

Final 2014-15 Work Program

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Adopted 2014 Work Program Table 2 Tasks

Board Minute Order #14-79 adopting 2014 Work Program

2014 Work Program Report prepared for April 15, 2014 Board meeting

Draft 2014 Work Program (includes Attachments A, B and C)

Work Program Requests and Comments as of February 14, 2014 (Attachment D)

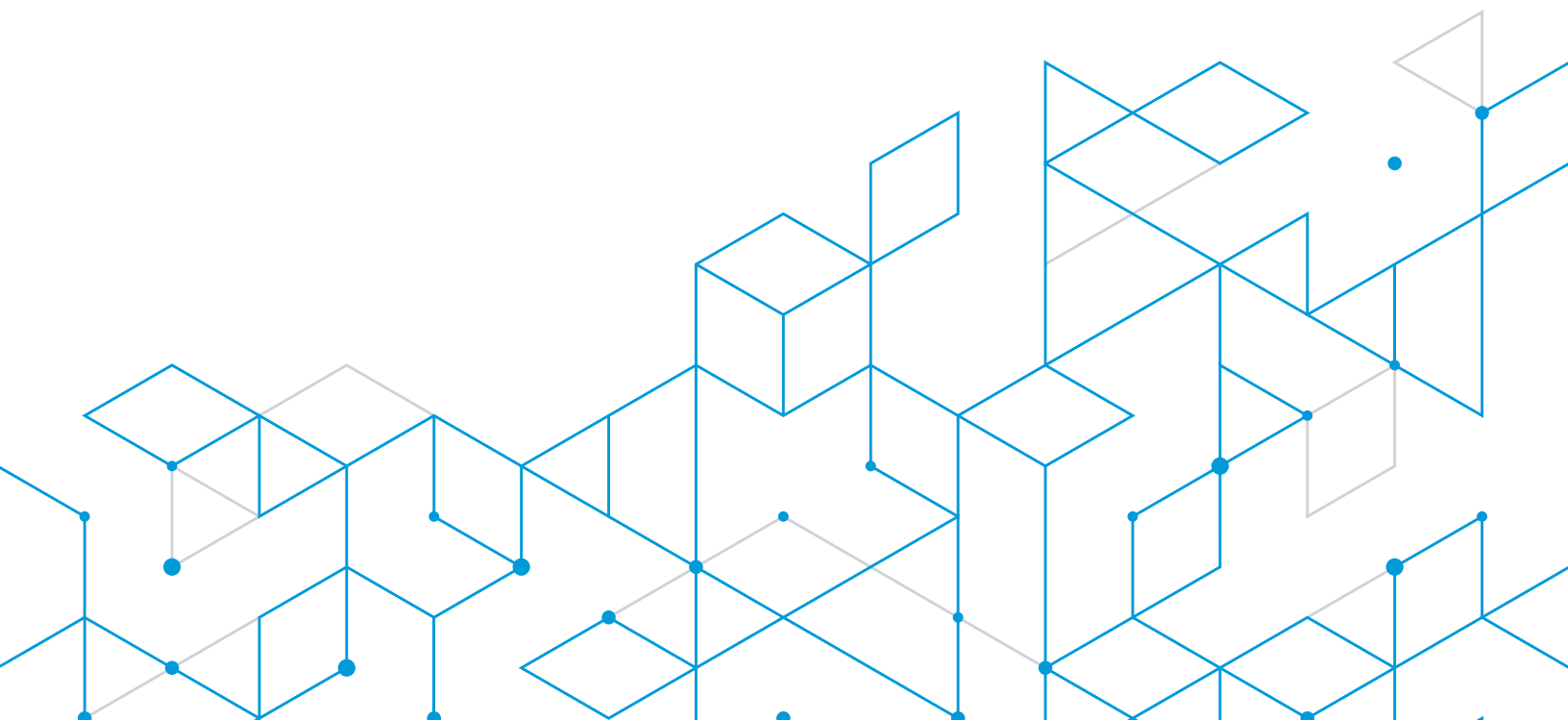


TABLE 2 - 2014 Work Program Tasks
 Adopted by the Board of Commissioners on April 15, 2014 (Minute Order #14-79)

