street heavily used as a safe route for pedestrians and bicyclists, as shown in the photos submitted in this matter by David O'Guinn. Traffic going to or from a car wash at this location, used by customers not familiar with the local streets, would have profound impacts upon the safety of existing users and the livability of this community.

In addition, the loud jet-propelled car drying fans, and multiple vacuum units available for customer use, would be placed directly facing the homes across Club Meadow Lane. Current code provisions do not provide for any visual or acoustical buffering whatsoever, magnifying the adverse impacts of the facility Mr. Dunaway is attempting to site. Regardless of what some may believe or contend, there is no effective regulation or enforcement as to such impacts.

In the absence of approval standards updated to account for the technology and greater impacts of today's high-speed car washes, the existing queuing requirements must not be gutted. The current language of CDC 413-9.3.B provides the only failsafe in the Code. If the standards set out there are to be relaxed, then MNA's proposed amendment must be adopted at the same time. Indeed, this amendment should be adopted now in any event, in order to provide reasonable protection and certainty for residential communities.

Thank you for your courtesies and consideration.

Very truly yours,



Jeffrey L. Kleinman

JLK:cme
Enclosure
cc: Meadow Neighborhood Association

PROPOSED AMENDMENT TO CDC 311-3.15

Amend CDC 311-3.15, which now provides:

311-3.15 Service Station - Section 430-123.

to provide as follows:

311-3.15 Service Station and/or Car Wash, provided that a Car Wash is not permitted on property which is adjacent to or separated by a street from property in a Residential Zoning District - Section 430-123.

Notes:

1. *CDC 311-3 describes uses permitted through a Type II procedure in a Neighborhood Commercial District.*
2. *CDC 430-123 contains the special use standards for "Service Station and/or Car Wash".*



March 1, 2013

Washington County Commissioners
% Department of Land Use and Long Range Planning
155 N First Avenue, Suite 350, MS 14
Hillsboro, Oregon 97124-3072

Re: Draft 2013 Work Program – Tier 1, item 31, and
Related Proposal from Meadow Neighborhood Association

Gabe Dunaway directed a letter to Steve Franks that was received by Long Range Planning Land Use & Transportation on December 27, 2012. Mr. Dunaway requests a change in CDC to modify the queuing capacity requirements for car washes. In his letter he states that while they might have been appropriate when adopted in the early 1970's, the queuing capacity requirements are now obsolete. Mr. Dunaway added those requirements may have applied to the small roll-over car washes (Exhibits 1, 2, & 3) used 35 to 40 years ago, but are not appropriate for today's express, conveyorized, high volume car washes that can wash over 100 cars per hour (Exhibit 4).

Conveyorized express car washes should not be considered for use adjacent to a residential neighborhood because that type of car wash is not compatible with residential neighborhoods due to the increased traffic, noise, and other factors that cause deterioration of the livability and safety for neighborhoods. Only the existing queuing standards, or the code amendment proposed to you by Meadow Neighborhood Association, will protect residential neighborhoods from the harsh impacts of this new technology, which could not have been anticipated at the time the CDC was drafted.

It is my understanding that the Long Range Land Use Planning program is not designed to help individuals gain approval for specific proposals. Mr. Dunaway is clearly trying the use this process to obtain approval for his project that has been rejected in multiple hearings conducted by the County. Mr. Dunaway states in his letter that he has "spent 6 years and over \$350,000 dollars trying to develop a permitted use." He also says he has "been approved 3 times then denied 3 times by a Hearings Officer due to appeals and the last 2 denials have been because of this outdated code provision." In his letter Mr. Dunaway states "I would guess over 90% of the materials in my last application would be relevant in a new application and could be resubmitted if the code provision was re-written, which would take literally only minutes to do." It is obvious that Mr. Dunaway's intention is to obtain approval for his car wash application at 9085 SW Beaverton-Hillsdale Highway (B-H) and does not focus on a long range planning benefit to Washington County. Mr. Dunaway's applications have been submitted under the name J&G Holdings LLC.

Our neighborhood of approximately 250 residences has followed the County process and appealed the County Staff approvals to protect the safety and livability of our residential neighborhood. Our neighborhood has spent thousands of dollars and scores of residents have

taken time off work to attend and testify at each of the hearings and have worked countless hours in an effort to protect our neighborhood from the devastating effects of this proposed car wash.

Our neighborhood is unique in that all streets that feed into SW 91st Avenue are dead end with only 2 ways in and out of 91st Ave.; SW B-H to the South and Canyon Road to the North. We have numerous pedestrians (Exhibits 5 & 6) and bicycles along SW 91st Ave and SW Club Meadow Lane. Large portions of 91st Ave have no sidewalks and SW Club Meadow has none. Five school buses pick up and drop off children in the mornings and afternoons along 91st Ave (Exhibits 7 & 8). In the mornings and afternoons we have scores of cars that queue at SW 91st Ave and B-H with traffic to and from Jesuit High School. Access to several of our streets is blocked to 91st during busy Jesuit High School traffic (Exhibit 9). The intersection at SW B-H and SW 91st Ave is hazardous. Exhibit 10 shows an accident at this intersection.

A high volume express car wash brings increased traffic to an already hazardous intersection used by Jesuit High School students and faculty, neighborhood residents, joggers and children waiting for five school buses along SW 91st Avenue. Increased traffic along SW 91st Avenue would make it even more difficult for residents to cross the busy street to get their mail, increase danger for neighborhood pets, and make it more hazardous for neighbors getting in and out of their driveways and feeder streets onto SW 91st Avenue. The use of SW Club Meadow Lane as an access to the proposed car wash creates a large volume of traffic on this dead end residential street that primarily serves as access to private homes and two adult foster care homes that frequently require access for emergency responders.

Express car washes are notoriously noisy with blowers, motor driven conveyors, multiple vacuums and noise from customers playing loud stereos. Additionally neither DEQ nor Washington County have programs for evaluating, monitoring or enforcing noise violations after a car wash is constructed and operating. There would also be problems with trash discarded from vehicles and headlights shining into adjacent residences.

A permissive flashing yellow arrow allows left turns for eastbound vehicles from B-H Hwy onto SW 91st Ave. Frequently those vehicles stop on SW 91st Ave. before entering the gas station blocking the flow of northbound traffic. Other vehicles in the process of using the permissive left turn are then blocked from completing the turn onto 91st Ave. by the vehicles entering the gas station making the blocked vehicle vulnerable to being broadsided by westbound traffic on SW B-H Hwy. This problem will be greatly aggravated with car wash queuing that will undoubtedly spill out into SW 91st Ave. and SW Club Meadow Lane creating added congestion and increased safety hazards for local residents. The complicated internal site vehicle circulation with vehicles entering and exiting driveways on SW B-H Hwy, SW 91st Avenue, and SW Club Meadow Lane will result in vehicles queuing onto these neighborhood streets and vehicles using private driveways to turn around.

Our neighborhood asks that Mr. Dunaway's request for change to Washington County Community Development Code be removed from consideration in the County 2013 Work

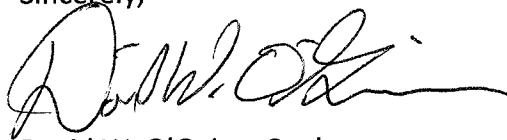
Program and that the County add a project to the 2013 Work Program to consider the proposed amendment to CDC 311-3.15 drafted by our counsel:

Service Station and/or Car Wash, provided that a Car Wash is not permitted on property which is adjacent to or separated by a street from property in a Residential Zoning District – Section 430-123.

This change is appropriate since, as Mr. Dunaway says, the CDC was adopted in the early 1970's when express car washes did not exist. Likewise the impact of high volume express car washes on residential neighborhoods was not considered when the code was adopted. Attached is a petition signed by 213 neighborhood residents supporting our request to reject Mr. Dunaway's proposal to change the CDC and supporting our request to not allow an express car wash in the Neighborhood Commercial Zoning District if adjacent to or across the street from residential neighborhoods.

Thank you for your consideration.

Sincerely,



David W. O'Guinn, Spokesman
Meadow Neighborhood Association
8999 SW Meadow Lane
Portland, Oregon 97225



Exhibit 1 – Small Roll-over Car Wash 5305 N Lombard Street



Exhibit 2 – Small Roll-over Car Wash 5305 N Lombard Street



Exhibit 3 – Small Roll-over Car Wash 5305 N Lombard Street



Exhibit 4 – High Volume Express Car Wash on SW Canyon Road near Walker Road



Exhibit 5 – Pedestrians on SW Club Meadow Lane Next to Proposed Car Wash



Exhibit 6 – Pedestrians Walking dog on SW Club Meadow Lane Next to Proposed Car Wash



Exhibit 7 – School Children Waiting for Bus on SW 91st Ave

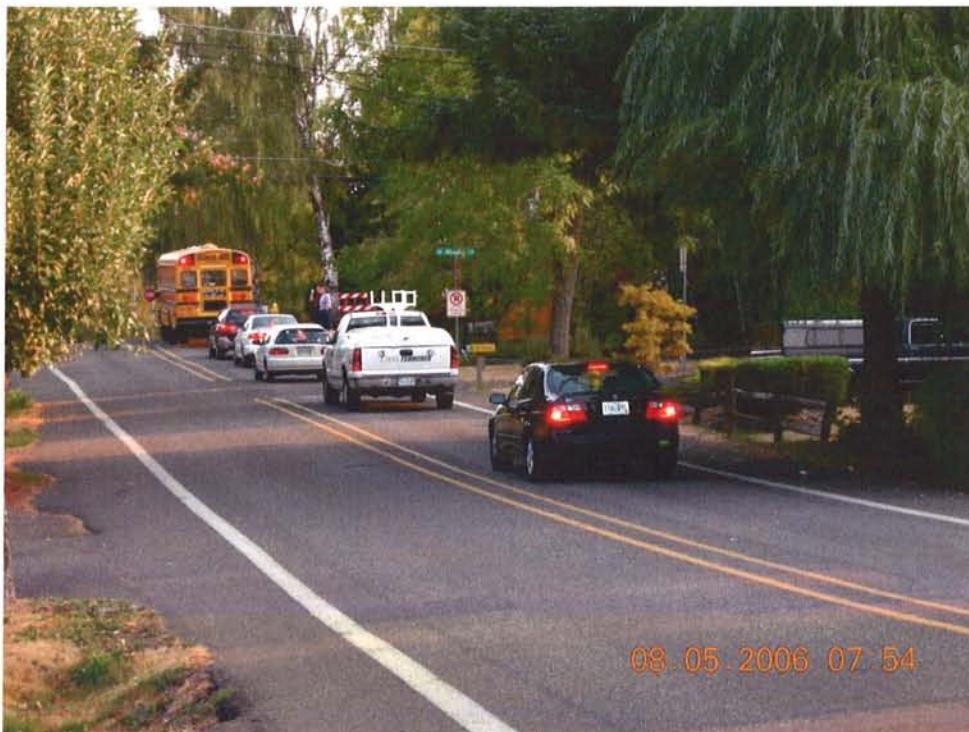


Exhibit 8 – School Bus on SW 91st Ave Picking Up Students



Exhibit 9 – Jesuit Traffic on SW 91st Ave Going South toward BH Hwy



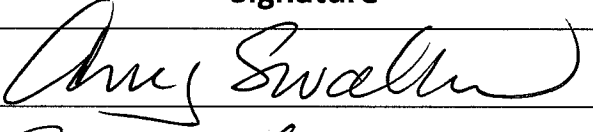
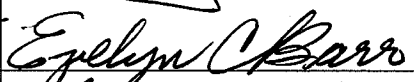

Exhibit 10 – Auto Accident Intersection SW 91st Ave and SW BH Hwy January 20, 2011

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

The Meadow Neighborhood Association requests that the CDC be amended to prohibit automated car washes from being approved in the Neighborhood Commercial Zoning District on properties directly adjacent to residential neighborhoods, and that Gabe Dunaway's related request for a CDC amendment of the car wash current queuing requirement (Tier 1, Item No. 31) be denied.

To: Washington County Board of Commissioners, and
 Washington County Department of Land Use and Transportation, Long Range Planning
 Attn: Andy Back, Planning and Development Services Division Manager

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Print Name	Address	Signature
Amy Swallow	3690 SW 91 ST Ave 97225	
EVELYN BARR	9335 SW FIR GROVE LANE ⁹⁷²²⁵	
MITCHELL MEEKS	9350 SW FIR GROVE LN 97225	

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Print Name	Address	Signature
Janice Peterson	3755 SW 91st Ave	Janice Peterson
Jolene Schwab	3755 SW 91st Ave	Jolene Schwab
ROBERT BENNION	3725 SW 91st AVE	Robert Bennion
Ann Bennion	3725 SW 91st Ave	Ann Bennion
Kris Rosengquist	3685 SW 91st Ave	Kris Rosengquist
Toni Rosengquist	3685 SW 91st Ave	Toni Rosengquist
Rose Okada	9334 SW FIR GROVE LN	Rose Okada
Susan Lambert	3960 SW 91st Ave	Susan Lambert

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

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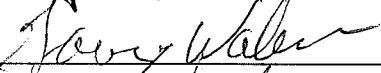
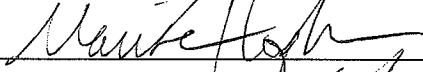

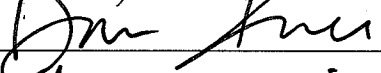
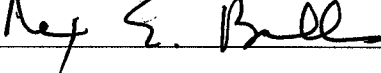
Print Name	Address	Signature
CHRISTOPHER JOHNSON	4030 SW 91ST AVE PORTLAND OR 97225	<i>Christopher Johnson</i>
BRUCE PETROSSIAN	3805 SW 94TH AVE. PORTLAND 97225	<i>Bruce Petrossian</i>
Melesh Rutherford	3690 SW 94th Ave Ptd. OR	<i>Melesh Rutherford</i>
Myla Smith - Mylan	9122 SW Fir Grove Ln ^{Portland, OR} 97225	<i>Myla Smith</i>
Jim Smith	9122 SW Fir Grove Ln 97225	<i>Jim Smith</i>
Nicolas Smith	9122 SW Fir Grove Ln 97225	<i>Nicolas Smith</i>
DAVID LAMBERT	3960 SW 91ST AVE PDX 97225	<i>David Lambert</i>
Stacey Currier	3840 SW 91st Ave 97225	<i>Stacey Currier</i>

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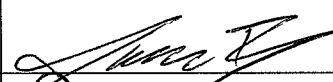

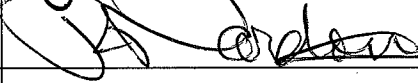
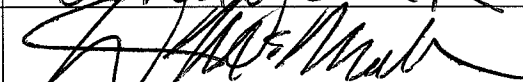
Print Name	Address	Signature
Victoria Dublin	3770 SW 91 st Ave Port. OR 97225	
Ramsey Selbak	3565 SW 91 st Ave. Port. OR 97225	
David McAllister	3990 SW 91 st Ave PDX OR 97225	
Dary Waler	3570 SW 91 st Ave PDX OR 97225	
Marisa Hopkins	3700 SW 91 st Ave PDX 97225	
Doug Schrick	3935 SW 91 st Ave PDX 97225	
DAN Irie	3605 SW 91 st Ave PDX 97225	
Rex E. Bills	4030 SW 91 st Ave.	

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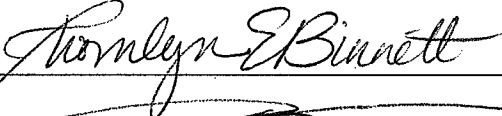


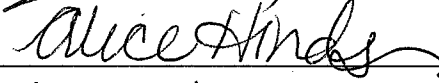
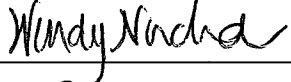
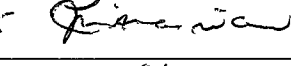
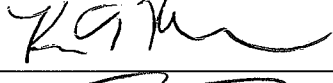

Print Name	Address	Signature
Naomi Singles	3775 SW 91st Ave Portland ⁹⁷²²⁵	naomi singles
Sally Bridges	3975 SW 91 st Ave Portland	
JASON DUBLIN	3770 SW 91st AVE PHLD	
Racheal Robert Nardone	9109 SW Fir Grove Ln, PDX ⁹⁷²²⁵	
BONNIE R. LEE	9127 SW FIR GROVE LN ^{PDX 97225}	BRLee
Sandy Martin	924 SW Fir Grove ⁹⁷²²⁵	Judith Martin
Cindy LaRue	9355 SW Fir Grove Ln ⁹⁷²²⁵	Cindy LaRue
Dean McMullen	9130 S.W. Fir Grove Lane ⁹⁷²²⁵	

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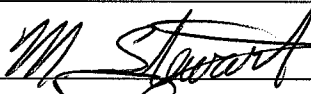
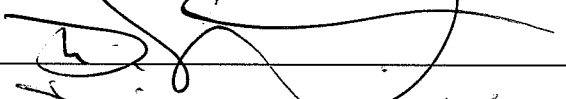

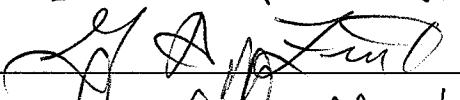
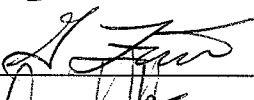
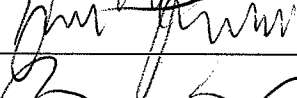

Print Name	Address	Signature
Thomlyn Binnett	3525 SW 91st Ave, Portland OR 97225	
CHRIS BINNETT	3525 SW. 91st AVE, PORTLAND 97225	
John Day	3520 SW 91st Ave 97225	
Alice Hinds	3485 SW 91st Ave Portland OR 97225	
Wendy Nordlund	3600 SW 91st Ave. Portland, OR 97225	
MARIA MARIANO	3556 SW 91st AVE. PORTLAND OR 97225	
KEVIN McCARVER	3640 SW 91st AVE, PORTLAND, OR 97225	
Tuan Nguyen	3703 SW 91st Ave, Portland 97225	

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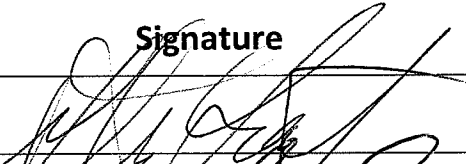
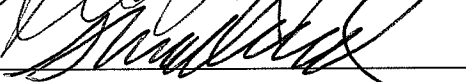
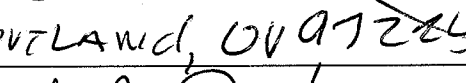
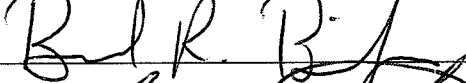

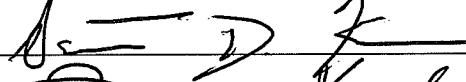
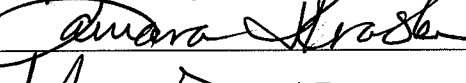
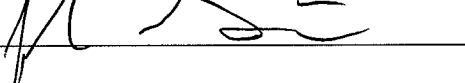
Print Name	Address	Signature
Michael Stewart	4445 SW 91 st Ave	
David Stewart	4445 SW 91 st Ave	
Diane T. Zink	4311 SW 91 st Ave	
	4311 SW 91 st Ave	
Jim Flynn Jim Flynn	4275 SW 91 st Ave	
Beverly Afshan	4275 SW 91 st Ave	

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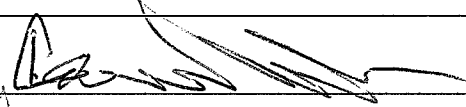
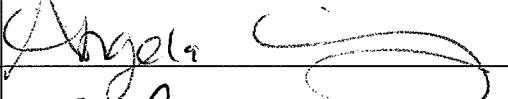
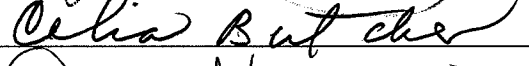

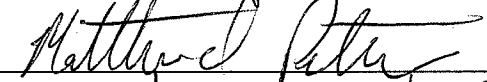
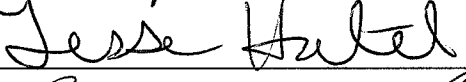
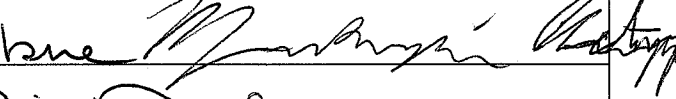
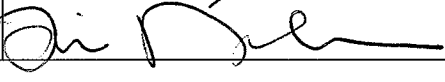
Print Name	Address	Signature
Gloria Fischer	4365 SW 91 Ave. 97225	
Spacie Conner	9207 SW Club Meadow Ln 97225	
Ann N. Conner	9207 SW Club Meadow Ln Portland, OR 97225	
Brandon R. Bridgens	9240 SW Club Meadow Ln.	
Mike Matschner	9275 S.W. Club Meadow Ln.	
Jessie Kraske	4480 SW 91 st Ave	
Tamara Kraske	4480 SW 91 st Ave	
Sosh Garcia	4467 SW 91 st Ave	

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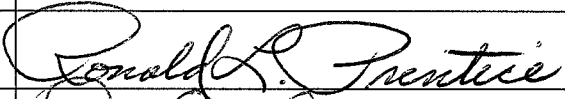
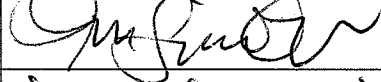
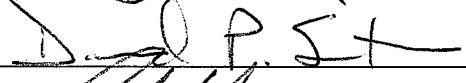



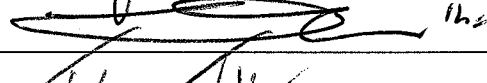
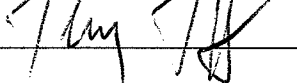
Print Name	Address	Signature
Cameron Malone	8955 SW Midea Ln, 97225	
Angela Cunningham	8955 SW Midea Ln 97225	
CETI A BUTCHER	4300 SW 91 st Ave. 97225	
Dona Heiden	9115 SW Club Meadow Ln	
Matt Petersen	9200 SW Club Meadow Ln	
Tessa Hatch	9200 SW Club Meadow Lane	
Mackenzie Christofferson	9200 S.W. Club Meadow Lane	
Phil Ramakers	9205 SW Club Meadow Ln	

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Print Name	Address	Signature
Ronald L. Prentice	8985 SW. Midea Ln, Portland, Or. 97225	
Jacquelyn Smith	8980 SW Midea Ln. Portland, Or. 97225	
DAVE SMITH	8980 SW MIDEA LN PORTLAND ORE. 97225	
PAUL SONDEREN	7020 SW MIDEA LN PORTLAND, OREGON	
Susie Sonderen	9020 SW Midea Ln Portland 97225	
Charley Anderson	9015 SW Midea Ln Portland, 97225	
Chris Tootell	9015 SW Midea Ln Portland 97225	
TERRY TALBERT	8920 SW MIDEA LN PORTLAND OR 97225	

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

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Print Name	Address	Signature
Victoria Talbot	8920 Sunnyside Ln	Victoria Talbot
Tony Jensen	8925 SW Midea Ln	Tony Jensen
Ross Peterson	8950 SW MIDEA LN	Ross Peterson
Heather Johnson	8950 SW midea Ln.	Heather Johnson
JOHN BARRON	9055 S.W. MIDEA LN	John Barron
Nic Ford	8935 SW Midea Ln	Nic Ford
Bo Chauncey	8935 SW Midea Lane	Bo Chauncey
Thuan T Nguyen	8955 SW Midea Lane	Thuan T Nguyen

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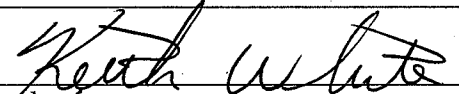
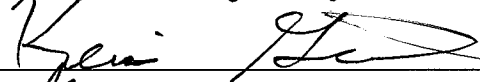

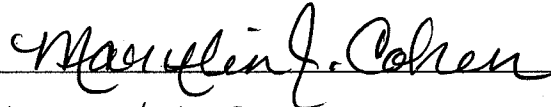
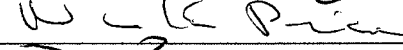
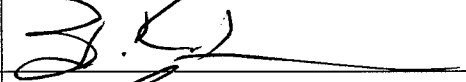

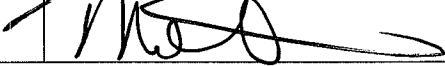
Print Name	Address	Signature
KITTY ANNE UNKOW	4255 SW 91st Ave 97225	Kitty A. Unkow
VICTOR B. UNKOW	4255 SW 91st Ave 97225	Victor Unkow
GUY FLUNO	9005 SW CLUB MEADOW LN ^{PO BOX} 97225	Guy Fluno
Susan Fluno	9005 SW Clubmeadow Ln 97225	Susan Fluno
Cindy Grant	8975 SW CLUB MEADOW ^{LN} 97225	Cindy Grant
Cheryl Sullivan	8975 SW CLUB MEADOW ^{LN} 97225	Cheryl Ann Sullivan
Georgia L. Hogan	9025 SW CLUB MEADOW Lane 97225	Georgia L. Hogan
JAMES M. HOGAN	9025 SW CLUB MEADOW LANE-97225	James M. Hogan

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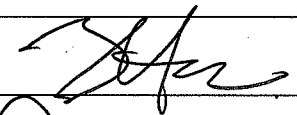
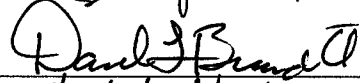
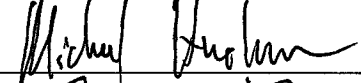
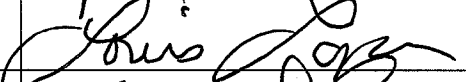

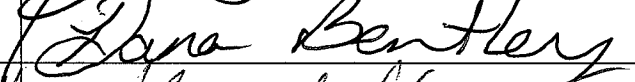
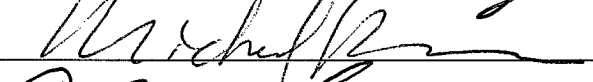
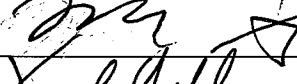

Print Name	Address	Signature
Keith White	9222 SW Midea Ct.	
Kevin Grant	9246 SW Midea Ct	
Monte Cohen	9270 SW Midea CT	
MARILYN COHEN	9270 SW MIDEA CT	
NAOMI PRICE	9235 SW MIDEA CT	
Bruna R. Telz	9259 SW Midea Ct	
ERIC ROSE	4180 SW 91st Ave	
Monira Rose	4180 SW 91st Ave	

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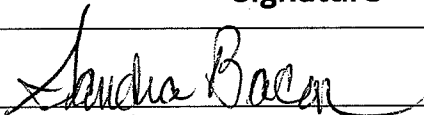

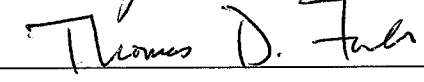
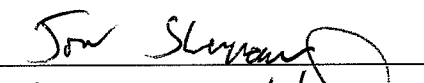


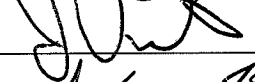
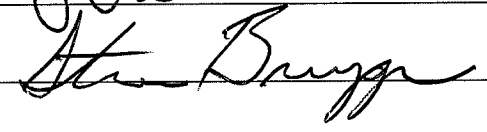
Print Name	Address	Signature
BEN HALL	9055 SW Sunstead Ln PDX	
David L Brandt	9060 S.W. Sunstead Ln PDX	
Michael Huslieman	8975 SW Sunstead	
Louis Lopez	8975 SW Sunstead	
Jessica Chance	8975 SW Sunstead	
Dana Bentley	8975 SW Sunstead	
Michael Rossman	8972 SW Sunstead Ln	
Mark & Ting L Montagne	8995 SW Sunstead	
KAREN WALKER	9000 SW Sunstead Lane	

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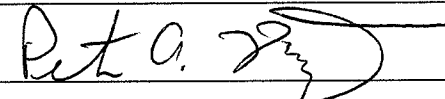
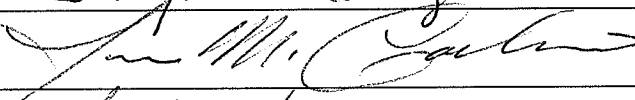
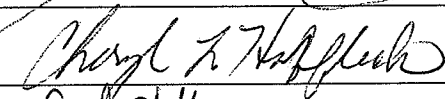
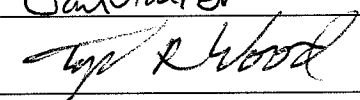
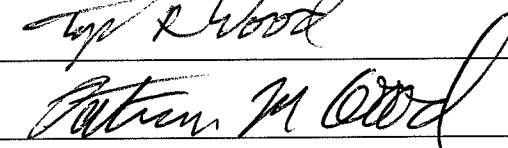
Print Name	Address	Signature
SANDRA BACON	4005 SW 91st Ct Portland 97225	
Lynne Fowler	3880 S.W. 90th Av. OR 97225	
Tom Fowler	"	
Jon Sherman	3830 SW 90th Ave Portland 97225	
SHELLAINE E. HOFFMAN	3825 SW 90th Ave PORTLAND OREGON 97225	
Carolyn Cotton	9095 SW Howatt Portland OR 97225	
J. Vincent	3970 SW 91st Ct Portland	
Steven Bruegge	3835 SW 91st Av Portland OR 97225	

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Print Name	Address	Signature
Peter A. Dewing	3960 SW 91 ST Court	
Christalina E. Balag	9075 SW Howatt St, Portland	Christalina E. Balag
Ema-Jule Eldredge	9075 SW Howatt St, Portland	Ema-Jule Eldredge
Louis M. Carver, III	3955 SW 91 ST CT.	
Cheryl L. Hoffbeck	3965 SW 91 ST Court	
Gail Stalter	3955 SW 91 ST CT Portland	Gail Stalter
TRE WOOD	3990 SW 91 ST CT PORT.	
Patricia Wood	3990 SW 91 ST CT Portland	

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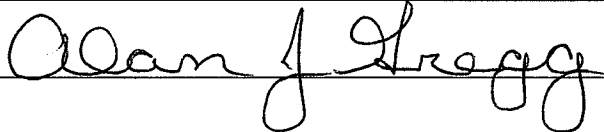
Print Name	Address	Signature
Joyce Wood	3990 SW 91 st Ct - Port, OR 97225	Joyce Wood
Patti Duthie	4000 SW 91 st Rd Pdx	Patti Duthie
Martha Callahan	4010 SW 91 st Ct Pdx	Martha M Callahan
Marilyn Berardinelli	4050 SW 91 st Court Portland	Marilyn Berardinelli
RYAN BERARDINELLI	" "	Ryan Berardinelli
CHRIS COX	4060 SW 91 st Ct PDX	Chris Cox
Will SALMON	4065 SW 91 st Ct.	Will Salmon
Robert Whissen	4055 SW 91 st Pdx 97225	Robert K Whissen

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Print Name	Address	Signature
Alan J Gregg	4470 S.W. 91 st Ave	

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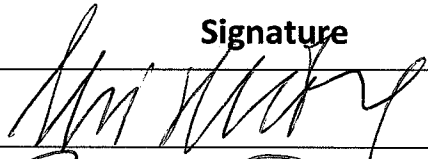



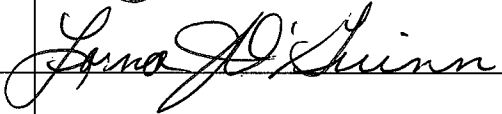
Print Name	Address	Signature
Rich + Nancy Sotta	3345 SW 100th Ave, Portland, OR 97225	Rich Sotta, Nancy Sotta
Ronald A MILLER	4250 SW 91st AVE, Portland 97225	Ronald A Miller
Phyllis MILLER	4250 SW 91st AVE, Portland ^{OR} 97225	Phyllis Miller

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

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Print Name	Address	Signature
Christa H. Fox	8980 SW Meadow Lane	
Raymond Lake	9060 SW Meadow Lane	
Carol Scheans	9010 SW Meadow Lane	
David O'Guinn	8999 SW Meadow Lane	
Lorna O'Guinn	8999 SW Meadow Lane	

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Print Name	Address	Signature
Gabe DWD	9033 SW ROBERT GRAY 97225	Gabe Dunaway
Pam Dowd	9033 SW ROBERT GRAY 97225	Pam Dowd
Linda Geyer	9049 SW Robert Gray Ln 97225	Linda Geyer
Deanna Geyer	9049 SW Robert Gray Ln 97225	Deanna Geyer
Danna Kittell	9001 SW Robert Gray Ln 97225	Danna Kittell
Geoff Kittell	9001 SW Robert Gray Ln. 97225	Geoff Kittell
Chris von See	8987 SW Robert Gray Ln 97225	Christopher von See
Sharon von See	8987 SW Robert Gray Ln 97225	Sharon von See

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Print Name	Address	Signature
Janet S. Dobyms	9225 SW Meadow Lane Portland OR 97225	Janet S. Dobyms
Lisa D. O'Brien	9225 SW Meadow Ln Portland, OR 97225	Lisa D. O'Brien
Russell I. Pollins	9220 SW MEADOW LN. PORTLAND, OR. 97225	Russell I. Pollins
Carolyn Brown	9330 SW Meadow Ln Portland, OR 97225	Carolyn Brown
Wendy Miller	9300 S.W. Meadow Ln Portland, Or 97225	Wendy Miller
Terry Barker	9210 SW Meadow Ln Portland OR 97225	Terry Barker
Robin Rowland	9525 SW Meadow Ln. 97225	Robin Rowland
Paige Geschrey	9305 SW Meadow Ln. 97225	Paige Geschrey

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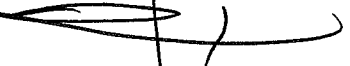
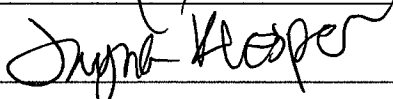
Print Name	Address	Signature
MIGUEL Ochoa	9355 SW Meadow Ln Portland OR	<i>Ochoa</i>
Alex Ochoa	9355 SW Meadow Ln Portland OR	<i>Alex O.</i>
Elsa Ochoa	9355 SW Meadow Ln Portland OR	<i>Lisbeth</i>
Brian Ochoa	9355 SW Meadow Ln Portland OR	<i>BOcho</i>
Alonso Ochoa	9355 SW Meadow Ln Portland OR	<i>Ochoa</i>
Marilyn Williams	9380 SW Meadow Ln PORTLAND, OR	<i>Marilyn Williams</i>
Dean Cartmell DEAN CARTMELL	9360 SW Meadow Ln. PORT, OR 97225	<i>Dean Cartmell</i>

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Print Name	Address	Signature
Susan Chatard	3730 SW 94 th Ave., Portland, OR 97225	
Robert Klepper	3985 SW 94 Portland 97225	
Jayna Klepper	3985 SW 94 th Ave Portland OR 97225	

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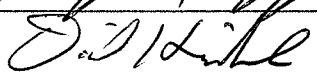
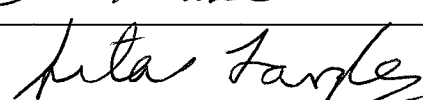
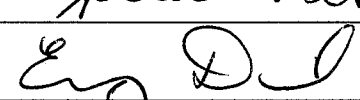
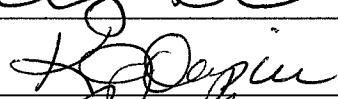
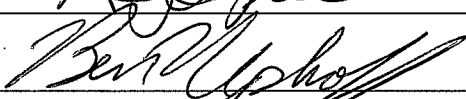
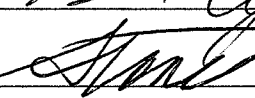
Print Name	Address	Signature
Judith Lienhard	4455 SW 94 Ave PDX 97225	Judith Lienhard
Minnette Mueller	4453 S. W. 94th 97225	Minnette Mueller
Marsha Rakestraw	4431 SW 94th Ave PDX 97225	Marsha Rakestraw
Ken V. Brown	4485 SW 94th Ave PDX 97225	Ken V. Brown
Christopher White	4459 SW 94th Ave PDX 97225	Christopher White
Linda Scott	4415 SW 94th Ave PDX 97225	Linda Scott
Patricia Stovay	4395 SW 94th Ave PDX 97225	Patricia Stovay
ERIC JERNIGAN	4345 SW 94TH AVE PDX 97225	Eric Jernigan

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Print Name	Address	Signature
INGER EASTON	4437 SW 94 th AVE PDX 97225	
Rufus Knapp	4417 SW 94 th Ave PDX 97225	
David Hinkle	4351 SW 94 th Ave PDX 97225	
Silas Langley Julia Langley	4369 SW 94 th PDX 97225	
Emily Daniel	4437 SW 94 th Ave PDX 97225	
KATHRYN DAPCIC	4361 SW 94 th Ave PORTLAND 97225	
BEN UPHOFF	4347 SW 94 th Ave PORTLAND OR 97225	
M. Rosannah Stone	4475 SW 94 th Ave, PDX 97225	

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Print Name	Address	Signature
George C Stone	4475 SW 94 th Ave. Pdx 97225	<i>George C Stone</i> (try wife)
David Chilstrom	4477 SW 94 th Pdx 97225	<i>David Chilstrom</i>
Charles Kellermann Charles Kellermann	4363 SW 94 th Ave 97225	<i>Charles Kellermann</i>
Kathleen Gysi	4387 SW 94 th Ave 97225	<i>Kathleen Gysi</i>
John Rakestraw	4431 SW 94 th Ave. 97225	<i>John Rakestraw</i>
Nuriya Jans	4459 SW 94 th 97225	<i>Nuriya Jans</i>
Sonja Biorn-Hansen	4373 SW 94 th 97225	<i>Sonja Biorn-Hansen</i>
Martha L Anderson	4393 SW 94 th 97225	<i>Martha L Anderson</i>

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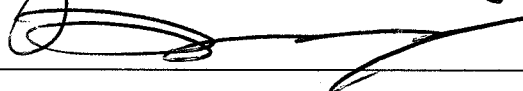
Print Name	Address	Signature
Brigitte Kranabitl	4483 SW 94 Ave Pdx 97225	Brigitte Kranabitl

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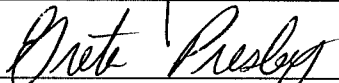

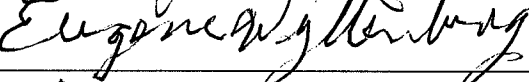
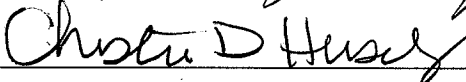
Print Name	Address	Signature
Julie Odell	3850 SW 94 th Ave, PDX, 97225	
DAN Presley	3895 SW 94 th AVE, Port land or	

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Gabe Dunaway directed a letter to Steve Franks that was received by Long Range Planning Land Use & Transportation on December 27, 2012. In that letter Mr. Dunaway requests a change in CDC Section 413-9.3.3.B. to remove the queuing capacity requirements for car washes. He contends these are obsolete in light of today's express car washes that can wash over 100 cars per hour. The fact is that when the current CDC language was adopted in the 1970's, the County did not consider the possibility of a large, high volume, noisy, automated, conveyORIZED car wash being built directly adjacent to a residential neighborhood, because the technology described by Mr. Dunaway did not exist. Now it does exist, and only the existing queuing requirements have protected us from the onslaught of traffic and noise it would generate. Our neighborhood of about 250 residences has participated at great expense in multiple hearings and appeals over the past 6 years to protect the safety and livability of our neighborhood, and we have been successful in this effort. The Long Range Land Use Planning program is not designed to help individuals gain approval for specific proposals. Mr. Dunaway is clearly trying to use this process to obtain approval of his project that has been rejected in multiple hearings conducted by the County. Therefore we ask the County Commissioners to reject Mr. Dunaway's proposal and support our request to amend CDC 311-3.15 as follows: *Service Station and/or Car Wash, provided that a Car Wash is not permitted on property which is adjacent to or separated by a street from property in a Residential Zoning District – Section 430-123.*

Print Name	Address	Signature
Wade Blackburn	4175 SW 94 th Ave.	
Michele Blackburn	4175 SW 94 th Ave	
Ereta Presley	3895 SW 94 th Ave	
Bertha Grace Wyttenberg	3955 SW 94 th Ave	
Eugene W. Wyttenberg	" " " "	
Christine Huseby	4065 SW 94 th Ave	

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

The Meadow Neighborhood Association requests that the CDC be amended to prohibit automated car washes from being approved in the Neighborhood Commercial Zoning District on properties directly adjacent to residential neighborhoods, and that Gabe Dunaway's related request for a CDC amendment of the car wash current queuing requirement (Tier 1, Item No. 31) be denied.