No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
2014 Task List Summary - Tier 1 (new tasks are italicized)					
1.1	On-going non-discretionary tasks	8			C
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) Greenhouse Gas Reduction Strategies b) Urban Growth Report/Growth Management decision c) Regional Transportation Plan	0.8			C
1.3	Planning by cities or others Participate in a number of city projects for the planning of UGB expansion areas, urban reserve areas, and redevelopment areas, including: a) West Bull Mountain (River Terrace, Tigard) b) Cooper Mountain (2002 and 2011) (Beaverton) c) 2011 UGB expansions (N. and S. Hillsboro, Cooper Mountain SW) d) Tigard Triangle e) Basalt Creek Concept Plan f) City planning of urban reserve areas (<i>to respond to recent UGB additions</i>) g) <i>Potential additional UPAA and IGA negotiations with affected cities to respond to recent UGB additions</i>	1.4	Y	<i>b) Community Planning for North Cooper Mountain and Urban Reserve area - see new task 1.22</i> <i>f) Includes ordinance to amend rural and urban framework maps and add FD-20 land use designations and working with partner jurisdictions</i>	C

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.4	North Bethany Issues Address several remaining issues, including: a) Consider allowing development on steep slopes/buffer b) Half-street improvement requirement for parks c) <i>West Hills Legislative amendments to the N. Bethany Subarea Plan</i>	0.75	Y	c) <i>Placeholder request from West Hills Development is added</i>	U
1.5	Community Development Code (CDC) Sign Standards re: Wooden quilt blocks and trail signs a) <i>Update to allow original art murals on heritage barns</i> b) <i>Examine on-site sign standards relating to trails and recreational facilities</i>	0.3	Y		R,U
1.6	Area 93 Community Planning	4	Y	<i>Address community planning and public process in 2014; ordinance in 2015</i>	U
1.7	Agri-tourism Implementation	1	Y	Develop program and implementing ordinance for consideration in 2014	R
1.8	Aloha – Reedville Implementation <i>Implement elements of Aloha-Reedville study recommendations. Potential Items include:</i> a) <i>Farmer's Markets – CDC amendments to allow</i> b) <i>CBD District development standards for residential/mixed-use</i> c) <i>Housing-related amendments (fair housing) – Issue Paper</i> d) <i>Seek funding for next steps, including Town Center Visioning</i> e) <i>Provide staff support for other implementation efforts</i>	1.7	Y		U

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.9	Beaverton Urban Planning Area Agreement (UPAA) and Urban Services Agreement (USA)	0.5	Y	Update of 1988 UPAA; process as ordinance in 2014 after preliminary work is completed. Consider changes to Interim USA.	U
1.10	Transportation System Plan (TSP) Update	4	Y	2 nd phase of TSP update	T
1.11	Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement (DEIS) and Intergovernmental Agreement	0.6		Participate in DEIS for this Corridor and contribute financially per IGA	T
1.12	Washington County Transportation Study	3		<i>Studies investment scenarios beyond TSP's 20-year horizon. Two year staff/consultant study scheduled to begin early 2014 and be completed by the end of 2015</i>	T
1.13	Grant-funded Projects: <ul style="list-style-type: none"> a) Industrial Site Readiness Study (Community Planning and Development (CPD) Grant) b) Neighborhood Bikeways (Transportation & Growth Management (TGM) Grant) c) Multi-modal Performance Standards (TGM Grant) d) 170th Avenue/Merlo Corridor Concept Plan (TGM Grant) e) Safe Routes to School (Oregon Safe Routes to School Program Grant) 	0.9	?	c) Possible R & O for Multi-modal Performance Standards	T