To: Washington County Board of Commissioners, and
 Washington County Department of Land Use and Transportation, Long Range Planning
 Attn: Andy Back, Planning and Development Services Division Manager

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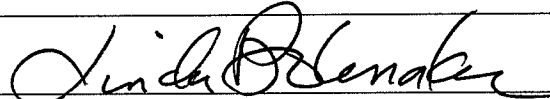
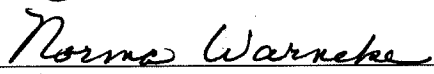


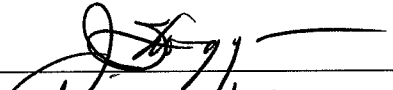

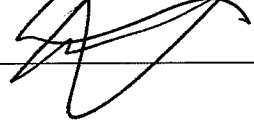
Print Name	Address	Signature
BARBARA ARGABRITE	3765 S.W. 94 th Ave	B Argabrite
Dorothy Brffum	3810 S.W. 94 th AVE	Dorothy Brffum
GARTH MILLER	3920 SW 94TH AVE., PORTLAND OR	Garth Miller
ROBERTA MILLER	3920 SW 94TH AVE, PORTLAND OR	Roberta E. Miller
LARA TRIBACH	3950 SW 94th Ave Portland OR	Lara Tribach
Robert Klesper	3985 SW 94 th AVE PDX	Robert Klesper
Judy Wulf	4245 SW 94 th Ave Portland	Judy Wulf

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

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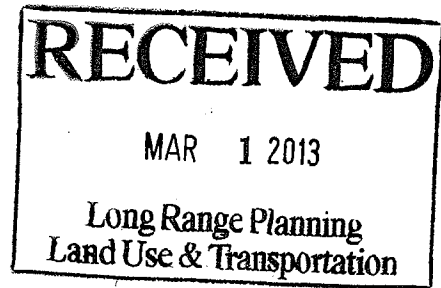
To: Washington County Board of Commissioners, and
 Washington County Department of Land Use and Transportation, Long Range Planning
 Attn: Andy Back, Planning and Development Services Division Manager

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Print Name	Address	Signature
Linda Bohnaker	3770 SW 94 th Ave Alder 97225	
NORMA WARNEKE	3773 SW 94 AVE 97225	
L.E. Warncke	3773 SW 94 th 97225	
Rachael Clark	3775 SW 91st Ave 97225	
NOAN SKAEGS	4275 SW 94 th AVE 97225	
SHARON SELBERG	4230 SW 94 th ave 97225	
Eric Wheeler	3950 SO 94 th 97225	

March 1, 2013

Washington County Commissioners
Department of Land Use and Transportation
Long Range Planning
155 N First Ave, Suite 350, MS 14
Hillsboro, OR 97124-3072



Attention: Andy Back, Planning and Development Services Division Manager
Regarding: Proposed Changes to CDC 311-3.15

For over six years the Meadow Neighborhood Association has worked to prevent a destructive, high-volume, express car wash from being built at the corner of Beaverton Hillsdale and 91st Ave. After multiple county hearings officers have ruled to deny his car wash application the developer, Mr. Dunaway, seeks to have the Community Development Code revised. Mr. Dunaway's request is another attempt to clear the way so he can build an express car wash. At each of the hearings Mr. Dunaway has been able to see and hear why his endeavor would be so destructive to our neighborhood but since this is not his neighborhood he just keeps applying. Mr. Dunaway has shown no concern for the damage his express car wash would cause to our neighborhood. It is unconscionable that he has been able to apply over and over again and has caused unnecessary angst and hardship for our neighborhood residents.

Please note that Mr. Dunaway's request to DLUT stamped as being received December 27, 2012 asks for an amendment to CDC 413-9.3.B, a non-existent code. I believe he intended to make his request for CDC 413-7.3B which is for car wash queuing.

Our neighborhood has been fortunate to have excellent legal guidance throughout this long process and we have been united by the common goal of preserving the safety and livability of our neighborhood; but we should not have had to go to the lengths we have for such a long time and at such a huge cost. By adopting the revisions to CDC 311-3.15 that was drafted by our attorney, the Meadow Neighborhood Association is proposing a solution that would avoid this kind of lengthy and costly process and protect the safety and livability of all Washington County residential neighborhoods.

I ask for your support by denying Mr. Dunaway's request and including our request to modify CDC 311-3.15 in your work plan for 2013.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Lorna O'Guinn". The signature is written in dark ink and is positioned above the printed name.

Lorna O'Guinn
8999 SW Meadow Lane
Portland, OR 97225-2411

RECEIVED

MAR 04 2013

Long Range Planning
Land Use & Transportation

February 28, 2013

To: Washington County Board of Commissioners, and Washington County Department of Land Use and Transportation, Long Range Planning

RE: Amend CDC 311-3.15

Attn: Andy Back, Planning and Development Services Division Manager

It has recently come to my attention that another effort to gain County support for the previously denied proposal converting the existing Shell Gas Station (on the corner of 91st Ave and SW Beaverton-Hillsdale Highway) to include an automated express car wash. The developer, in a flagrant display of greed, is dissatisfied with the limited income potential displayed by remaining simply a gas station. He has decided to request that the County change the CDC to accommodate him.

While I do not disagree in theory with the concept of reviewing a code that was written in the 1970's to determine if it is still feasible today, I do have a problem with any change to the existing code then being used to exploit this specific location in such a way as to degrade the safety and livability of the surrounding neighborhoods.

It is repetitive to state yet again that the true standard we as residential property owners expect the County to enforce on our behalf is the safety and livability of our residential neighborhoods; but it can not be said enough. This is what makes quality of life for us as residents and the quality of our investments in our homes. For most people the investment in owning a home is the largest single investment they have and it's sustained value (which is adversely impacted by changes in safety and livability) must be heavily weighted when the County considers proposed development changes that impact residents.

I can not say loud enough that it is beyond what I would consider reasonable for the County to make a change that will result in creating a clear and significantly increased threat to the safety of families and students as they bike or walk the street edges, sidewalks and crosswalks of this neighborhood in conducting their daily lives. We cross the street every day just to get the mail from our mailbox or attend school!

This intersection is one of only two ways out of a neighborhood containing over 300 homes. All the streets that feed into SW 91st Ave are dead end – there is no alternate route. School buses from three schools pick up and drop off our children all along SW 91st all day long – and the children cross the street at high traffic times already.

I believe that the existing gas station is not creating the projected revenue this developer wants (in part because of the existing congestion at this intersection) and he is *desperate* to draw more revenue to himself.....even if it means much more congestion for the area. **It makes absolutely no common sense to me at all.** When the developer realizes more congestion will only drive customers away- *not to him*, the property owners will be left with an abandon site creating yet another safety hazard.

If you must update the code then please also amend it to prohibit automated car washes from being approved on properties directly adjacent to residential neighborhoods or do not update the code at all.

Thank you for your time,
Alan J. Gregg
4470 SW 91st Ave.
Portland, OR 97224-2457

February 28, 2013
Gerald and Diane Zink
4311 SW 91st Avenue
Portland, Oregon 97225



Washington County Commissioners
C/O The Department of Land Use and Transportation (Long Range Planning)
155 N First Avenue, Suite 350, MS 14
Hillsboro, Oregon 97124-3072

Dear Sir or Madam:

91st Avenue is a main route for fire and rescue responders. If help is needed, but that help is delayed due to traffic congestion at a car wash, the results can be dire.

We are a sad society if those with money can make decisions which adversely affect the livability of a community. The 'wants' of a few should not be tolerated to trample on the 'needs' of the many.

Sincerely,

Handwritten signatures of Gerald and Diane Zink in cursive script. The signature for Gerald is on top, and the signature for Diane is below it.

Gerald and Diane Zink

March 3, 2013

Department of Land Use and Transportation
Long Range Planning
155 N. First Avenue, Ste 350, MS 14
Hillsboro, OR 97124-3072



Re: Car Wash Developer CDC Request

To Whom It May Concern:

This letter is in regards to car wash developer Gabe Dunaway's many attempts to develop an Express Car Wash Operation at the Shell gas station on the corner of 91st Avenue and Beaverton-Hillsdale Highway adjacent to a residential neighborhood. Over the past six years The Meadow Neighborhood Association has fought to keep this car wash operation out of our neighborhood.

Since the developer cannot comply with the queuing requirements in the Community Development Code (CDC 413-9.3.3.B.) he has filed a request to reduce the queuing requirements that protect neighborhoods from the onslaught of these kinds of businesses.

We as a neighborhood are opposed to a high volume, automated, express car wash because of the impact it would have on the livability and safety of the neighborhood:

- The large influx of traffic in an express car wash to process over 100 cars per hour is certainly not compatible with a residential neighborhood.
- There's a lot of foot traffic along 91st Avenue with residents walking their dogs, joggers, walkers, and bikers so certainly more traffic on the road is a big safety issue.
- The traffic impact from Jesuit High School in the morning and mid-afternoon competing with school buses and normal every-day-traffic is bad enough now. The impact a high volume, automated, express car wash located at 91st Avenue and Beaverton-Hillsdale would be enormous with the extra traffic this operation hopes to attract.
- The noise from the blowers of this operation is an issue.

March 3, 2013

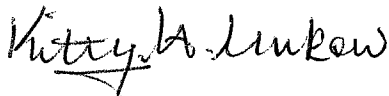
Page two

Department of Land Use and Transportation
Long Range Planning

This type of business, with the expected high volume traffic and noise it will generate, does not belong in a residential neighborhood. This type of business belongs in a commercial or industrial area.

The Meadow Neighborhood Association has requested an amendment to the CDC to prohibit approval of automated car washes in the Neighborhood Commercial Zone on any property adjacent to or separated by a street from property in a residentially Zoned District, and that Gabe Dunaway's related request for a CDC amendment of the car wash current queuing requirement be denied.

Sincerely,



Kitty A. Unkow
4255 SW 91st Avenue
Portland, OR 97225-2551
Phone: 503-297-3151

Sincerely,



Victor B. Unkow
4255 SW 91st Avenue
Portland, OR 97225-2551
Phone: 503-297-3151

/kau



President's Office



Washington County Department of Land Use and Transportation
155 N First Ave., Suite 350, MS 14
Hillsboro, OR 97124-3072

March 6, 2013

Dear County Commissioners,

On behalf of Jesuit High School, I am writing in response to Mr. Gabe Dunaway's request to change the Community Development Code (CDC 413-9.3.3.B) to reduce the queuing requirements associated with his proposed express car wash.

We continue to have concerns regarding the impact to our community if an express car wash is built across the street from our 1,270-student high school campus. We believe that a car wash so close in vicinity to our school would significantly increase traffic congestion and volume and adversely impact the safety of our students, faculty, staff, parents, and visitors to our campus.

The intersection of SW 91st and SW Beaverton-Hillsdale Hwy. is already extremely busy, especially during key periods of the week when our students are traversing the crosswalk and parents are dropping off or picking up their students. We are concerned that an express car wash and the queuing lines associated with its operation would endanger members of our community and those visiting our campus.

Thank you.

Sincerely,

John Gladstone
President
Jesuit High School

RECEIVED

MAR 07 2013

Range Planning
Land Use & Transportation

Points for Letters and Testimony

Our neighborhood is organized and unified in opposition to the proposed express car wash proposed to be constructed at the Shell Station on the corner of SW 91st Ave and SW Beaverton-Hillsdale Highway. We support the neighborhood association's efforts to protect the livability and safety of the neighborhood.

Multiple hearings over the past 6 years.

We followed the process required by Washington County in our efforts to protect our neighborhood.

After prevailing in multiple hearings and appeals, the car wash applicant has requested that the rules be changed in order for him to obtain an approval of his plans.

It is our understanding that Washington County Long Range planning is not designed to help an individual obtain an approval of a specific application.

The car wash applicant says that the Community Development Code (CDC) developed in the early 70's is obsolete and does not address an automated high volume express car wash.

We agree that a noisy, high volume, automated, express car wash was not anticipated when the CDC was written. This type of car wash belongs in a commercial or industrial site, not directly adjacent to a quiet residential community.

County staff has supported the Car Wash Applicant's request for a CDC change saying that the Washington County CDC is inconsistent with the requirements in City of Beaverton and the City of Hillsboro. The fact is that Washington County has not been consistent in their CDC requirements on protecting neighborhoods from the impacts of car washes. A recent change was made in the CDC in the Bethany area that was designed to protect residential neighborhoods from the impacts development of a car wash would cause. This is a precedent that apparently the County staff did not consider.

What are the impacts on our neighborhood?

- Already have serious traffic impacts from Jesuit High School.
- All streets that feed into SW 91st Avenue are dead end.
- Only two ways in and out of our neighborhood – SW Beaverton-Hillsdale Highway and SW Canyon Road.
- Additional congestion from the proposed carwash at the intersection of SW 91st Ave and SW Beaverton-Hillsdale Highway would greatly impact the safety and livability in our neighborhood.
- The noise from the blowers and traffic at an express car wash is not compatible with a residential neighborhood.
- The large influx of traffic in an express car wash to process over 100 cars per hour is not compatible with a residential neighborhood.
- Three school buses pick up and drop off school children along SW 91st Ave in the mornings and the afternoons.

Handwritten notes:
 4477 SW 94th Ave PDX 97225
 Staehli: Shell Station

- Feeding traffic in and out of a high volume car wash onto SW 91st Ave. and SW Club Meadow Lane creates additional hazards to pedestrians and bicyclists because SW 91st Ave has no connected sidewalk system and SW Club Meadow Lane, that is a primary thoroughfare for pedestrians including young schoolchildren and bicyclists of all ages, has no sidewalk.
- People living on the west side of SW 91st Avenue have to walk across the street to get their newspapers and mail. The traffic is already so heavy that residents have difficulty safely crossing the street.
- Safety of pets in our neighborhood.
- Protect the livability and safety of our neighborhood.

Wording from Neighborhood Petition:

LONG RANGE PLANNING CITIZEN REQUEST (Draft 2013 Work Program, Tier 1)

The Meadow Neighborhood Association requests that the CDC be amended to prohibit automated car washes from being approved in the Neighborhood Commercial Zoning District on properties directly adjacent to residential neighborhoods, and that Gabe Dunaway's related request for a CDC amendment of the car wash current queuing requirement (Tier 1, Item No. 31) be denied.

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Washington County Department of Land Use and Transportation, Long Range Planning

Attn: Andy Back, Planning and Development Services Division Manager

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25979 XDF
3/28/12
2/14/12
2/14/12

O'Guinn Testimony – March 26, 2013

Washington County Commissioners
155 N First Avenue
Hillsboro, Oregon 97124-3072



Re: Draft 2013 Work Program – Tier 1, item 31, and
Related Proposal from Meadow Neighborhood Association

My name is David O'Guinn

I reside at 8999 SW Meadow Lane, Portland 97225

I am the elected spokesman for the Meadow Neighborhood Association

- Our neighborhood includes about 250 residences extending along SW 91st Avenue from Canyon Road to BH and including all the dead end streets that feed into 91st. (See Slide 1)
- Many residents from our neighborhood are here tonight.
- Gabe Dunaway has repeatedly applied for approval of a proposed Express Car Wash to be built at the corner of BH and 91st over the past 6 years.
- Our organized neighborhood has followed Washington County appeal process.
- County Hearings Officers have repeatedly denied Mr. Dunaway's applications based on the requirements of the CDC.
- Mr. Dunaway now asks for a change in the car queuing requirements in the CDC specifically to allow building of his proposed car wash.
- The queuing requirement is one of the major requirements in the CDC that has protected our neighborhood from the devastating effects an express car wash would cause. We ask that his request to be on the project list for 2013 be denied.
- In his letter Mr. Dunaway states that the queuing requirements in the CDC were adopted in the early 1970's before express car washes existed. (See our attached slides 2, 3, 4, 5, 6, 7)
- It is evident that at the time these CDC requirements were adopted, placement of an express car wash next to a residential neighborhood was not considered because the technology had not been developed and they did not exist.
- We have approximately 250 residences in our neighborhood and have also spent thousands of dollars. Scores of residents have taken time off work to attend and testify at each of the hearings held in Hillsboro in an effort to preserve the livability and safety of our neighborhood.
- Our neighborhood is asking that the County add a project to the 2013 Work Plan to change the CDC to prohibit the construction of an express car wash adjacent to or across the street from a residentially zoned neighborhood.
- The change we are proposing would make it clear that this kind of development would not be allowed in Washington County adjacent to or across the street from a residentially zoned neighborhood.
- This would benefit all neighborhoods in Washington County and help prevent future polarization between businesses and neighborhoods.

PowerPoint Slides



Slide 1

This shows a map of our neighborhood consisting of about 250 residences.



Slide 2

The small roll-over car wash 5305 N Lombard Street is the type of car wash associated with service stations when the CDC was approved in the early 1970's. The entrance to this car wash is under the yellow sign on the left side of the service station building marked "Enter".



Slide 3

This is another view of the small roll-over car wash located on N Lombard Street. These car washes will wash a maximum of about 12 cars an hour.



Slide 4

The vehicle is driven into the small car wash; stops and waits while the car is sprayed with soap; brushes move over the top and sides of the car and the car is rinsed; the car is then driven out of the tunnel. The process takes a few minutes. This again is the type of car wash that existed at the time the CDC was adopted in the early 1970's.



Slide 5

This example of an express car wash is located on SW Canyon Road near Walker Road. These automated, conveyerized, noisy, car washes did not exist at the time the CDC was adopted in the early 1970's. An express car wash will wash over 100 cars per hour. These car washes are not compatible with a residential neighborhood because they denigrate the livability and safety of the neighborhood with greatly increased traffic, headlights shining into residences, trash from cars, etc. Express car washes are notoriously noisy with blowers, motor driven conveyors, multiple vacuums and customers playing loud stereos. The CDC requires car washes to comply

with the DEQ noise regulations. Although DEQ has noise regulations neither DEQ nor Washington County have programs for evaluating, monitoring or enforcing noise violations after a car wash is constructed and operating.