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.14	Sunset West Community Plan amendments	0.1	Y	Ordinance No. 780 adopted in March 2014 makes these changes	U
1.15	Rural regulations State law comparison	0.6	?	Consultant to do majority of work. Coordination with DLCD rural studies as part of this effort.	R
1.16	Email –Testimony	0.2		Develop issue paper on consistent policy regarding email testimony.	C
1.17	CDC Article VII – Minor changes	0.4	Y		C
1.18	<i>(Moved to Tier 2 Task 2.22)</i>				
1.19	<i>(Moved to Tier 2 Task 2.23)</i>				
1.20	<i>(Moved to Tier 2 Task 2.24)</i>				
1.21	Housekeeping and General Update ordinance	0.3	Y		C
NEW 1.22	North Cooper Mountain Planning	0.3	Y	Separate planning effort, but related to 1.3(b). Include coordination with Beaverton and working with consultant to develop comprehensive plan and implementing regulations for North Cooper Mountain. Consider how to address urban reserve area.	U
NEW 1.23 (Former Tier 2 task 2.7)	House Bill (HB) 3460 – Medical Marijuana	0.75		Develop Code language and implementation measures for medical marijuana dispensaries	C

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
NEW 1.24	New tools for eliminating sidewalk gaps Issue Paper to address funding and regulatory obstacles to eliminating sidewalk gaps in the urban unincorporated area	0.25		Request from CPO 7, Eric Squires and Mary Manseau: "For safety of the walking public, new tools for eliminating sidewalk gaps need to be developed now."	U
1.25 (Former Tier 2 Task 2.1)	Amend CDC sign standards Address legislation authorizing digital signs	.9	Y	Limited to addressing digital signs only.	C

Full Time Equivalent (FTE) staff needed for Tier 1 tasks: 30.75 (25.33 in LRP FY 2014/2015 budget)

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2014 Task List Summary - Tier 2 (new tasks are italicized)					
2.1	<i>(Moved to Tier 1 Task 1.25)</i>				
2.2	<i>Addressing broader Article VII concerns – CDC Sections 421 and 422</i>	M	Y	<i>Addressing broader Article VII concerns - Section 421 and 422. Take care of issues larger than Tier 1, 1.19</i>	C
2.3	Flood Plain CDC updates	H	Y	Facilitated information sharing for new federal floodplain mapping and insurance programs. Final legal settlements relating to ESA at state level may increase priority for floodplain code updates.	C
2.4	Minor CDC Amendments: a) Private Streets b) Rural posting requirements	M	Y		C
2.5	<i>Aloha-Reedville Town Center Visioning</i> <i>Include in this work consideration of possible amendment to CDC plan map amendment criteria to enable additional density relative to Transit Corridors</i>	M		<i>Build on the framework plan from the current planning study. Seek funding as Tier 1 activity.</i>	U
2.6	<i>North Bethany Main Street Planning</i>	M	Y	<i>CET grant was not awarded for this work. No funding source identified. Must have plan in place before development can occur. Potential for developer to fund work</i>	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
2.7	<i>HB 2746 – Replacement Dwellings in EFU District</i>	L	Y	<i>Address case-by-case. Wait to see how it plays out</i>	R
2.8	<i>HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts</i>	L	Y	<i>Possible to fold into work on Rural regulations state law comparison</i>	R
2.9	Streamline Cell Tower CDC standards	L	Y		C
2.10	Update of Auto and Bike Parking Standards	M	Y	Prepare issue paper addressing comprehensive review of existing standards.	C
2.11	Drive-Thru Hours of Operation Limits	M	Y	Continue to move forward on issues identified in the issue paper presented to the Board in July 2013.	U
2.12	Neighborhood meeting potential changes	L			U
2.13	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	A new request has been submitted by Manning Rock requesting elevation of this task – as it relates to their quarry - to Tier 1 priority.	R
2.14	<i>Regulations governing model homes</i>	L	Y	<i>Potential to fold into Housekeeping Ordinance</i>	U
2.15	<i>Canyon Road Redevelopment</i>	M	?	<i>Contingent on outside funding</i>	U
2.16	Adoption of School Facility Plans by high growth school districts	L	Y		C

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
2.17	Other Urban Planning Area Agreement work	H	Y	The need for UPAA updates will be assessed to support continued county/city coordination	U
2.18	Historic Overlay and map updates	M	Y	<i>At their request, do not include Oak Hills subdivision</i>	U
<i>NEW</i> 2.19	<i>New Infill tools to protect existing neighborhoods</i>	<i>H</i>	<i>?</i>	<i>CPO 7, Eric Squires and Mary Manseau Request</i>	<i>U</i>
2.20	Group Care and Fair Housing clean up	M	Y	<i>Complete issue papers (1.8d) but defer Ordinance work to 2015 ordinance season</i>	C
2.21	Wineries legislation implementation	M	Y	<i>Address changes to State legislation regarding allowed "agri-tourism" uses.</i>	R
2.22 <i>(Former Tier 1, Task 1.18)</i>	Standing wall remodel/Non-conforming uses	L		<i>Research and prepare issue paper in 2014 to examine legality and justifications for "Standing Wall Remodel" (SWR) development applications, and summarize other non-conforming use regulations and issues.</i>	C
2.23 <i>(Former Tier 1, Task 1.19)</i>	Solid Waste and Recycling Enclosures	L	Y	<i>Update CDC to revise standards related to the design of mixed solid waste and recyclable storage facilities.</i>	C
2.24 <i>(Former Tier 1, Task 1.20)</i>	Hillsboro Interim Park SDC Charges	M	Y	<i>City of Hillsboro request. Will rely on Hillsboro to do much of the work.</i>	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2014 Task List Summary - Tier 3 (new tasks are italicized)					
3.1	Transit Corridor Planning	H	Y	Tasks 1.8 and 2.5 may inform future work on this item	U
3.2	<i>Comprehensive Community Development Code Overhaul</i>	H	Y		C
3.3	<i>Airports Clean up</i>	L	Y	<i>Identified during development of Ordinance 772 (2013)</i>	C
3.4	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L			U
3.5	<i>North Bethany – Potential Issues</i>	M	Y	<i>Pending outcome of work on task 1.4, address any additional North Bethany issues</i>	U
3.6	Review Small Lot Subdivisions in North Bethany	M			U
3.7	<i>Noise/Wind Generated Systems</i>	L		<i>Monitor noise levels of wind-generated systems to determine if it's an issue</i>	C
3.8	SB 122 Implementation	L-H		<i>Specifically address: (1) SB 122 considerations in the area around 209th ; and (2) participation with the City of Beaverton in public engagement efforts in urban unincorporated Washington County relative to City services and governance options going forward.</i>	C

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
3.9	Update of R & O 86-95	L		Verbally expressed interest by Planning Commission to make this a higher priority.	C

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WASHINGTON COUNTY

Inter-Department Correspondence

April 15, 2014

TO: Recording Division
FROM: Barbara Hejtmanek
SUBJECT: **MINUTE ORDER 14-79**
CONSIDER THE 2014 LONG RANGE PLANNING
WORK PROGRAM AND AUTHORIZE FILING OF
LAND USE ORDINANCES

At its regular meeting on April 15, 2014, the Board approved the Work Program outlined in the staff report for the April 15, 2014 meeting, as amended by Attachment E and authorized the filing of ordinances for Tier 1 and Tier 2 tasks where prior authorization does not exist.

In addition, the Board removed Task 3.10, Car Wash Issue Paper Implementation entirely from the Work Program and ensured that the Oak Hills subdivision is not included in Task 2.18, Historic Overlay and Map Updates.

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER #14-79.....
DATE4-15-14.....
BY *Barbara Hejtmanek*
CLERK OF THE BOARD

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: **CONSIDER THE 2014 LONG RANGE PLANNING WORK PROGRAM AND AUTHORIZE FILING OF LAND USE ORDINANCES**

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

SUMMARY:

At the Board's February 18, 2014 work session, staff received direction to send the draft 2014 Long Range Planning Work Program out for public review and comment. The draft work program was sent to a number of organizations and interested parties, including citizens who had already provided comment, 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 2014. Tier 2 priorities are additional projects and ordinance topics proposed to be addressed in 2014 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 2014.

- The staff report will be provided to the Board prior to the April 15 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.