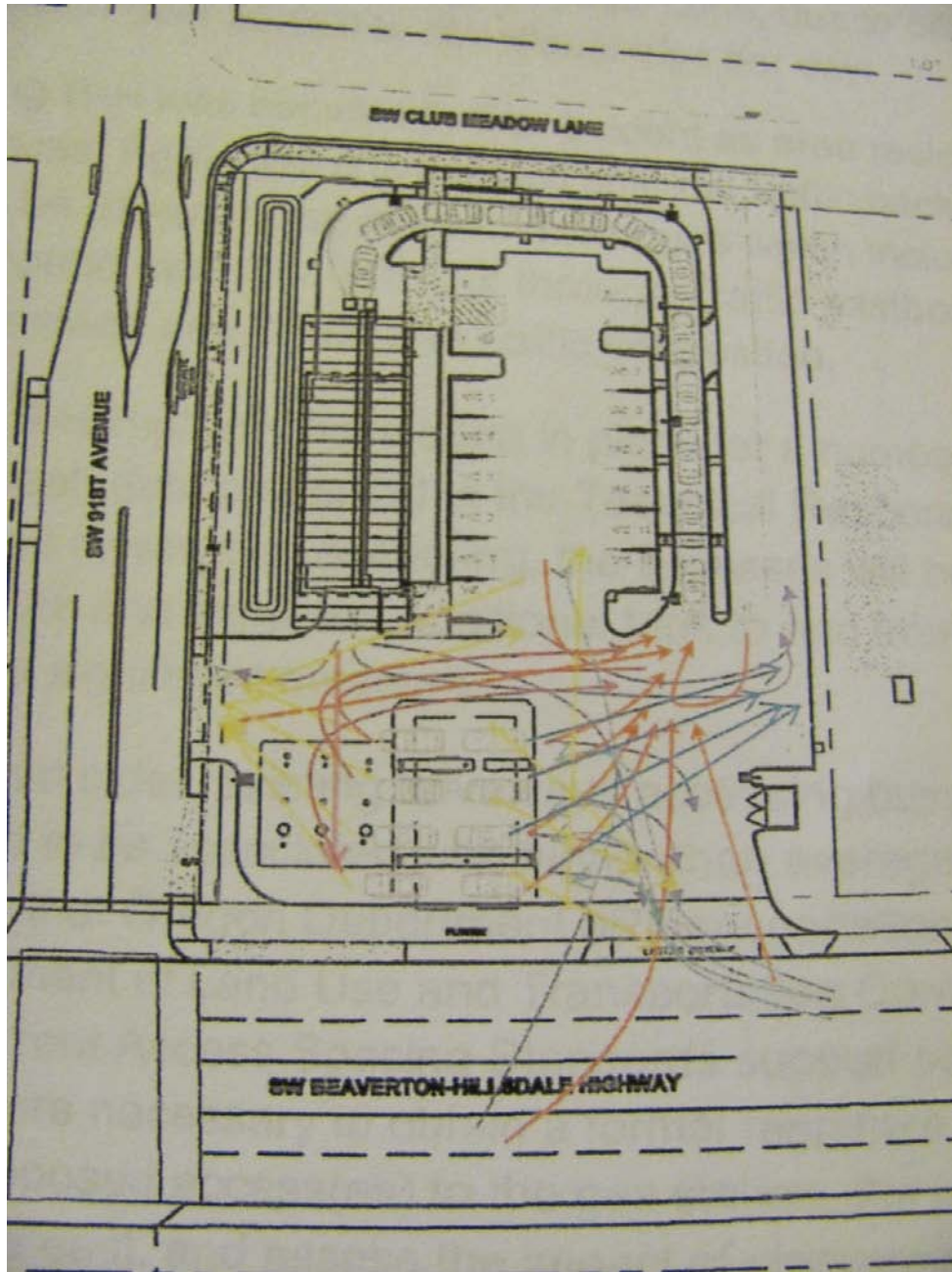
Slide 6

Over 20 years ago the roll-over car wash at Mr. Dunaway's Shell station at 91st & BH Hwy was repurposed to the car repair bay on the far left of the service station. Again, this was the type of car wash considered when the CDC was adopted in the early 1970's.



Slide 7

This car wash, located at 1655 NE Burnside Road in Gresham, shows the queuing problem that many express car washes have.



Slide 8

This illustration of the internal traffic flow problems with Mr. Dunaway's proposed car wash was presented by Massoud Saberian, traffic engineer of SABA Engineering who was one of our neighborhood's consultants. It shows that at this site the CDC queuing requirement would not be restrictive enough. Cars would end up queued out along SW Club Meadow Lane, 91st Avenue, and BH Hwy.



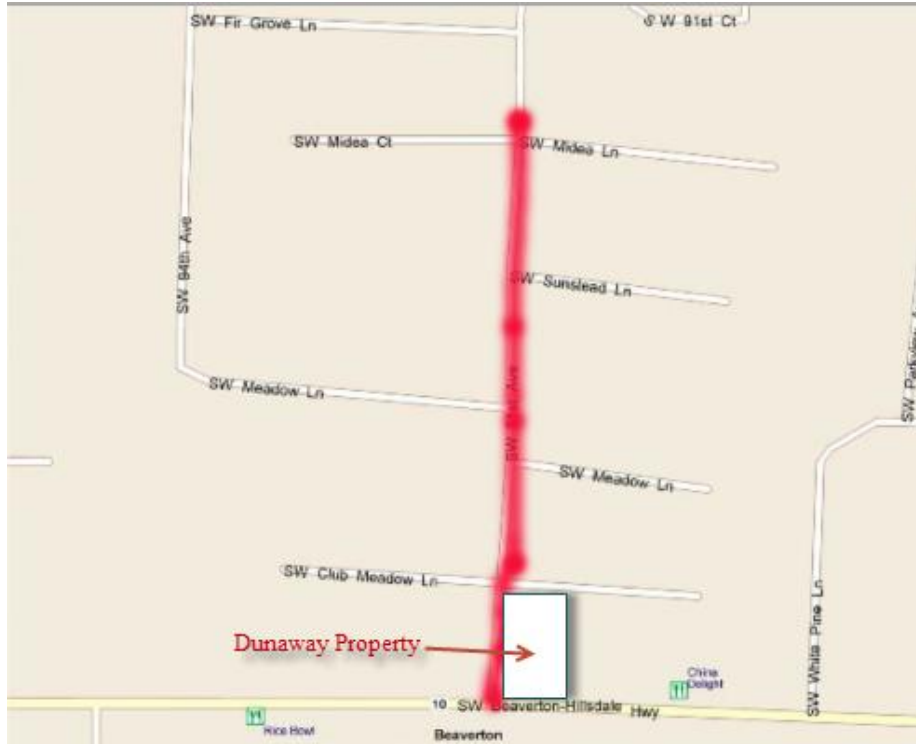
Slide 9

This shows Jesuit High School traffic in the mornings going south on SW 91st Avenue toward BH Hwy.

Street	Distance to BH Highway
Club Meadow	270 feet
Meadow Lane East	540 feet
Meadow West/Robert Gray	675 feet
<u>Sunstead</u>	990 feet
<u>Midea</u>	1300 feet

Slide 10

Jesuit High School traffic queues on 91st Avenue from BH Hwy to Midea Lane/Midea Court. The queue is often 1300 feet long and blocks five dead end residential streets.



Slide 11

This is a map view of the 1300 feet of queued Jesuit traffic from BH Hwy to SW Midea Ct/Midea Ln that often blocks access to SW 91st Avenue for residents that live on the dead end streets that feed into 91st the only into and out of our neighborhood.



Slide 12

This photo shows a truck trying to turn left into 7-Eleven directly across 91st from the Dunaway property. The truck is blocked by Jesuit High School traffic stopped at the traffic signal on at the corner of 91st and BH Hwy.



Slide 13

This photo shows an auto accident at the intersection of SW 91st Avenue and BH Hwy. The accident occurred on January 20, 2011.



Slide 14

Students waiting at the side of SW 91st Avenue for a school bus-- notice there are no sidewalks. Increased traffic and congestion aggravates a safety issue for pedestrians. Local residents and Jesuit High School students jog along SW 91st Avenue. People walk their dogs, walk, and ride bicycles on SW 91st Avenue. Residents have to walk across SW 91st Avenue to get their mail – all of the mailboxes are on the east side of the street.



Slide 15

This is one of five school buses that pick up children on SW 91st Avenue.



Slide 16

This is a view of SW Club Meadow Lane looking across SW 91st Avenue. The car wash developer plans to use this street as one of three accesses to his proposed car wash. Club Meadow Lane has no sidewalks and is a narrow, dead end street designed for access by local residents.



Slide 17

This photo shows neighborhood residents walking west along SW Club Meadow Lane. The proposed car wash would be located on the lot to the left of the pedestrians. Imagine cars queued along SW Club Meadow Lane and a noisy, high volume, automated car wash disrupting the livability and safety of our neighborhood. Approval of our proposed CDC change would prohibit an express car wash adjacent to or across the street from a residential neighborhood **and** would benefit all residential neighborhoods in Washington County.



Slide 18

These are neighborhood residents walking west on SW Club Meadow Lane.



Slide 19

This is a neighborhood resident pushing a baby stroller west on SW Club Meadow Lane.



Slide 20

One of two adult foster homes on SW Club Meadow Lane; this one is directly across the street from the proposed car wash.



Slide 21

The second adult foster home is at the dead end of SW Club Meadow Lane.



Slide 22

These facilities are frequently serviced by emergency vehicles which would likely be blocked from entry by queued car wash traffic.



Slide 23

Jim and Georgia Hogan are retired and have lived on SW Club Meadow Lane since 1958. Prohibiting an express car wash from being constructed adjacent to or across the street from a residentially zoned neighborhood would preserve and protect the livability and safety of residential neighborhoods and help assure compatible commercial development that serves neighborhoods.

Conclusion:

Although our neighborhood has unique challenges, all Washington County neighborhoods have individual characteristics and challenges that must be addressed as Washington County grows. Revising the CDC to prohibit express car washes being built across the street from or adjacent a residentially zoned district would benefit all Washington County neighborhoods. We ask your consideration to include our proposed amendment to the CDC in your 2013 Tier 1 work plan, and reject the amendment proposed by Gabe Dunaway.



WASHINGTON COUNTY OREGON

February 6, 2013

To: Washington County Planning Commission
Washington County Citizen Participation Organizations
Washington County Committee for Citizen Involvement
Washington County Cities and Special Service Districts
Beaverton Neighborhood Association Committees
Other Interested Parties

From: Andy Back, Planning and Development Services Manager *ABB*

Subject: Draft 2013 Work Program

Annually, the Planning and Development Services Division prepares a work program for adoption by the Washington County Board of Commissioners (Board). The draft 2013 Work Program describes the planning projects, potential land use ordinances and other division activities projected to be addressed in 2013. The draft work program is posted at the following link:

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

The Board wishes to provide you with the work program so you will be aware of the planning issues before the county. The Board is scheduled to consider the work program, including public comments, on March 26, 2013 at 6:30 p.m. If you would like to provide comments about the work program to be included in the final staff report to the Board, mail or fax your written comments to Long Range Planning before 5 p.m., March 7, 2013 at the address shown below.

If you have questions or would like additional information about the work program, contact Linda Schroeder at Linda_Schroeder@co.washington.or.us or (503) 846-3962.

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**Department of Land Use & Transportation · Planning and Development Services
Long Range Planning**

155 N First Avenue, Ste. 350 MS 14 · Hillsboro, OR 97124-3072
phone: (503) 846-3519 · fax: (503) 846-4412 · TTY: (503) 846-4598 · www.co.washington.or.us



February 5, 2013

To: Board of County Commissioners

From: Andy Back, Planning and Development Services Division Manager

RE: **Draft 2013 Work Program**

RECOMMENDATION

Release the draft 2013 Work Program for a 30-day public comment period ending March 7, 2013. Consider approval of the work program at your March 26, 2013 meeting.

2013 PRIORITIES

Each year, a land use ordinance work program is submitted by Long Range Planning staff for consideration by the Board. The work program identifies tasks that Long Range Planning staff, now a section within the newly merged Planning and Development Services Division ("Division"), will undertake in 2013. The work program also includes the recommended land use ordinance topics to be addressed this year. As in past years, the work program identifies longer-term responsibilities, annual projects and on-going Long Range Planning services. Current multi-year projects requiring significant staff resources include the Aloha-Reedville Study and the update of the Transportation Plan. Another continuing multi-year project the Division is monitoring is the greenhouse gas reduction legislation and planning and the Southwest Corridor Plan. Important on-going services in Long Range Planning include processing quasi-judicial plan amendments and boundary changes, coordination with other jurisdictions, participating in park and trail projects, managing the meetings of the Washington County Coordinating Committee and county Planning Directors, preparing grant applications to solicit additional funding sources and providing assistance to other county departments.

The Aloha-Reedville Study is a three-year project involving the Departments of Land Use & Transportation, Housing Services, and Community Development. Project goals include working with the community to support job growth, maintain and increase housing options and improve all modes of transportation within the study area. In association with this project, staff is participating in the city of Hillsboro's Transportation and Growth Management (TGM) grant to study the Tualatin Valley Highway Corridor between Hillsboro and Beaverton. The final year of the Aloha-Reedville Study grant will begin in March. More staff resources will likely be shifted to this project to complete the required deliverables during this third and final year of the study.

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In 2012, the first phase of the update of the Transportation Plan began. Work to date has focused on policy and plan review, examining existing conditions and identifying transportation needs. The next phase is already underway and will include identification of system alternatives, development and review of a draft plan and, ultimately, formal review and adoption of an updated plan. Based on Board direction provided in December 2012, staff intends to file two ordinances. Policy changes will be the subject of one ordinance; map changes will be included in the second ordinance. Staff expects the policy ordinance to be adopted in late 2013, and ordinance containing systems maps to be continued until spring 2014 for additional public hearings.

With the Oregon Land Conservation and Development Commission's (LCDC) completion of its review of the Metro area's urban and rural reserves designations and Metro's recent addition of land to the Urban Growth Boundary (UGB), staff will continue to participate in the Court of Appeals process until the reserves decision is resolved. Following resolution of these appeals, staff will begin to negotiate the content of amendments to Urban Planning Area Agreements (UPAAs) with the cities of Hillsboro and Beaverton to address the expansion of their respective planning areas.

Work to address greenhouse gas legislation will continue this year, but intensify as initial state and regional planning efforts proceed. This task will be a large multi-year project that may lead to updates of parts of the county's Comprehensive Plan, related primarily to the urban area. In addition to changes to the Transportation Plan, other elements of the Comprehensive Plan that are anticipated to be updated are the Comprehensive Framework Plan for the Urban Area and the community plans.

With continued work on the Aloha-Reedville Study, the Transportation Plan update and other Tier 1 tasks, staff's ability to take on new tasks in 2013 will be limited. The level of staff resources for Tier 1 tasks are shown as high, medium or low in this draft work program. Task-specific estimates of staff time will be provided in the March work program staff report. Other adjustments to the work program will be needed if additional tasks are added, existing tasks are expanded, or the Division's proposed budget for FY 13/14 is reduced through the upcoming budget process.

ORDINANCE HEARING SCHEDULE

The first ordinance filed in 2013 was authorized by the Board on January 15. Ordinance No. 760 removes transportation connections and designations and text relating to an area of special concern in the 2020 Transportation Plan and the Sunset West Community Plan. This ordinance has been scheduled for a hearing before the Planning Commission on March 6; Board hearings will begin on March 19.

Staff anticipates returning to the Board toward the end of February to request early authorization to file a limited number of ordinances so that hearings can be held early in the ordinance season. A schedule for remaining ordinance topics to be addressed this year will be developed when the Board approves the work program.

The remaining elements of this Draft 2013 Work Program Staff Report consist of:

- ***A description of citizen requests*** and staff's preliminary recommendations for work program prioritization
- ***Table 1***, which outlines the general timeframes for major Planning and Development Services Division projects
- ***Table 2***, which categorizes tasks into Tier 1, 2 and 3. In Tier 1, these tasks are split into four areas: 1) Countywide, 2) Transportation, 3) Rural and 4) Urban. Many of the tasks shown were continued from 2012, and new tasks are *italicized*.

Tier 1 tasks include the major projects shown in Table A and other projects that must be addressed this year, including the Division's on-going responsibilities. Most tasks were continued from 2012. Some Tier 1 tasks will continue into 2014 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 2013 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need more evaluation prior to determining their priority. Because most of the Division'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 2014.

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.

- ***Attachment A***, containing descriptions of the tasks listed in Table 2
- ***Attachment B***, containing descriptions of on-going Long Range Planning tasks and activities
- ***Attachment C***, containing descriptions and staff recommendations for removing certain tasks and requests from consideration in the 2013 Work Program

2013 CITIZEN REQUESTS

Provided below is a summary of new citizen requests that have been submitted for consideration in 2013 as well as staff comments. Copies of the requests will be provided to the Board under separate cover and are posted on the Division's website along with this staff report at the following web link:

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

1. Request by Mr. Gabe Dunaway to update Community Development Code Section 413-9.3 B, which requires that car washes provide one off-street parking space for each employee, plus adequate waiting space for autos on the premises to accommodate fifty (50) percent of the hourly rate of capacity for the car wash. Mr. Dunaway has been unable to secure final land use approval for a car wash on his property and therefore requests that this standard be updated to provide more flexibility (e.g. allow staff more discretion with determining an appropriate length of waiting space, reduce or eliminate the amount of waiting space required).

Staff response: The intent and purpose of the existing standard is to ensure that the queuing of vehicles waiting for a car wash does not impact site ingress/egress or otherwise impact through movement on county roads, especially Arterials and Collectors. However, some jurisdictions, including Beaverton and Hillsboro, do not require minimum queuing lengths based on hourly capacity. Staff recommends that the Board consider this request as a Tier 1 item in 2013.

2. Requests from CPO 7 regarding completion of the Saltzman Road Extension Study, amendments to neighborhood meeting rules, posting of notices to indicate proposed development actions inside the UGB, expansion of the public notice area inside the UGB, and allowing the limitation on hours of operation for drive-thru businesses located near residential areas.

Staff response: The Saltzman Road Extension Study will be undertaken as part of the Transportation Plan update process in 2013. During preliminary work program discussions, Board members did not express strong interest in pursuing changes to expand the county's posting or notice area requirements. However, there was some interest in looking further at modifying neighborhood meeting requirements and the limitation on operating hours for drive-thrus. Staff recommends including the development of issue papers on these two items as Tier 1 items in the work program.

3. Two requests were submitted asking for the creation of a Residential Airpark Overlay and its application to properties adjacent to the Sunset Airstrip located south of the city of North Plains. In 2009, the county undertook an effort to expand the Private Airport Use Overlay to properties adjacent to the Sunset Airstrip located south of the city of North Plains. During the ordinance process to apply this designation, the Department of Land Conservation and Development provided testimony that the Private Use Airport Overlay provided a more extensive uses than would typically be necessary for a residential airstrip.

The county rejected the ordinance under consideration, Ordinance No. 721, in order to further review the concept of developing a residential airpark overlay. The original proponent of the 2009 request, along with a potential purchaser of a property near the Sunset Airstrip, has renewed the request to develop a residential airpark overlay.