Clerk's Desk Item: Staff Report

DEPARTMENT'S REQUESTED ACTION:

Approve the work program outlined in the staff report for the April 15, 2014 meeting and authorize the filing of ordinances for Tier 1 and Tier 2 tasks where prior authorization does not exist.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

Agenda Item No.	<u>6.a.</u>
Date:	04/15/14

Move from Tier two to Tier one:

Task 2.1 – Amend CDC Sign Standards specifically to address digital signs 1.0 FTE

Move from Tier one to Tier two:

Task 1.18 - Standing Wall Remodel/Non-conforming uses Issue Paper 0.3 FTE


Task 1.19 – Solid Waste Enclosure 0.2 FTE

Task 1.20 – Hillsboro Interim Park SDC Charges – 0.4 FTE
*may continue to work Hillsboro outside the ordinance season
to move this item along for ordinance consideration in 2015*



April 7, 2014

To: Board of County Commissioners

From: Andy Back, Manager 
Planning and Development Services

RE: **2014-15 Long Range Planning Work Program**

RECOMMENDATION

Approve the attached 2014-15 Long Range Planning 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 "Issue Papers" section below.

STAFF COMMENTS

On February 18, 2014, 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 (CCI), Citizen Participation Organizations (CPOs), cities and service districts. It was also posted on Long Range Planning's web site. Several work program requests were submitted during the public comment period that ended March 21, 2014. In addition, comments were received on two issue papers that were distributed along with the draft Work Program report. Public comments on the Work Program and staff's responses to these comments are provided beginning on page three of this report. A summary of the comments received on the issue papers can be found beginning on page eight of this report. Copies of the requests and comments are provided in Attachment D to this report. They have also been posted on Long Range Planning's Work Program web page 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, Deletions or Other Changes

Added Tier 1 Tasks (these are explained in more depth later in this report)

1. Task 1.3 f) and g) – Add supplemental work in response to Reserves legislation to make map changes, add FD-20 land use designations, work with cities on new Urban Growth Boundary (UGB) areas, and make any changes to Urban Planning Area Agreements (UPAAs) and Intergovernmental Agreements as needed.

Department of Land Use & Transportation · Planning and Development Services
Long Range Planning

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2. Task 1.4 c) – Add placeholder for potential legislative amendments to the North Bethany Subarea Plan of the Bethany Community Plan to address requests from West Hills Development Company that affect street layout, park layout, and location of housing in the vicinity of the West Community Park.
3. Task 1.22 – Add North Cooper Mountain Planning as a new item to address additional work on community plan preparation and Board consideration.
4. Task 1.23 - House Bill (HB) 3460 – Medical Marijuana – Move work up from proposed Tier 2.
5. Task 1.24 – Add development of an issue paper regarding new tools for eliminating sidewalk gaps – public request.

Tier 1 Tasks recommended to move to Tier 2

1. Task 1.8 b) – Aloha Reedville Transit Corridors – defer to 2015 due to workload and connection with future Town Center planning.
2. Task 1.9 – Group Care and Fair Housing clean-up ordinances – Complete issue papers (Task 1.8 d) in 2014 but move ordinances to Tier 2 and likely defer ordinances to 2015.
3. Task 1.17 - Wineries legislation implementation – since state law can be directly implemented, move this item to Tier 2 and defer to 2015 unless staff resources become available in 2014.

Tier 2 Tasks recommended to move to Tier 3

1. Task 2.14 - Car Wash issue paper implementation - move to Tier 3.

Tier 2 Tasks recommended for deletion

1. Task 2.4 c) – Columbaria as accessory use – delete from Work Program, since this issue was already considered in the RLUIPA ordinance discussions in 2013.
2. Task 2.19 – Add a new task to prepare an issue paper to address new infill tools to protect existing neighborhoods – public request

Addition to Tier 3 Tasks

1. Task 3.8 – Add new sub-tasks (1) to address SB 122 considerations in the area around 209th; and (2) to participate with the City of Beaverton in public engagement efforts in urban unincorporated Washington County relative to City services and governance options going forward – City of Beaverton request

Issue Papers

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

1. Consider revisions to Community Development Code (CDC) related to Fair Housing and housing choice/affordability (Task 1.8 d).
2. Evaluate changes that would allow development on steep slopes / buffer in North Bethany (Task 1.4 a).

3. Evaluate half street improvement requirements when parks are adjacent to a primary street in North Bethany (Task 1.4 b).
4. Evaluate issues regarding standing wall remodel / non-conforming uses (Task 1.18).
5. Evaluate new tools for eliminating sidewalk gaps (Task 1.24).