Staff response: *Because this request involves both the development of regulations and their application to specific properties, county practice has been to review these requests through a combination legislative and quasi-judicial process. Should the Board accept staff's recommendation to add this item as a Tier 1 task, the request will be subject to a quasi-judicial fee agreement requiring processing costs to be paid by the property owner.*

4. Request from K&R Holdings to revisit the restriction on development of slopes in the North Bethany Subarea. K&R's letter asks that the sloped areas in North Bethany be treated the same as they are in the rest of unincorporated Washington County. The company asks that on-site geotechnical analysis should be performed to determine site suitability rather than relying solely on a policy decision to restrict development in areas with slopes greater than 25%.

Staff response: *The planning of the North Bethany Subarea provided the county an opportunity to consider many new concepts such as regional stormwater facilities, the pre-planning of park facilities, the provision of work force housing and density bonuses. Through this planning process, county staff also implemented changes regarding development in or near stream corridors, vegetated areas and on slopes over 25%. Lands featuring these characteristics were included in "density restricted" areas which also played a large role in establishing an urban/rural buffer that Metro required as a condition of the area's inclusion in the urban growth boundary. Staff believes this request could have a significant effect on elements of the North Bethany Subarea Plan, and suggests the Board authorize a Tier 1 task to develop an issue paper to provide research, identify implications and offer options for the Board's consideration.*

5. Request from CPO 10 to extend the approval period for temporary health hardships from two years to four years. The CPO states that the change would reduce the requirements for family members who serve as the primary caretakers of elderly parents or relatives with medical issues. Instead of having to require documentation from medical professionals and other evidence of the temporary health hardship every two years, the process would only require renewals every four years.

Staff response: *Staff suggests that evaluation of this request and the development of an issue paper be added as a Tier 2 item in the 2013 Work Program.*

TABLE 1 - General Timeframes for Major Planning Projects

	2013				2014				2015				2016				2017			
	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 County Service District																			
	Aloha-Reedville Study and Livable Community Plan				Possible Aloha Implementation															
	Update UPAA's to Implement UGB Urban Reserve Decisions																			
County Transportation Planning	Update County Transportation System Plan (TSP)				Metro Regional Transportation Plan and Functional Plan Updates for Greenhouse Gas and County TSP Update															
Cities' Planning	Cities' Land Use and Transportation Planning • UGB Expansion Area Planning (West Bull Mt., Cooper Mt., No. and So. Hillsboro, etc.) • Urban Reserve Area Planning • City TSP Updates • Urbanization Forum Implementation																			
State and Regional Planning	Greenhouse Gas Reduction Legislation and Planning • Monitor Legislation • Countywide Effort • Update County TSP • Update County Comprehensive Plan • Other implementing actions																			
Other	Assistance to the Board and CAO about Urbanization Forum Issues / Implementation																			
	Monitor Statewide Planning Program / Legislature / LCDC																			
	State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration			

TABLE 2 - 2013 Work Program Tasks

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 1 (<i>new tasks are italicized</i>)				
Countywide Priorities				
1	On-going non-discretionary tasks	H		
2	Coordination of Population and Employment Growth Projections for the Metro Area	H		
3	<i>Adoption of Regional Forecasts</i>	L	Y	
4	Greenhouse Gas Reduction Legislation and Planning	M		Participate in Metro-led multi-year implementation of the GHG reduction legislation
5	Parks and Trails - acquisition assistance, planning and coordination Current tasks include: - participate in THPRD and Metro trail master planning - participate in THPRD and Metro park and trail committees - participate in planning for the Tualatin Valley Scenic Bikeway	M		
6	State Legislation implementation	L	Y	Review of land use legislation and implementation of non-discretionary changes
7	Oregon Administrative Rule updates	L	Y	
8	Housekeeping and General Update ordinance	L	Y	
9	Review and Update the Comprehensive Plan for consistency with the Religious Land Use and Institutionalized Persons Act (RLUIPA)	L-M	Y	
10	Update plan amendment procedures	L		Amend R&O for general procedural update and consistency with fee schedule
11	<i>Greening the Code project implementation</i>	M	Y	<i>Amend the Community Development Code to address solar and wind energy</i>
12	<i>Amend nonconforming standards to address setbacks reduced by public dedication</i>	L	Y	

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 1 (<i>new tasks are italicized</i>)				
Transportation Priorities				
13	Transportation Plan Update	H	Y	Two ordinances will be filed in 2013; one is expected to be adopted in 2013, the other in 2014
14	Southwest Corridor Plan	M	Y	Participate and address county issues
15	Basalt Creek Transportation Planning - Adopt IGA to transfer planning jurisdiction - Participate in planning effort and address county issues; amend TSP as appropriate	M	Y	
16	Hillsboro Transportation Projects - Tualatin Valley Highway TGM Grant - Downtown Transportation Solutions Study	M	Y	
17	<i>Transportation & Growth Management Grant-funded projects</i> - <i>Neighborhood Bikeways</i> - <i>Multi-modal Performance Standards</i>	M	?	<i>Neighborhood Bikeways project being led by Engineering and Construction Services Division staff</i>
Rural Priorities				
18	Amend the Property Line Adjustment Standards in the EFU and AF-20 Districts	L	Y	Make standards consistent with state law
19	Farm stands - creation of a Type II review process	L-M	Y	
20	Agri-tourism implementation	L-M		Begin scoping process in 2013
21	<i>Development of a Residential Airpark Overlay and application of the overlay to properties adjacent to the Sunset Airstrip</i>	M	Y	
Urban Priorities				
22	Aloha-Reedville Study and Livable Community Plan	H		Final year of three-year study; funded by HUD/Tiger II and Metro CET Grant. Possible ordinance(s) in 2014
23	<i>Removal of Area of Special Concern #11 in the Sunset West Community Plan</i>	L	Y	<i>Ordinance No. 760 filed in January 2013 makes these changes</i>
24	Amend county Comprehensive Plan elements to reflect the Banks 2012 UGB decision	L	Y	

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 1 (<i>new tasks are italicized</i>) Urban Priorities (cont'd)				
25	Urban Planning Area Agreement Updates - Adopt IGA transferring planning jurisdiction to Beaverton for Cooper Mountain area and follow up with amendments to Beaverton UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 (related to Beaverton UPAA in #39 under Tier 2) - Amend Hillsboro UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011 - Amend Tualatin UPAA to reflect UGB expansions since 2002 and urban reserves designated in 2011	H	Y	
26	UGB planning by cities or others	L		Participate and address county issues
27	Address Urban Reserves designations and 2011 UGB expansions	L	?	Provide support for Reserves appeal at Court of Appeals; revise Reserves designation if required by CoA
28	North Bethany Subarea Plan fixes	L	Y	Primarily housekeeping in nature, but will also address public utilities in North Bethany (excludes electric substations)
29	<i>Area 93 Community Planning</i>	M-H	Y	<i>Pending legislative action to add area to Washington County</i>
30	Create the North Bethany Main Street Urban Design Plan	M	Y	Tier 1 task only if CET grant funds are awarded in mid-2013; otherwise Tier 2
31	<i>Revise CDC standards relating to vehicle queuing for car washes</i>	L	Y	
32	<i>Evaluate request to amend neighborhood meeting standards</i>	L		<i>Research and prepare issue paper in 2013</i>
33	<i>Evaluate request to limit hours of operation of drive-thru facilities between 10 pm and 7 am</i>	L-M		<i>Research and prepare issue paper in 2013</i>
34	<i>Evaluate changes to density restrictions on steep slopes in the North Bethany Subarea</i>	M		<i>Research and prepare issue paper in 2013</i>
35	<i>Large Lot Industrial Readiness Study</i>	M	?	<i>Joint CET grant application with five cities and the Port of Portland; Tier 1 task only if CET grant funds are awarded in mid-2013</i>

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 2 (new tasks are italicized)				
1	Amend CDC sign standards - clarify that on-site signs for trails and recreational facilities are exempt from these standards - address legislation authorizing digital billboards	H	Y	Resolution of current lawsuit regarding billboards could result in re-evaluating the priority of this item
2	<i>Review new small lot subdivisions within the county</i>	M		<i>Includes the monitoring of planned developments and detached R-15 NB subdivisions and cluster housing within the North Bethany Subarea</i>
3	<i>Streamline Cell Tower CDC standards</i>	M	Y	
4	Adoption of School Facility plans developed by high growth school districts	L	Y	
5	Beaverton Urban Service Agreement Update	M		The Interim Urban Service Agreement with Beaverton expires in December 2014 (this item is related to the Beaverton UPAA update listed at #25 under Tier 1)
6	<i>Flood Plain CDC updates</i>	L	Y	<i>Update to allow the use of best available data for development applications</i>
7	<i>Update CDC regarding Measure 37/49 to reflect current regulations and state interpretation on parcel sizes</i>	L	Y	
8	Historic Overlay inventory and map updates	L	Y	
9	Grade separated major intersection study	M	Y	
10	Evaluate state and regional regulations for consistency with county standards for tree harvesting inside the UGB	L	Y	
11	<i>Update Urban Plan Amendment Criteria</i>	M	Y	
12	<i>Neighborhood Commercial Study</i>	M	Y	
13	Make Rapid Landslide Hazard Area information available to the public	L		
14	Hillsboro Airport planning	L	Y	City has recently removed its previously-applied regulations. Staff will monitor the airport planning process in 2013
15	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L		

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 2 (<i>new tasks are italicized</i>)				
16	Amend rural posting requirements to increase time period for posting notice	L	Y	
17	Evaluate and consider amending CDC regarding off-street parking for boats and recreational vehicles	L	Y	Initial analysis to result in creation of an issue paper to guide development of an ordinance
18	<i>Change Accessory Dwelling Units to a Type I process in the R-5 and R-6 Districts</i>	L	Y	
19	<i>Consider changing approval period for temporary health hardships from 2 years to 4 years</i>	L	Y	
20	<i>Examine standards for sales in conjunction with home occupations</i>	L	Y	
21	Revise Transit Corridor and Main Street standards - streamline and add flexibility regarding density and mixed use requirements - Create mixed-use districts along Metro 2040 corridors which feature flexibility and require a residential component - Establish quasi-judicial process to obtain new designations. - Evaluate adequacy of criteria to address current and future conditions (e.g., UGB expansions, ability to have higher densities along major transit routes)	H	Y	

No.	Tasks	Staff Time (FTE)	Ordinance	Comments
DRAFT 2013 Task List Summary - Tier 3 (new tasks are italicized)				
1	<i>Canyon Road Redevelopment Strategy</i>	L		<i>Placeholder item for work task suggested by Commissioner Malinowski in 2012</i>
2	SB 122 implementation - Intradepartmental support for urban service planning efforts - Assistance to the Board and County Administrator to update the county's urban service policy, respond to legislative changes - SB 122 Management Oversight Committee meetings, policy issues	L-H		
3	Transit-Oriented CDC amendments regarding density calculations	L	Y	fix discrepancies related to residential densities required for TOD and non-TOD areas
4	<i>General update of parking and bike parking standards</i>	M	Y	
5	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	
6	Review permitted uses and standards in the R-COM, R-IND and MAE Districts	M-H	Y	
7	Amend Rural Industrial, MAE and Rural Commercial Districts to comply with Goal 14	L-M	Y	
8	Hagg Lake Dam expansion	L	Y	Staff is following this planning effort - ordinance changes not likely in 2013
9	Update of R&O 86-95	L		

DESCRIPTION OF 2013 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.

TIER 1 PRIORITIES

Tier 1 priorities are grouped into four areas: 1) Countywide, 2) Transportation, 3) Rural, and 4) Urban. The following Tier 1 tasks will be the primary tasks Long Range Planning staff will undertake this year in addition to the required on-going tasks. The Division has 25.33 budgeted full time employees (FTE). Due to budget constraints, only 23.33 positions are currently filled. Historically, the total projected FTE for Tier 1 tasks exceeds the budgeted FTE. Staff manages this imbalance primarily by trying to spread tasks out over the year. Also, some tasks may require less time which provides more time to work on other tasks. If Tier 1 tasks are expanded or new tasks are added, adjustments would need to be made to the work program to match available resources. Initial estimates of staff time for each task is shown as High, Medium or Low. Estimated FTEs will be provided in the March work program.

Countywide Priorities

1. On-going non-discretionary tasks

On an on-going basis, the Planning and Development Services Division is responsible for a number of activities that are conducted as part of the Division's customary operational responsibilities. These tasks are described in greater detail in Attachment A to the draft 2013 Work Program staff report.

Reason for Tasks – To carry out on-going activities that are non-discretionary.

Staff Resources Needed – **High**

2. Coordination of Population and Employment Growth Projections for the Metro Area

This regional project, which began in 2010, is being developed and led by Metro. Currently, Metro is preparing allocations of forecast population and employment growth for 2025 to 2045. These growth assignments will be made by regional transportation zones (TAZs) and summarized at the city and county level to meet Metro's regional responsibility for developing a coordinated growth forecast pursuant to the requirements of ORS 195.036. For Washington County, this task includes coordination of the local review process with all of our cities together with review of growth allocations and related products for the unincorporated areas of the county. The review and analysis process addresses the assumptions and methodology utilized to develop estimates of base and future year households and employment and to distribute those estimates by TAZ based upon estimated capacity. Local governments will need to address their growth allocations through future planning efforts. County staff expect to play a key role in the development of the 2014 Regional Urban Growth Report.

Reason for Task – Supports local and regional needs for transportation and land use planning and modeling.

Staff Resources Needed – **High**

3. Adoption of Regional Forecasts (new task)

In accordance with state statutes and administrative rules, counties are required to adopt and maintain a coordinated 20-year population forecast for the county and for each urban area within the county. The county will work with regional and local representatives to coordinate these regional forecasts and incorporate the adopted forecast into either the county's Comprehensive Plan or a document referenced by the plan.

Reason for Task – To carry out on-going activities that are non-discretionary.

Staff Resources Needed – **Low**

4. Greenhouse Gas Reduction Legislation and Planning

Metro is involved in a multi-year, collaborative effort that is focused on meeting state targets to reduce greenhouse gas emissions from light duty vehicles. Metro is finishing Phase 1 of this work which shows that there are many ways to meet state targets to reduce emissions; however, all of the ways have trade-offs and costs and benefits associated with them. Over the next couple of years, Metro will move from studying options to picking a strategy. The intent of this work is to develop a Washington County process to pick a strategy for the County that meets Metro's objectives. This work would go on concurrently with Metro's work. Discussions between Washington County jurisdictions about how to address this effort on a countywide basis are occurring and staff will be able to report back to the Board about this issue in March. This task will lead to significant updates of parts of the county's Comprehensive Plan, related primarily to the urban area. In addition to changes to the Transportation System Plan, other elements of the Comprehensive Plan that are anticipated to be updated are the Comprehensive Framework Plan for the Urban Area and the community plans.

Reason for Task – To comply with state legislation.

Staff Resources Needed – **Medium**

5. Parks and Trails

Staff continues to work on a number of park and trail projects. This work is divided between Tier 1 tasks and on-going responsibilities. Together, all this work requires one full time equivalent (FTE) staff member. Current projects are described below. Other tasks are described under on-going tasks.

- Master planning of the Ice Age Tonquin and Westside Trails
- Assistance with the feasibility analysis for the Yamhelas Westsider Trail
- Monitoring the Council Creek Trail planning work
- Participation in the development of the Tualatin Valley Scenic Bikeway
- Implementation of the Fanno Creek Greenway Trail
- Participating in Metro and THPRD park and trail committees
- Coordinating expenditure of the Metro Natural Areas Bond local share allocation

- County Park System Development Charge (SDC) – The Board adopted an interim park SDC for portions of the Bethany, Cedar Mill and Cooper Mountain areas in 2004. Staff will continue to coordinate with THPRD to identify park and trail projects for funding by the county SDC.

Reason for Tasks – Coordinate and facilitate the development of trails and parks in Washington County.

Staff Resources Needed – **Medium**

6. State Legislation Implementation

A number of bills have been adopted by the Oregon Legislature over the past few sessions. Staff will review these bills and any bills adopted during the 2013 session for potential implementation in the county. Non-discretionary changes may be incorporated into the housekeeping/general update ordinance; discretionary changes will be reviewed as separate ordinance(s).

Reason for Task – Keep the Comprehensive Plan consistent with state law.

Staff Resources Needed – **Low**

7. Oregon Administrative Rule Updates

The Department of Land Conservation and Development, operating under the charge of the Land Conservation and Development Commission, undertakes rulemaking efforts on a regular basis to keep Oregon Administrative Rules current. Staff monitors these rulemaking efforts and will prepare ordinance changes as time permits.

Reason for Task – Keep the Comprehensive Plan consistent with state law.

Staff Resources Needed – **Low**

8. Housekeeping and General Update amendments to the Comprehensive Plan

Each year, staff proposes limited changes to elements of the Comprehensive Plan. 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, particularly the Community Development Code (CDC). 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 – Through the use of the Comprehensive Plan, staff has identified changes that are needed to maintain the Plan and make its requirements and procedures more efficient, effective and user friendly.

Staff Resources Needed – **Low**

9. Review and Update the Comprehensive Plan for consistency with the Religious Land Use and Institutionalized Persons Act (RLUIPA)

RLUIPA was enacted by Congress in 2000 and requires local governments to treat religious institutions in the same manner as other permitted institutional uses. This task would be undertaken with County Counsel to determine if any parts of the Comprehensive Plan, including the CDC, are not in compliance with this federal law as well as Oregon Administrative Rules.

Additionally, LCDC adopted amendments to its administrative rule (OARs) for the EFU and AF-20 Districts to address churches on high value farm land in response to RLUIPA. Associated with these changes is the need to determine if other development standards in these districts are consistent with the RLUIPA.

Reason for Task – Maintain Plan consistency with federal law.

Staff Resources Needed – **Low to Medium**

10. Update Plan Amendment Procedures

Staff has identified several changes to the resolution and order that established plan amendment procedures. The R&O describes procedures no longer used and outdated billing schedules. An updated R&O describing the current process and billing structure is needed. This task has been carried over since 2004.

Reason for Task – Eliminate out-of-date requirements.

Staff Resources Needed – **Low**

11. Greening the Code Implementation (new task)

In October 2012, the Greening the Code report was presented to the Board for acceptance. The report, funded by a 2010 U.S. Department of Energy (DOE) Energy Efficiency and Conservation Block Grant (EECBG), allowed the county to evaluate its land use and building codes to identify barriers to energy efficient and sustainable development. Staff's initial recommendations for implementation of the Greening the Code report findings include updating the CDC to provide definitions and clarify standards relating to wind and solar energy. Additional amendments may be proposed in 2014.

Reason for Task – Update the CDC to remove barriers to the provision of solar and wind energy sources and systems.

Staff Resources Needed – **Medium**

12. Amend nonconforming standards to address setbacks reduced by public dedication (new task)

Property condemned by Washington County can result in reduced setbacks. Those reduced setbacks can result in a structure that is nonconforming as to the setback. Homeowners can run into financing problems because the property is nonconforming with regard to its setbacks. This incurs a burden on an owner that can affect valuation in condemnation and results in negotiations that cost the county additional money. Staff recommends that the CDC

be amended to state that setbacks reduced as a result of condemnation or public dedication will not be considered nonconforming.

Reason for Task – Conform CDC provisions with existing practice and assure consistency with the county’s condemnation practice.

Staff Resources Needed – **Low**

Transportation Priorities

13. Transportation Plan Update

The first phase of the update of the Transportation Plan begins in February. Phase one will focus on policy and plan review, examining existing conditions and identifying transportation needs. This work is anticipated to extend into mid-summer/early fall. Phase two work will focus on identification of system alternatives, development and review of a draft plan and, ultimately, formal review and adoption of an updated plan. A citizen advisory committee has been formed as has an intergovernmental coordination committee. The staff consultant team has been meeting to refine the phase one work plan and the public and agency involvement plans to prepare for initial meetings with project committees. Updates to the Transportation Plan are anticipated to be adopted in October 2013, the close of the annual ordinance season.

Reason for Task – To comply with changes to the RTP; address as appropriate UGB expansions and the future UGB as defined by adopted urban reserves; and address county issues.

Staff Resources Needed – **High**

14. Southwest Corridor 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 transportation improvements; and the transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. The plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego. Staff participates as needed to ensure the county’s needs are met.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **Medium**

15. Basalt Creek Transportation Planning

The purpose of this project is to develop a concept plan for future development of the Basalt Creek area, located between the cities of Tualatin and Wilsonville. The county was a party to an intergovernmental agreement which identified the major roadway system in the Basalt Creek area. Currently, a concept planning effort is underway which will provide answers to a number of questions such as the future city limit lines between Tualatin and Wilsonville, the land uses in the Basalt Creek area, the future transportation network and provision of urban

services. The county will continue to participate in this effort and will reflect roadway decisions determined through the concept planning effort in the county's Transportation Plan.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **Medium**

16. Hillsboro Transportation Projects

Staff is participating in various Hillsboro transportation projects, including the Tualatin Valley Highway Corridor Plan and the Downtown Transportation Solutions Study. County staff will provide the city with transportation technical support for some city transportation projects. The results of the TV Highway Corridor Plan will be incorporated into the county's update of the Transportation Plan and the Aloha-Reedville Study.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **Medium**

17. Transportation & Growth Management Grant-funded projects (new task)

In 2012, the county received two TGM grants:

- Development of a Neighborhood Bikeway Plan – a plan to identify a connected network of low speed, low-traffic residential streets that offer alternatives to or complete gaps for cyclists and walkers on major streets. The plan will also identify tools and elements that make these routes more pleasant for people who live, walk, and bike on them and create a strategic process for implementation. This project will be managed by staff from the Engineering and Construction Services Division, with assistance from Long Range Planning staff.
- Development of Multi-modal Level of Service Standards – Washington County will investigate Multi-Modal Performance Measures and Level of Service Standards in conjunction with the Transportation System Plan update. This grant will result in a consultant-led effort to explore options and alternatives to the existing performance measures and vehicle standards, and supplement the critical work on Washington County's Transportation System Plan update. The county's Transportation System Plan update will provide important linkages between the local and regional planning efforts. It is envisioned that the plan update will include considerable effort on refining and advancing efforts on travel by modes other than the automobile. This grant will allow the county to have the resources available to work with the community to integrate system performance measures among and between different modes.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **Medium**

Rural Priorities

18. Amend the Property Line Adjustment Standards in the EFU and AF-20 Districts

The Board adopted Ordinance No. 720 in 2009, which partially implemented House Bill 3629. The bill authorized a number of property line adjustments on EFU and AF-20 land, but the Board directed staff to implement the bill only to address the expansion or contraction of non-farm uses on EFU and AF-20 lands. The provisions of the bill allows greater flexibility for property line adjustments in the EFU and AF-20 districts, but cannot be used to qualify properties for additional dwelling units. Since 2009, the county has received two citizen requests to fully implement HB 3629.

Reason for Task – To provide more flexibility for property line adjustments on exclusive farm lands in the county.

Staff Resources Needed – **Low**

19. Farm stands

In 2012, the State Land Use Board of Appeals (LUBA) considered an appeal of a farm stand approved in Washington County. At issue was the county’s process type for reviewing the farm stand request. Historically, farm stands have been exempt from land use review. Through its review of the appeal, LUBA determined that the county should have processed the permit (and all farm stand land use permits) through a Type II discretionary process. Currently, staff reviews farm stands by applying the Oregon Administrative Rule relating to farm stands directly. This task will establish how farm stands will be reviewed in all land use districts.

Reason for Task – Create a Type II discretionary review process to respond to LUBA remand.

Staff Resources Needed – **Low to Medium**

20. Agri-tourism implementation

Senate Bill 960, adopted in 2011, allows counties to develop standards authorizing “agri-tourism” uses. This legislation creates a process by which counties may conditionally approve commercial events or activities related to and supportive of agriculture in areas zoned for exclusive farm use, including areas designated as rural or urban reserves. This permitting process could make it easier for exclusive farm land to be used for events such as weddings, concerts, wine tastings and equestrian events. During initial discussions about the work program, Board members indicated their interest in pursuing the development of agri-tourism regulations, but expressed reservations about the amount of time this work would require. Board members would like staff to begin the scoping process in 2013 as the Tier 1 work to develop farm stand standards is underway. Based on that scoping and framing exercise, an implementing ordinance may be prepared for consideration in 2014.

Reason for Task – Investigate options for implementation of agri-tourism standards in Washington County.

Staff Resources Needed – **Low to Medium**

21. Development of a Residential Airpark Overlay for properties near the Sunset Airstrip
(new task)

In 2009, the county undertook an effort to expand the Private Airport Use Overlay to properties adjacent to the Sunset Airstrip located south of the city of North Plains. During the ordinance process to apply this designation, the Department of Land Conservation and Development provided testimony that the Private Use Airport Overlay provided a more extensive use than would typically be necessary for a residential airstrip. The county rejected the ordinance under consideration, Ordinance No. 721, in order to further review the concept of developing a residential airpark overlay. The original proponent of the 2009 request, along with a potential purchaser of a property near the Sunset Airstrip, has renewed the request to develop a residential airpark overlay. This request will be reviewed as a combination legislative and quasi-judicial request, and will be subject to quasi-judicial fees to be paid by the property owner.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

Urban Priorities:

22. Aloha-Reedville Study and Livable Community Plan

Washington County was awarded three grants to help fund the planning of the Aloha Town Center and associated corridors (Tualatin Valley Highway, Farmington Road and 185th Avenue). The grants are described below. In conjunction with these grants, the county will participate in the City of Hillsboro's TGM grant that will study the operation of TV Highway between Hillsboro and Beaverton.

- Community Challenge grant from the U.S. Department of Housing and Urban Development
- TIGER II grant from the U.S. Department of Transportation and the Federal Highway Administration
- Metro Construction Excise Tax (CET) grant

Important components of the Study include a community visioning process, planning to improve multi-modal travel, work force housing analysis, financing tools, and economic development plans. Necessary amendments to elements of the Comprehensive Plan are likely to be identified in 2013, with adoption in 2014. Higher levels of staff resources will be utilized during the final year of the Study as work begins to address many of the issues identified in the first two years of the Study.

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

Staff Resources Needed – **High**

23. Removal of Area of Special Concern 11 in the Sunset West Community Plan (new task)

Ordinance No. 760 amends the 2020 Transportation Plan and the Sunset West Community Plan to remove Area of Special Concern #11 in the Elmonica Subarea of the community plan. Changes include removal of the Area of Concern map and text, as well as transportation designations shown both in the community plan and the 2020 Transportation Plan. These

changes are needed to remove elements defined through the 1998 approval of the Sequent Master Plan, which identified the future development of a corporate campus for that specific company. Sequent no longer owns the properties, and this ordinance proposes to remove the Sequent Master Plan elements to allow for development by a subsequent owner or owners.

Reason for Task – To address county issues.

Staff Resources Needed – **Low**

24. Amend county Comprehensive Plan elements to reflect the 2012 Banks UGB decision

The City of Banks readopted its UGB expansion decision to include the Quail Valley Golf Course in 2012. Because of 2012 amendments to Oregon Administrative Rules which require joint adoption of UGB decisions, the state Department of Land Conservation and Development will not acknowledge the decision until the county adopts corresponding amendments to its Comprehensive Plan.

Reason for Task – State law requires counties and cities to coordinate planning efforts. This responsibility is also part of the county's urban planning area agreements with small cities.

Staff Resources Needed – **Low**

25. Urban Planning Area Agreement Updates

The county's urban planning area agreements (UPAAs) with each city in Washington County were adopted in the 1980's. Since then, only periodic amendments have been made to some of the agreements to address specific issues that needed to be immediately addressed in order to respond to a legal requirement. The UPAAs are in need of a major update in order to address a variety of planning issues that have been addressed during the past two decades, such as compliance with Metro's 2040 Plan. Several UPAAs with cities in Washington County also require updating to reflect areas brought into the UGB since 2002, and to show the eventual service providers for urban reserve areas identified in 2011. As part of the county-Beaverton UPAA update, the need to update the Interim Beaverton Urban Service Agreement (BUSA) will be assessed (see Tier 2, task #5).

Reason for Task – Required maintenance of the county-city UPAAs.

Staff Resources Needed – **High**

26. UGB planning by cities or others

Staff will participate in a number of city projects for the planning of UGB expansion areas and urban reserve areas. Projects include:

- Continued planning of West Bull Mountain by the City of Tigard. Tigard has assumed responsibility to complete the planning of this area due to the recent annexation of Area 64 to the city.
- Planning of Cooper Mountain (2002 expansion area) by the City of Beaverton. Beaverton has recently assumed responsibility from Washington County to create the Concept Plan this area.
- City planning of 2011 UGB expansions, particularly the areas known as North Hillsboro, South Hillsboro and Cooper Mountain Southwest.

- City planning of urban reserve areas.

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. Outcomes will be reflected in the county's and cities' Transportation Plans as appropriate.

Reason for Task – To address county issues and comply with regional and state requirements.
Staff Resources Needed – **Low**

27. Address Urban Reserves Designations and 2011 Metro UGB Expansions

The Court of Appeals heard oral arguments for the reserves appeal in January 2013. Staff assisted County Counsel in its preparation for defending the county's 2011 work to designate reserves. A decision is expected by mid-2013. The reserve designations will not be considered final until all appeals are resolved. A low amount of staff resources will be needed in the event the Court affirms the reserves decision. In the event any portions of the Washington County reserves are remanded, a significant amount of work will be required to revise urban and rural reserves. If that occurs, staff will seek out Board direction on how to proceed.

Related to the reserve designations is Metro's action in late 2011 to expand the UGB in areas identified as urban reserves. LCDC released its final order acknowledging the UGB expansion in December 2012. The order was appealed by several parties and is awaiting review by the Court of Appeals. The Court will likely delay its review of the UGB expansion until it has rendered a decision on the Reserves appeal. As with the reserve designations, the UGB expansions won't be considered final until all appeals are resolved. The county's role in UGB appeals is limited, as much of the work to defend these decisions will be done by Metro and cities.

Reasons for Task – To participate in region-wide coordination efforts with Metro and cities on updates to the regional growth plan.
Staff Resources Needed – **Low**

28. North Bethany Subarea Plan fixes

Since the adoption of the final ordinances implementing the North Bethany Subarea plan in 2012, staff has become aware of several housekeeping changes that must be made to ensure the proper operation of the subarea plan. In addition, through the Board's consideration of authorizing public utilities in North Bethany through Ordinance No. 759 in 2012, staff became aware that the prohibition on public utilities in North Bethany caused some intended problems. Though the initial planning work largely pre-planned where public services would be located, the absence of public utility siting standards in North Bethany causes problems in the event that additional utilities are needed, such as a new pump station for sewer service. This type of use would not be allowed under existing standards. Through this ordinance, staff

would make minor housekeeping changes and develop CDC language to allow for public utilities within North Bethany, with the exclusion of electric substations.

Reasons for Task – To address housekeeping changes and authorize limited public facilities in the North Bethany Subarea.

Staff Resources Needed – **Medium**

29. Area 93 Community Planning (new task)

Washington County is currently investigating the feasibility of allowing Area 93, added to the UGB in 2002, to move from Multnomah County into Washington County. A legislative solution is being pursued, which may result in Area 93 coming under the jurisdiction of Washington County and its various service districts. Because this urban portion of Multnomah County is separated from the city of Portland and Multnomah County by a swath of rural reserve-designated land, the area has faced governance and service provision issues – issues that may be more easily resolved in Washington County. Should legislation be approved, staff will be responsible for addressing community planning for Area 93.

Reasons for Task – To address a county issue.

Staff Resources Needed – **Medium to High**

30. Create the North Bethany Main Street Urban Design Plan

Since it will take several years before there will be sufficient residential development in North Bethany to support the Main Street Area, the complete standards for planning the main street were not fully developed during the concept planning process and subsequent adoption of community plan and CDC requirements in 2010, 2011 and 2012. Development of the Main Street Area will also be closely tied to the improvement of Kaiser Road, which will not begin for some time. Kaiser Road design considerations include its road speed, location of vehicular and pedestrian access, on-street parking, sight distance, and building setbacks. The Main Street Area development also envisions the possibility of a public/private partnership to develop certain aspects of the area, such as off-street parking facilities and road frontage improvements.

Ordinance No. 745 adopted Area of Special Concern language to guide development of properties along the main street. Staff suggests building upon that language and plans to submit a request for Construction Excise Tax funds to complete the main street planning work. Should this grant application not generate funds for planning, staff recommends this item be moved to Tier 2.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **Medium**

31. Revise CDC standards relating to vehicle queuing for car washes (new task)

A citizen request was submitted in 2012 asking the county to review its queuing standards for car washes. Current county standards call for a queuing distance equal to 50% of the car wash operation's hourly capacity. This standard is significantly out of sync with queuing

standards in other jurisdictions, which primarily rely on a queue length equivalent to 60-70 feet or a certain number of car lengths.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

32. Evaluate request to amend neighborhood meeting requirements (new task)

CPO 7 submitted a request asking the county to consider revising its requirements for neighborhood meetings. These requirements are included in a resolution and order that was initially adopted in 1997 and amended in 2004 and 2006. Staff will research the CPO's request and return later in 2013 with an issue paper outlining the proposed changes, their implications and offering options for the Board's consideration.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

33. Evaluate request to limit hours of operation of drive-thru facilities between 10 pm and 7 am (new task)

CPO 7 asked the Board to consider amending the CDC to allow for the limitation on hours of operation for drive-thru facilities when those facilities are located near a residential area. As a Tier 1 task in 2013, staff will perform research on other jurisdictions' standards for drive-thru uses, discuss how the county has historically managed "noise" issues, and will report back to the Board with an issue paper later in 2013.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low to Medium**

34. Evaluate changes to density restriction on steep slopes in the North Bethany Subarea (new task)

K&R Holdings requested that the Board reconsider its policy decision in North Bethany to restrict the density on slopes above 25%. K&R asks that the feasibility of development on steep slopes be determined on a site-specific basis following the analysis of a geotechnical professional. Staff noted that there was a clear policy decision in North Bethany to limit density on slopes and believes a thorough analysis should be done before revising the policy. Staff will research the history of the density restricted lands in North Bethany and will develop an issue paper in 2013 to seek Board guidance on this issue.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium for issue paper**

35. Large Lot Industrial Site Readiness Study (new task)

County staff are likely partnering with five Washington County cities and the Port of Portland to seek funding for a study to identify the development readiness for 21 large lot industrial sites. This effort would help define the development challenges, costs, timeline for moving these sites to development ready status, and the economic benefits (jobs, property

tax, and personal income tax) of successful development of these sites. The Site Assessments can be used by regional and local governments to prioritize infrastructure investments, understand implications of policy decisions on the critically constrained supply of market ready sites, identify what is needed to achieve on the ground or development outcomes, and obtain Decision Ready designation from Business Oregon – a step toward Industrial Site certification, develop public funding applications and secure private investment in the sites. This item is suggested as a Tier 1 task in the event that Construction Excise Tax grant funding is awarded to the county.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

TIER 2 PRIORITIES

Time permitting, staff will devote time to some of the following tasks in 2013, except for tasks scheduled to begin after 2013.

1. Amend CDC Sign Standards

Under this task, on-site signs for trails and other recreation facilities would be added to the list of signs that are exempt from the sign standards. These limited amendments would be made a part of a housekeeping/general update ordinance because they will clarify that the list of existing exempt signs include these kinds of directional and identification signs.

Another sign-related change is the implementation of Senate Bill 639, mandatory legislation that allows some signs to feature motion through the use of LED lights. The legislation allows sign content to change no more frequently than at eight second intervals. Needed changes to the CDC are expected to be limited and can be addressed in a general update/housekeeping ordinance. However, the county is currently involved in litigation relating to sign standards and based on County Counsel advice, work on the county's sign codes will be delayed until the litigation is resolved.

Reason for Task – Improve the operation of the Community Development Code.

Staff Resources Needed – **High**

2. Review new small lot subdivisions within the county (new task)

For many years, the work program contained two tasks related to small lot development. These tasks were concerned with planned development standards and building facades and driveway widths. With the adoption of new standards for small lot development in North Bethany, staff suggests a Tier 2 task to monitor the new developments constructed in North Bethany to evaluate the effectiveness of the new standards. Any ordinance changes would be suggested during the development of future work programs.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

3. Streamline cell tower CDC standards (new task)

Cell tower standards were last updated in 2002 and since that time, suggestions for clarifying and streamlining the standards have been suggested by Current Planning staff 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.

Reason for Task – To address a county issue and improve the operation of the Community Development Code.

Staff Resources Needed – **Medium**

4. Adoption of School Facility Plans developed by high growth school districts

The 2007 Legislature adopted legislation requiring larger school districts to adopt school facility plans. Counties and cities are required to assist school districts develop these plans. The Beaverton School District has updated its facility plan, which can now be incorporated into the county's Comprehensive Plan.

Reason for Task – Local coordination and maintain consistency with state law.

Staff Resources Needed – **Low**

5. Beaverton Urban Service Agreement update

City of Beaverton submitted a request in 2012 for the Board to consider updating the Interim Beaverton Urban Service Agreement (BUSA), which is set to expire in December 2014. During a work session in August 2012, staff presented an issue paper to the Board outlining how the BUSA relates to larger Urban Planning Area Agreement work in the county. The Board directed staff to begin taking steps toward the UPAA updates and assess the need for an update to the BUSA through that process. This task is related to Tier 1 task #25.

Reason for Task – Local coordination and maintain consistency with state law.

Staff Resources Needed – **Medium**

6. Flood Plain Community Development Code Updates (new task)

This amendment would allow applicants or staff to use the best available data rather than maps referenced in CDC Section 421 that may be outdated. The county has been forced to use the maps referenced in this CDC section even when the data is outdated because the CDC only allows the use of best available data when there are *no* adopted maps available.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

7. Update CDC standards regarding Measure 37/49 to reflect current regulations and State interpretation on parcel sizes (new task)

This task updates CDC references from Measure 37 to Measure 49 and would incorporate State of Oregon interpretations relating to parcel sizes of tax lots authorized under Measure 49. Additional work may be undertaken to clarify timelines associated with Measure 49 claims.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

8. Historic Overlay and map updates

Since the adoption of the Comprehensive Plan provisions for historic and cultural resources in the late 1980s, a small number of additional county properties have been listed on the National Register of Historic Properties. The proposed amendment would only recognize properties added to the National Register of Historic Properties since the adoption of the county's historic overlay provisions. The number of properties affected is likely to be

minimal and owner agreement is anticipated. Through this update, staff would also correct some mapping errors and update the Historic Cultural Overlay designations for some properties developed as subdivisions. The change would maintain the overlay designation on the lot the historic resource is located on and remove the overlay designation from the other lots.

Reason for Task – To maintain the accuracy of Comprehensive Plan maps and reflect federal and state programs regarding properties eligible for consideration under historic resource provisions.

Staff Resources Needed – **Low**

9. Grade Separated Major Intersection Study

The 2002 update of the county's Transportation Plan called for analysis of certain at-grade intersections that were not likely to meet performance measures at the end of the Transportation Plan's planning period. As appropriate, staff will study alternative methods for addressing these intersections. The update of the Transportation Plan (Tier 1 task #13) may identify specific candidate intersections for further study under this task.

Reason for Task – Understanding the needs and future requirements of these intersections is a critical piece for maintaining long-term mobility in the County.

Staff Resources Needed – **Medium**

10. Evaluate state and regional regulations for consistency with county standards for commercial tree harvesting inside the UGB

During the planning of West Bull Mountain, staff discovered that some of the CDC standards do not properly implement the county's adopted Goal 5 program decision for commercial tree harvesting. Staff has learned that the inconsistencies were created inadvertently through a prior ordinance that was intended to reformat existing standards. The issue was identified because Areas 63 and 64 include several forested parcels that are in forest deferral. Staff is coordinating with the Oregon Department of Forestry to ensure the requirements of the Forest Practices Act are properly implemented.

Reason for Task – To make CDC standards consistent with the county's Goal 5 program and the Forest Practices Act.

Staff Resources Needed – **Low to Medium**

11. Update urban plan amendment criteria (new task)

The current criteria to evaluate urban quasi-judicial plan amendment applications have been in place since they were first adopted in 1983 as part of the county's Comprehensive Plan. The level of development in urban unincorporated Washington County since 1983 has increased dramatically. Today there are few areas with significant amounts of vacant land. Much of today's development includes infill development and the redevelopment of older or less dense development. The character of development has also changed in response to transit improvements (light rail), the creation of centers and corridors, and ever changing market conditions. Staff has found from the review of plan amendments over the past several years

that some of the plan amendment criteria are no longer appropriate and others don't mesh neatly with today's conditions. This task would update the review criteria to address a variety of issues, including today's built environment (e.g., infill issues and differing adjacent uses), and better address development and redevelopment along centers, corridors and light rail stations.

Additionally, through the review of past quasi-judicial plan amendment applications staff has identified some criteria that need to be clarified to make their intent clearer and make the criteria easier to apply. These changes would be made to urban and rural plan criteria. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #22).

Reason for Task – Update and clarify existing urban plan amendment criteria.
Staff Resources Needed – **Medium**

12. Neighborhood Commercial Study (new task)

Undertake study of neighborhood commercial needs throughout urban unincorporated Washington County and establish new plan amendment criteria for plan amendments to the Neighborhood Commercial District. This task may be considered as part of the Aloha-Reedville Study (see Tier 1, task #22).

Reason for Task – Update and clarify existing urban plan amendment criteria.
Staff Resources Needed – **Medium**

13. Make Rapid Landslide Hazard Areas information available to the public

This task will provide preliminary DOGAMI information about areas that have been identified as being in a potential rapidly moving landslide hazard area. This will require making data available on GeoNet, developing a "statement of understanding" for property owners seeking new construction within or adjacent to identified hazard areas. This statement will provide information about possible risks of construction in these areas.

Reason for Task – To provide the best available information about hazard areas to potentially affected property owners prior to building permit review.
Staff Resources Needed – **Low**

14. Hillsboro Airport Planning

Recently, portions of the City of Hillsboro's zoning regulations for the Hillsboro Airport were reversed through the appeals process. In response to the appeal, the city removed its airport overlay designations from the area surrounding Hillsboro Airport. The city's work will address properties in the city and the properties north of Evergreen and Jacobson Roads that were added to the UGB as industrial land. Washington County is responsible for applying the state's airport planning requirements to all other affected lands outside of the city. County staff will monitor the city's planning process and will process amendments to the Rural/Natural Resource Plan to implement the plan as appropriate.

Reason for Task – Local coordination and maintain consistency with state law.
Staff Resources Needed – **Low**

15. 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 2 task includes the presentation of the redevelopment plan to the Board for its consideration of potential ordinance changes in 2014 or beyond.

Reason for Task – 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.
Staff Resources Needed – **Low**

16. Amend rural posting requirements to increase time period for posting notice
This amendment is intended to provide greater certainty that the posting affidavit for rural development applications is returned to Current Planning staff in a timely manner. The proposed CDC changes will allow an applicant to pay a fee to have Current Planning staff post the property or provide the applicant with additional time to return the completed affidavit of posting. The change will not affect any other posting or public notice requirements, including when a site must be posted.

Reason for Task – Provide sufficient time for rural applicants to return the affidavit for posting the required notice(s).
Staff Resources Needed – **Low**

17. Evaluate and consider amending CDC standards regarding off-street parking for boats and recreational vehicles
Through its consideration of Ordinance No. 725 in 2009, the Planning Commission recommended that the off-street parking requirements for recreational vehicles and boats be reviewed. Commissioners expressed concerns about the limited number of vehicles and boats that may be parked on a site regardless of its size. In 2013, one Planning Commissioner requested that off-street parking be limited to one space, for either a boat or recreational vehicle. Staff suggests preparing an issue paper to share with the Planning Commission and Board and solicit input on potential CDC changes at that time.

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

18. Change accessory dwelling units to a Type I process in the R-5 and R-6 districts (new task)
County staff received a citizen request in 2010 asking that single-family accessory dwelling units in the R-5 District be reviewed through a Type I rather than a Type III process. This use is now a Type III use in the R-5 District and a Type II use in the R-6 District. It is a Type I

use in the multi-family districts. This change would establish a consistent review process across the land use districts and may serve to encourage this type of residential development. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #22).

Reason for Task – To address a county issue and encourage diverse housing options.
Staff Resources Needed – **Low**

19. Consider changing approval periods for temporary health hardships (new task)

CPO 10 submitted a request in 2013 asking that temporary health hardship approval periods be extended from two years to four years, minimizing the impacts of a more frequent review process on those assisting elderly or infirm family members. Staff will prepare an issue paper to study this issue as a Tier 2 task.

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

20. Examine standards for sales in conjunction with home occupations (new task)

Staff received a 2010 Request to allow retail sales of products from a residence as a home occupation. This request has been endorsed by CPO 7. Type I home occupations prohibit sales. Type II home occupations limit sales to goods made, repaired or reconditioned on the site. Each type of home occupation also limits the number of daily customers and on-site employees. Staff will undertake study of this request as resources allow. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #22).

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

21. Revise Transit Corridor and Main Street Standards

This task, which has been carried over from 2002, would make amendments to the Comprehensive Framework Plan for the Urban Area, community plans and CDC to provide for denser development along transportation corridors and Main Streets, including higher residential densities and certain mixed-uses complimentary to residential uses (e.g., offices – live/work units). Possibilities include: the development of corridor plans; amending the Plan Map amendment criteria to make it easier to propose higher residential density designations along corridors and main streets; and prohibiting small lot single family units in R-15, R-24 and R-25+ districts. This task may be considered as part of the Aloha-Reedville Study (see Tier 1 task #22).

Reason for Task – A regional goal is to concentrate higher density development along transit corridors and main streets in order to provide better access to bus service, shopping and places of employment similar to what was done around light rail station areas. Metro is studying development designs along major streets that could result in the application of new Functional Plan requirements in the future.
Staff Resources Needed – **High**

TIER 3 PRIORITIES

The following additional tasks have been identified as necessary; however, it is not likely the Division will have the resources to begin the work associated with these items this year.

1. Canyon Road Redevelopment Study (new task)

Commissioner Malinowski has asked for staff support to create a redevelopment plan for the Canyon Road area to encourage property investment and increase property values. As he develops this idea further, more information will be provided regarding this task.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low** in scoping mode; **Medium to High** if prioritized as a task for implementation.

2. Senate Bill 122 Implementation

Staff will provide assistance to the County Administrative Office to address associated governance issues, including:

- a. Examination of urban service issues for unincorporated properties in the area identified as “Map B” of the County/Beaverton interim service area.
- b. Adopting the King City Urban Service Agreement and make implementing amendments to the Comprehensive Plan.
- c. Amending the Hillsboro and Tigard Urban Service Agreements to identify the long-term service providers to land added to the UGB since the adoption of the agreements.
- d. Continuing to coordinate the Senate Bill 122 Management Oversight Committee and address other policy issues as they arise.

Reason for Task – Provide assistance to the County Administrative Office and to comply with Senate Bill 122 requirements including the adoption of urban service agreements, as they: a) are required by state law, b) help fulfill *County 2000* objectives, and c) support the Intergovernmental Coordination policy of the Urban Comprehensive Framework Plan.

Staff Resources Needed – **Low to High** depending on support required by the Board

3. Transit-oriented CDC amendments regarding density

The CDC currently allows developers to net out environmentally constrained lands, such as floodplains and wetlands, when calculating minimum residential densities of residential developments in non-transit oriented districts. The CDC also allows residential developments in transit oriented districts to net out environmentally constrained lands, such as floodplains and wetlands, when calculating minimum residential densities. The CDC, however, allows transit oriented residential developments to also net out non-environmentally constrained lands, such as public and private streets and common open space when calculating minimum residential densities. Under the proposed CDC amendment, transit oriented residential

development would continue to be allowed to net out environmentally constrained land as is currently allowed in non-transit oriented residential districts.

Reason for Task – To ensure that the minimum densities planned for in the transit oriented residential districts are met as originally intended; thus providing needed ridership to support light rail.

Staff Resources Needed – **Low**

4. General Update of parking and bike parking standards (new task)

This task would take a comprehensive look at the county's parking standards, including standards for bike parking. Shared parking in both the urban and rural area would be reviewed as part of this task.

Reason for Task – To maintain the operation of the Community Development Code.

Staff Resources Needed – **Medium**

5. Mineral/aggregate Overlay District update to reflect current OARs

The county's Goal 5 program is generally out of compliance with changes to the administrative rule effective in 1996. Where mineral and aggregate resources are concerned, the significant discrepancies are related to the threshold for what qualifies as significant, and the nature of the impact area. Preliminary analysis seems to indicate that significant sites acknowledged under the county's existing program ("District A") will be allowed to continue, however the threshold for inventorying new sites is considerably more rigorous. In the Willamette Valley, a determination of significance requires at least 2 million tons of material for new sites and 500,000 tons for expansion of existing sites. The county's current program threshold is based on a threshold of 100,000 tons. Additionally, in order to use a lower number (i.e., lower than 2 million), a site would have to meet the "significant test."

The work associated with this update will require an analysis of the new rules in order to determine whether or not changes are necessary for the sites currently recognized on the county's plan, and for the review standards that apply to them. In addition, this work will involve changes to the way impact areas are identified. It is not clear whether the county's impact areas are required to be site specific or whether we can continue to use a standard setback around all the sites. The county's current program relies on a "static" impact area of 1,000 feet beyond the resource boundary ("District B"), whereas the new rule seems to rely on a more flexible interpretation based on a specific site analysis, with an impact area determination generally not to exceed 1,500 feet. Furthermore, the updated rule indicates that conflicting uses are not limited to just noise-sensitive uses; therefore, this will require additional ESEE analysis.

Reason for Task – Compliance with the 1996 Goal 5 administrative rule changes.

Staff Resources Needed – **High**

6. Review permitted use standards in the Rural Commercial, Rural Industrial and MAE Districts

This task would review the existing standards in these districts and determine if changes are needed to reflect changes in the types of businesses needed for the rural area. With the 2011 designation of rural and urban reserves, some properties with these land use designations have a rural or urban reserve designation. LCDC administrative rule requirements for reserves limit the addition of new land uses that were not authorized before the reserve designations were adopted. Any additions to the list of permitted uses for sites with a reserves designation will have to be consistent with applicable state requirements.

Reason for Task – To identify changes to the standards to make them more contemporary and effective.

Staff Resources Needed – **Medium to High**

7. Amend Rural Industrial, MAE and Rural Commercial Districts

Uses in these districts are required to primarily serve the rural area. This task proposes to develop more clear and objective criteria to identify the appropriate size of permitted uses and buildings consistent with Statewide Planning Goal 14. An applicant could continue to use the subjective criteria in each district to demonstrate that a larger building is suitable for serving the rural area.

Reason for Task – To simplify the review of development applications in these districts by creating specific criteria to identify the size of allowed uses and buildings.

Staff Resources Needed – **Low to Medium**

8. Hagg Lake Dam expansion

Since 2001, the Tualatin Water Supply Partners (Partners), a partnership of local water agencies and Clean Water Services, have been working together to explore options for meeting the future water supply for municipal, industrial, agricultural, and environmental water needs in the Tualatin Basin to ensure reliable water supplies for the next 50 years. The Partners have concluded that an expansion of Hagg Lake Reservoir is a fundamental component of future water supplies. The Partners are currently preparing a draft Environmental Impact Statement (EIS). It may be necessary to amend the CDC to allow the expansion of Hagg Lake Reservoir, as was similarly done in 1993 to allow the expansion of Barney Reservoir. Currently the U.S. Bureau of Reclamation is conducting a seismic modification study of the existing dam which needs to be completed before the EIS may be finalized. This task cannot be addressed until the EIS is completed.

Reason for Task – Permit the expansion of the Hagg Lake dam to address future water needs.

Staff Resources Needed – **Low**

9. Update of R&O 86-95

Staff continues to assist the Engineering and Construction Services Division in this update of the safety criteria used to review proposed development.

Reason for Task – To maintain transportation safety and implement Transportation Plan policies.

Staff Resources Needed – **Low**

ON-GOING LONG RANGE PLANNING TASKS AND ACTIVITIES

The items described below represent the majority of on-going activities conducted as part of Long Range Planning's customary operational responsibilities.

Community Planning Program

Planning Commission

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

Plan Amendments

This is an on-going task that involves analysis of proposed changes to the land use designation of properties, notifying adjacent property owners, and preparing staff reports for review at a public hearing. Since the public initiates plan amendment applications, it is difficult to estimate the amount of staffing resources needed to process the applications.

Processing Special Service District Annexations and Extra-Territorial Water and Sewer line Extensions

Long Range Planning processes applications for service district annexations and extra-territorial service line extensions. Staff coordinates all of the activities associated with these applications, including preparing material for the Board's agenda packets. Since property owners generally initiate these applications, it is difficult to estimate the amount of resources needed to process them. Staff expects more time will be spent on these applications in the coming year due to the number of applications that have been or are proposed to be submitted, particularly for development in North Bethany.

School District Boundary Amendments (new task)

In 2011, the Oregon legislature adopted House Bill 3298, which now requires the county board to act as the boundary change authority for local school districts rather than the board of the local Education Service District. Administrative functions for school district boundary changes include completeness review, providing notifications, ensuring notices are provided in publications and scheduling hearings. A fee shall be charged in the amount of the actual cost to the county for processing a school district boundary change. The administrative functions of these boundary changes will be handled by Planning and Development Services Division staff.

North Bethany Subarea Plan Implementation

Development applications are now being submitted for the North Bethany Subarea. Provision of needed public facilities will also begin. Under this task, staff throughout the Department, along with representatives from partner agencies such as Clean Water Services (CWS) and Tualatin Hills Park and Recreation District (THPRD), will provide guidance to applicants preparing applications and assist in the review of North Bethany applications. Staff will also provide technical support to service providers to provide needed services, including parks and trails, regional stormwater facilities and transportation improvements. Staff will work with CWS to complete the implementation

plan for the North Bethany Drainage Master Plan and develop a comprehensive wetland mitigation plan for the planning area. A significant amount of staff time will be devoted to this work.

Grant Applications to obtain additional funding

In order to maximize limited public funds, staff often prepares grant applications in hopes of securing additional dollars to fund planning efforts. Grant funds come from a variety of sources and may feature deadlines that are difficult to predict in advance. Over the past few years, Long Range Planning has successfully procured Transportation & Growth Management, Metro Construction Excise Tax and Tiger II funding for planning efforts. Preparing grant applications is a research-intensive process often subject to short turnaround times. A low to moderate amount of staff time will be spent on this task over the next year.

Review Development Applications in Transit Oriented Districts

As an on-going task, Long Range Planning staff review all development applications within Transit Oriented Districts to help ensure conformance with the standards and special design requirements and determine if “fine-tuning” amendments are needed to these standards. A small amount of staff time will be required to review TOD applications.

UGB Minor Adjustments

As an on-going task, Division staff review proposed UGB Locational Adjustments and prepares staff reports for the Board. A small amount of staff time is required to handle these adjustments.

Metro Regional Planning Advisory Committee Support

Long Range Planning staff monitors the Metro Policy Advisory Committee (MPAC) and participates in Metro Technical Advisory Committee (MTAC) activities. A small amount of additional staff time is required to support the Board designee on MPAC-related activities and the Planning and Development Services Manager on MTAC-related items. This task generally involves conducting research and analyzing topics that come before MPAC or MTAC. Many of the topics discussed at these committees evolve into planning requirements that must be implemented at the local level. Staff’s participation on MTAC ensures Washington County’s interests are articulated.

Participation on Technical Advisory Committees

Community Planning staff participate on a number of advisory committees, including the Sherwood Town Center Plan, the Amberglen Community Plan and the Old Town Hillsboro Refinement Plan.

Parks, Trails and Open Space

Long Range Planning staff devotes a large amount of staff resources to these on-going tasks. They include:

- Master planning of the Ice Age Tonquin and Westside Trails

- Assistance with the feasibility analysis for the Yamhelas Westsider Trail
- Monitoring the Council Creek Trail planning work
- Participation in the development of the Tualatin Valley Scenic Bikeway
- Implementation of the Fanno Creek Greenway Trail
- County Park System Development Charge (SDC) – The Board adopted an interim park SDC for portions of the Bethany, Cedar Mill and Cooper Mountain areas in 2004. Staff will continue to coordinate with THPRD to identify park and trail projects for funding by the county SDC.
- Participating in Metro and THPRD park and trail committees
- Coordinating expenditure of the Metro Natural Areas Bond local share allocation

Annual Reporting to Metro

Each year Long Range Planning staff prepares the following annual reports in order to comply with Metro's Urban Growth Management Functional Plan: Affordable Housing, Housing and Employment Capacity, Development in Centers, Tualatin Basin Program, and CWS' Healthy Streams Plan. A moderate amount of staff time is required to prepare the reports.

Washington County Natural Hazards Committee Mitigation Action Plan and Plan Committee Participation

The county's Natural Hazards Mitigation Plan was adopted in 2004. Staff will continue to provide support to finalize the plan and carry out necessary implementation measures in the future.

Other Planning/Coordination

On an on-going basis, staff reviews plan amendments in cities where a county interest is implicated. Other activities include: coordination of Washington County Planning Directors meetings, coordination with CPOs and the CCI, attending LCDC meetings, working with the Association of Oregon Counties, and participating on various projects and working committees at the local, regional and state level. Staff also provides assistance to other LUT divisions and county departments.

Document and Information Management

On an on-going basis, a low to moderate amount of staff time is required to maintain planning documents, provide information to the public, and update the Planning and Development Services Division's web page. More time will be devoted to this task over the next few years, particularly the web page, due to the number of large planning projects underway.

Transportation Planning Program

WCCC Support

Staff provides support, including administrative staff support, for activities of the Washington County Coordinating Committee and the WCCC Transportation Advisory Committee. Each group meets once per month.

Metro Transportation Improvement Program (MTIP)

Staff monitors the status of MTIP projects, and works on policy changes to the program. As appropriate, staff coordinates and prepares project submittals for future rounds of MTIP funding. Staff works with cities and THPRD through WCCC to ensure that the countywide submittal list does not exceed the Metro target funding allocation. Other tasks include coordinating and preparing county project applications and shepherding projects through the highly competitive Metro technical evaluation and prioritization process to obtain final MTIP funding. A moderate amount of staff time is required for this task.

Joint Policy Advisory Committee on Transportation (JPACT)

This 17-member committee includes both elected officials and representatives of agencies involved in transportation. The group meets monthly to coordinate the development of plans defining regional transportation improvements, developing a consensus of governments on the prioritization of required improvements, and promoting and facilitating the implementation of identified priorities. JPACT, together with its technical advisory committee, Transportation Policy Alternatives Committee, recommend priorities and develop the transportation plan for the region. The LUT Director and Planning and Development Services Division staff provide support to these entities.

Northwest Area Commission on Transportation (NWACT)

Transportation staff prepares for and attends monthly NWACT meetings to improve local-state coordination of transportation issues in the western Washington County, Tillamook County, Clatsop County and Columbia County NWACT area. A limited amount of staff time is required to support this commission.

Transportation Funding Plan

Continue to support the development of subsequent rounds of projects for the Major Streets Transportation Improvement Program (MSTIP). Continue work to implement Transportation Plan Strategy 18.1, which calls for working with other public agencies to develop a long-range strategy for funding transportation needs identified in the Transportation Plan.

Ongoing Transportation Modeling

Under this task, staff will coordinate with Metro and other local governments about development of population and employment forecasts and transportation modeling initiatives. Staff will continue to work with Metro and Washington County cities to update and refine the regional transportation model. Staff will also provide cities with transportation technical support for city transportation projects.

Transportation Development Tax (TDT)

Continue to coordinate the Countywide TDT programs through the WCCC (Annual TDT Report, Fee Increase, Procedures Manual Update, and Appeals). A moderate amount of staff time is required for this task.

Regional Coordination

On-going tasks include coordination in the early phases of the next Metro RTP update and continued participation in ongoing Metro committees such as TPAC, Regional Freight Committee, and regional funding efforts. A moderate amount of staff time is required for this task.

Transportation Planning and Funding in the North Bethany Subarea

Under this task, staff will assist applicants with technical questions about transportation issues and assist in the review of North Bethany applications. Staff will also provide assistance to develop plans for transportation improvements identified in the North Bethany Funding Plan. Staff will provide assistance with on-going tasks associated with the North Bethany service district and the North Bethany transportation SDC. A moderate amount of staff time will be devoted to this work.

Reviewing and Commenting on City Plan Amendment Applications

Applications are reviewed for consistency with county plans and the Transportation Planning Rule. A limited amount of staff time is required for this task.

Reviewing and Preparing Staff Reports on County Plan Amendment Applications

Applications are reviewed for consistency with county plans and the Transportation Planning Rule. A limited amount of staff time is required for this task.

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

This includes projects such as the TSP updates for the cities of Sherwood and Tualatin, Tualatin and Sherwood UGB amendments, and the City of Beaverton's urban renewal planning. A limited amount of staff time is required for this task.

Support for Other Divisions and Departments

These tasks include R&O 86-95 refinement, traffic modeling, review of land development applications, ITS plan review and implementation and reviews of proposed capital projects.

Coordination on Local and Regional Active Transportation Efforts

Attend regional Executive Council for Active Transportation meetings, participate on the Washington County Active Transportation Committee and work with citizens and governmental staff toward improvements to the county's bike and pedestrian systems. A low to moderate amount of staff time is required for this task.

Miscellaneous Public and Intra-County Communication and Information

Traffic Safety Committee, MSTIP coordination, Updates, LUT's Happening. A limited amount of staff time is required for this task.

Economic, Demographic and Geographic Information Services Program

Geographic Information System - Project Development and Maintenance

In concert with GIS staff, EDIS staff plays a lead role in the development of GIS coverages and maintaining the overall data structure for information within the Planning and Development Services Division. The GIS Specialist position within EDIS assists with data management and updates on the countywide GIS data servers and is involved in support activities for GIS based Web services. EDIS staff also provides GIS support services to cities and special districts.

Transportation Planning Support

EDIS provides technical support for individual transportation projects, including the Transportation Funding Plan, and transportation ordinances. These activities include project mapping and spatial analysis. Staff also provides analysis associated with the traffic impact fee program and support to other divisions on transportation projects requiring GIS support.

Community Planning Support

EDIS provides technical support on Community Planning activities in the form of information support and data analysis (ordinances, plan amendments, legislative issues, periodic review, etc.). EDIS staff maintains information associated with land use and the county's comprehensive plan. EDIS staff also provides technical support for the planning of the UGB expansion areas.

Demographic Analysis and Growth Projections

EDIS staff provides 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.). EDIS staff provides county liaison services with the U.S. Census Bureau (including responses to boundary and annexation surveys and coordination of county level activities related to the Decennial Census). Additionally, EDIS staff is responsible for preparing and updating forecasts of future population and employment growth. These forecasts 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). Staff also continues to participate in regional urban growth management projects.

Economic Analysis

There are elements of economic analysis associated with several of the above tasks.

Document Management Plan

Long Range Planning has prepared a document management plan with the assistance of the Department of Support Services' Information Technology Services staff. The document management plan consists of imaging, file-naming conventions, document information, and retrieval methods. The goals of this plan are to promote clearer and easier to use procedures for archiving and research and reducing paper files. In addition, steps will be laid out for making appropriate documents readily available via the internet.

GIS Program

Geographic Information System - Project Development and Maintenance

In concert with EDIS section staff, GIS staff plays a lead role in the development and maintenance of GIS data in the Planning and Development Services Division. GIS staff is involved in support activities for GIS-based Web services. GIS staff also provides GIS support services to cities and special districts as well as limited fee-for-service work for consultants, developers, and the public.

Transportation Planning Support

GIS staff provides technical support for individual transportation projects, including the Transportation Plan and transportation ordinances. These activities include project mapping and spatial analysis. Staff also provides analysis associated with the TDT program and support to other divisions on transportation projects requiring GIS support.

Community Planning Support

GIS staff provides technical support on Community Planning activities in the form of information support and data analysis (ordinances, plan amendments, legislative issues, etc.). GIS staff maintains information associated with land use and the county's Comprehensive Plan. GIS staff provides project coordination and technical support for urban service issues (e.g. SB 122), the planning of UGB expansion areas and Urban and Rural Reserves. GIS staff also is responsible for the updates to the county's Comprehensive Plan elements.

REQUESTS NOT RECOMMENDED FOR INCLUSION IN THE 2013 WORK PROGRAM

The following pages describe a number of tasks that staff recommends be removed from consideration as 2013 Work Program items. There are three primary reasons for these recommendations:

A. Research now complete on previously deferred requests

Over the past several years, a number of work program requests have been deferred for consideration due to a lack of staff resources to research the issues. Since the conclusion of the 2012 Ordinance Season, Planning and Development Services (PDS) Division staff have researched these requests and have made recommendations to the Board on whether to move forward with amendments. Requests recommended by staff have been proposed as tasks in Tiers 1, 2 or 3. Staff recommends that the remaining tasks not be further considered as work program tasks. These requests and the reasons for staff's recommendation are provided below.

B. Tier 2 and 3 tasks not given higher priority by the Board

In preparing the Draft 2013 Work Program, staff also took a comprehensive look at the existing tasks in Tiers 2 and 3. Within these tiers, there were a number of tasks that had been listed for multiple years, but were never selected for higher prioritization. In discussions with Board members at the beginning of 2013, staff proposed a new strategy for review of work program requests. When an initial request is made, that item will be reviewed for inclusion on the work program. If the Board prioritizes the task for Tiers 1, 2 or 3, the item will remain on the work program for a minimum of three years. If, after three years, the item has not been prioritized as a Tier 1 task, it will be proposed for removal from the work program. Staff believes it is disingenuous to keep these sorts of requests in the work program. If they haven't been prioritized by the Board within three years, it's an indication there isn't much support to address the particular issue. Requests that are renewed in a year they are proposed for removal will remain on the work program.

C. Tasks incorporated into other work program items, or no longer required by proponents

This final category describes several of the work program items described below. In some cases, tasks have been incorporated into items already listed in the work program. For example, the request for standards regarding rural non-commercial wind generators will be addressed as part of the Tier 1 task to incorporate recommendations developed as part of the Greening the Code project. Certain tasks, such as Tualatin Valley Fire & Rescue's request to allow fire stations in areas designed General Commercial, are no longer needed or desired by their proponents. Specific explanations are provided below.

1. Develop Interim Policy for Service District Annexations

In 2012, the Tualatin Valley Water District renewed its previous request that the county create an interim policy for service district annexations for areas in UGB expansion areas and areas the District serves that are outside of Washington County. In the past, the Board denied TVWD's applications to annex lands in these areas because the property wasn't in a city or was undergoing a concept planning process. Recently, TVWD has also inquired about the possibility of annexing portions of Area 93 (Bonny Slope West) and adjacent Rural Reserve land in Multnomah County in order to replace an older water line system that serves a number of dwellings in these areas. TVWD serves the dwellings via an extra-territorial service line extension that was made many years ago.

Staff response: In 2012, the Board took up this policy question with a request by Tualatin Valley Fire & Rescue to annex a number of Multnomah County properties currently served by TVF&R. The Board approved the annexation, which provides an indication that it will render a similar decision for TVWD. The District has indicated its interest in pursuing annexation of the properties it currently serves in Multnomah County; therefore, an interim policy on service district annexations is no longer needed.

2. Follow Up to 2005 CCI Code Report Issue Papers 7 and 12

Prepare follow up issue papers as specified in Issue Papers 7 and 12. The follow up to Issue Paper 7 (Type II appeals) would examine the "bump up" provision in the CDC which allows the Director to have the Hearings Officer become the review authority for a Type II application. The follow up to Issue Paper 12 (notification for applications to modify a prior development approval) would describe the results of the trial to provide notice to participants in the original development application that is proposed to be modified.

Staff response: Since the preparation of Issue Paper 7 in 2005 relating to the "bump up" provision, the LUT Director has used CDC Section 202-5.1 to elevate a number of Type II applications to a Type III public hearing process when there has been significant interest in a given application. Typically, the CPO or neighbors submit a request to the Director. Staff believes no CDC changes are necessary at this time.

Regarding Issue Paper 12 and the notification of participants in original development applications, staff has researched this issue and notes that modifications to original approvals are processed as separate applications. These Type II applications are subject to standards for notification based on proximity to a given site (500 feet in the urban area and 1,000 feet in the rural area). Persons living within these CDC-prescribed areas will receive both initial notice of proposed actions and any subsequent notice resulting from Type II or III processes on the same site. Participants that were not entitled to public notice during the initial process are not provided notice during subsequent actions. To change this procedure would be a significant departure from our long-standing public involvement program, and should be undertaken as part of a larger analysis of the county's noticing requirements.

3. Implementation of Recommendations from the December 3, 2004 Report by the Washington County Committee for Citizen Involvement

This task involves the examination of recommendations from the report that were not addressed by issue papers in 2005. In addition to the recommendations described in item 2, above, the CCI asked for a number of changes that included allowing restriction of density, enhancing design standards and protecting significant natural areas, allowing citizens to request variances to CDC standards and reducing appeal fees to statutory limits.

***Staff response:** In some cases, staff has implemented or is in the process of implementing the CCI-recommended changes (reduced appeal fees and formally documenting CDC interpretations, respectively). Other recommendations have been requested again this year and will be taken up in conjunction with other work tasks (neighborhood meeting requirements and addressing fragmented sidewalk systems). There are also several items that would represent significant policy changes for the Board. Due to the amount of time that has passed since these changes were originally requested and the lack of support for higher prioritization by the Board in the intervening years, staff recommends that this work task be removed from further consideration in 2013.*

4. Amend the General Commercial District to allow fire stations as a Type II use

Tualatin Valley Fire & Rescue requested that the list of allowed uses in the General Commercial District be modified to allow public buildings, such as fire stations. This district was created to address existing auto-oriented land uses along major road corridors that require large sites and a high degree of visibility. Consequently, only a limited number of public uses are permitted in this district in order to preserve this land for large auto-oriented uses.

***Staff response:** In late 2012, PDS staff contacted TVF&R to ask if the agency still wanted to pursue this change. TVF&R's representative stated that the county's 2012 amendments to the public buildings standards through Ordinance No. 754 currently provide the agency with enough facility siting flexibility. TVF&R is not interested in renewing its request in 2013, and therefore staff recommends this request be removed from consideration in the 2013 Work Program.*

5. Redesignate the Glenridge neighborhood from TO: R9-12 to R-5

Neighborhood property owners have requested this change in 2009, 2011 and 2012. They seek to change the neighborhood's land use designation from TO: R9-12 (Transit Oriented Residential District, 9-12 units per acre) to R-5 (Residential, 5 units per acre). The neighborhood is located in the Cedar Mill Town Center, at the northeast quadrant of Sunset Highway and Murray Boulevard.

***Staff response:** The planning for Cedar Mill Town Center was a multi-year process that featured significant public input and a number of public hearings. As part of that process, the Glenridge neighborhood was proposed for designation with a land use district that would*

allow for greater density to accommodate additional population and employment slated for the town center area. At the time the TO: R9-12 land use district was applied, a number of properties within Glenridge were vacant; many of those properties have since been developed at the higher densities allowed in the transit oriented district. A change back to the R-5 designation would have two major consequences: 1) homes constructed under the TO: R9-12 District would become nonconforming uses, and 2) “downzoning” properties from TO: R9-12 to R-5 would increase the county’s potential for Measure 49 claims. These claims can be filed when new land use regulations are enacted after January 1, 2007 when claimants can demonstrate that the new regulations reduce the value of residential property. For these reasons, staff recommends that the Glenridge neighborhood retain its TO: R9-12 designation.

6. Allow a travel trailer or a motor home to be used as living accommodations for temporary health hardship requests in the urban unincorporated area

A request was submitted in 2009 asking the county to consider allowing recreational vehicles as temporary health hardships within the urban area. The request suggested potential standards including verification of the relationship between the property owner and the person living in the temporary health hardship dwelling, a physician’s statement to verify the hardship, a proper sewer connection to serve the RV, and requirements for setbacks and fencing.

Staff response: *Currently, the CDC limits this type of housing to manufactured dwellings inside the UGB. Recreational vehicles may only be used for health hardship requests outside the UGB. Staff reviewed regulations for cities within Washington County and found that the use of travel trailers and motor homes as temporary health hardship dwellings is largely prohibited. Staff finds that the CDC is in line with comparable development codes and therefore recommends against further consideration of this request in the 2013 Work Program.*

7. Rural non-commercial wind generators

This task would address the installation of rural non-commercial wind generators outside of the UGB that exceed the maximum height requirement.

Staff response: *This task was listed as a Tier 2 priority in the 2012 Work Program, and has been proposed for inclusion as part of the Greening the Code work task identified in Tier 1.*

8. Development of an Urban Forest Management Plan

In 2010 and 2011, the Joint CPO Tree Code Group requested that the county adopt an Urban Forest Management Plan, create a Tree Commission, conduct a tree inventory, adopt new tree cutting standards, increase the existing tree canopy, and achieve “Tree City USA” status. This would be a time-extensive task estimated to require two to three FTE. Currently there aren't sufficient staff resources to take on a project of this size due to the Division's other projects.

Staff response: Sufficient Board support is not present for this request, and staff recommends this task be removed from consideration in the 2013 Work Program.

9. Transportation plan implementation

The 2020 Transportation Plan identified a number of strategies necessary to fully implement the Plan. Long Range Planning staff may undertake some tasks, while others require staff commitments by other DLUT divisions.

Staff response: This work will be undertaken as part of the Tier 1 task to update the county's 2020 Transportation Plan. Therefore, staff recommends this item be removed from consideration as an individual task in the 2013 Work Program.

10. General update amendments to the CDC concerning Ordinance Nos. 517 and 555 standards

Issues of concern include standards for front building facades and driveway widths for dwellings on small lots.

Staff response: These issues were examined through the planning of North Bethany and new regulations were adopted in 2012 through Ordinance No. 745. Staff has proposed a new Tier 2 task that calls for the review of small lot subdivisions within the county. This work would include an evaluation of the new standards. Staff recommends this specific item be removed from consideration in the 2013 Work Program.

11. Review CDC standards for planned developments and amend as necessary

This project, which has been carried over from 2002, would evaluate the County's PD standards and propose refinements. Few changes have been made to these standards in almost 20 years. The existing standards were developed at a time when suburban rather than urban development patterns were the norm. Currently few developers use the PD standards, which may indicate they need to be adjusted. Specific requirements need to be clarified, such as what lands can be credited towards the planned development open space requirements.

Staff response: *These issues were examined through the planning of North Bethany and new regulations were adopted in 2012 through Ordinance No. 745. Staff has proposed a new Tier 2 task that calls for the review of small lot subdivisions within the county. This work would include an evaluation of the new standards. Therefore, staff recommends this specific item be removed from consideration in the 2013 Work Program.*

12. Special Use Standards Streamlining and Simplification

This project would focus on the CDC's Special Use section that covers the procedures and standards that apply to uses ranging from Accessory Uses to Zero Lot Line developments. This task has been carried over since 2002.

Staff response: *Several Special Use sections have been amended since this task was initially suggested in 2002. Rather than conduct a major overhaul of the existing standards, staff recommends that this item be removed from consideration in 2013 in favor of addressing specific CDC updates as directed by the Board.*

13. Amend the requirements for quarries to allow quarries that do not meet the current quality and quantity standards

This task initially appeared on the work program due to two requests made in conjunction with requests to designate new quarry sites in Washington County. Both potential quarry sites were unable to meet the county's quality and quantity standards for mineral and aggregate resources and the proponents had requested the county modify its standards.

Staff response: *Neither request has been renewed, and staff believes any update to quality/quantity standards can be addressed through the Tier 3 task "Consider possible amendments to the Comprehensive Plan's mineral and aggregate overlay provisions." Staff therefore recommends that this specific item be removed from further consideration.*

14. Review standards for the temporary storage of dwellings in the urban area

This request was made several years ago when the county was asked to reduce the time period for the temporary storage of relocated dwellings in the CDC.

Staff response: *These standards were amended in 2004 to limit the temporary storage of buildings for 12 months. The prior standards allowed unlimited six-month extensions of the original one-year permit. This task has not been prioritized to Tier 1 by the Board since the initial request was made, and staff recommends this item be removed from further consideration.*

15. Complete the Saltzman Road Extension Study Area identified in the 2020 Transportation Plan

CPO 7 submitted a request in 2013 that the county finish its study of the Saltzman Road extension in the northeast portion of the Bethany community. The CPO stated that it struggled in 2012 with a lack of clear direction in the Transportation Plan for the extension of a three-lane collector north of Laidlaw Road in the vicinity of Saltzman Road.

Staff response: This work will be undertaken as part of the update of the Transportation Plan, which is listed as a Tier 1 task for 2013.

16. Posting of notices to indicate proposed development actions inside the UGB

This request was also made by CPO 7 in 2013. The CPO asks that the CDC be amended to require the posting of signage indicating a pending development review action for properties inside the UGB. Currently, only properties outside of the UGB are required to post properties.

Staff response: Within the rural area, notice areas are more expansive (1,000 feet from the subject property, as compared to 500 feet in the urban area), and additional notification in the form of public notice posting was required due to the large size of properties. The Board considered a request in 2012 from CPO 7 which asked for expanding the public posting requirements for development requests in the North Bethany area. The Board decided against making that amendment last year, and has not indicated its interest in taking up the matter again. For these reasons, staff recommends against considering this request in the 2013 Work Program.

17. Expansion of the public notice area inside the UGB

CPO 7 requested that the public notice area inside the UGB be increased from 500 feet to 1,000 feet.

Staff response: The county established its public notice requirements in accordance with Oregon Revised Statute 197.763. The statute requires local jurisdictions to provide public notice to properties within 100 feet of the subject property when that property is either partly or wholly within the urban area. The county's requirement for public notice to properties within 500 feet already represents a significant increase from the state statute. For this reason, staff recommends against consideration of this request as part of the 2013 Work Program.