The above recommendations reflect 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 21%. Typically, staff is able to manage more Tier 1 tasks than suggested by the total number of 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.

Work may move more slowly as a result of being over programmed. In the event the Board wishes to add more tasks to Tier 1, staff will propose and ask the Board to move some Tier 1 tasks to Tier 2. Further adjustments to the 2014 Work Program may be needed if additional tasks are added, existing tasks are expanded, or Long Range Planning's proposed budget for Fiscal Year 2014/2015 is reduced through the budget adoption process. Staff will come back to the Board for refinements to the Work Program as needed.

2014 WORK PROGRAM REQUESTS / COMMENTS

Provided below is a summary of new requests from citizens, other county departments, or cities that have been submitted for consideration in 2014 as well as staff response to the request. Copies of the requests are provided as Attachment D to this report.

New Comments Received During Public Comment Period (February 18 – March 21)

1. The Oregon Outdoor Advertising Association and Clear Channel have submitted requests for the county to amend the CDC to specifically permit digital signs, with restrictions as outlined in the state sign code.

Staff response: *This issue is addressed as Tier 2 task 2.1. The implementation of Senate Bill 639 would allow some signs to feature motion through the use of LED lights. While needed changes to the CDC are expected to be somewhat limited, they are also potentially controversial and could therefore involve significant staff resources to address issues that arise. In addition, the county is currently involved in litigation relating to sign standards and it may be prudent to delay work on the county's sign codes until the litigation is resolved. Staff recommends that this item remain as a Tier 2 task until the litigation is resolved. Should the Board desire to move this to a Tier 1 task, other tasks would need to be removed since Tier 1 is significantly oversubscribed by 21%.*

2. The City of Beaverton has requested that the county add staff time in Tier 1 to address concept and community planning for North Cooper Mountain and Urban Reserve area 6B.

Staff response: *County staff has participated with the City of Beaverton and Angelo Planning Group on the concept planning for the Cooper Mountain planning efforts, which include South Cooper Mountain (annexed to Beaverton) and the unincorporated areas of North Cooper Mountain and Urban Reserve Area 6B. Since North Cooper Mountain is not currently adjacent to Beaverton and Area 6B is an Urban Reserve, both areas will remain unincorporated after the planning effort is complete. The county will be responsible for adopting the comprehensive plan for these areas. Additionally, current planning efforts are indicating there are issues with applying the county's current plan designations to the North Cooper Mountain properties and therefore special language, including a new designation, may need to be developed to address this area. Staff recommends that this item be added as a Tier 1 item, with staff coordination in 2014 and ordinances to be developed in 2015.*

3. A request was made by the City of Beaverton to add two SB 122 oriented tasks to Task 3.8 in the Work Program: (1) consideration for the City of Beaverton and the service providers in the 209th area, and (2) County participation in discussions with Beaverton and the urban unincorporated community regarding city services and governance options going forward.

Staff response: *This work can be noted as specific sub-tasks in Task 3.8.*

4. The Washington County Committee for Citizen Involvement (CCI), CPO 7, Mary Manseau and Eric Squires requested the addition of a task to the Work Program to develop new tools for eliminating sidewalk gaps in the urban unincorporated area.

Staff response: *The requestors acknowledge that additional funding has been directed toward eliminating sidewalk gaps in the urban unincorporated area in recent years, however significant gaps do still exist. Staff recommends that an issue paper be developed as a Tier 1 task to address both funding and regulatory issues and to develop recommendations for how to address this issue moving forward.*

5. The Washington County Committee for Citizen Involvement (CCI), CPO 7, Mary Manseau and Eric Squires requested the addition of a task to the Work Program to develop new infill tools to ensure compatibility of new homes in existing neighborhoods while not conflicting with the state “needed housing” rules.

Staff response: *The state's growth management program and Metro's Regional 2040 Plan are predicated on directing new development to areas within the UGB mainly to already developed areas. Sensitive siting and design of infill projects that are more dense than existing development is desirable – and this concern needs to be balanced with “needed housing” rules. Staff acknowledges that this issue warrants further attention through development of an issue paper; however, due to competing priorities recommends that this item be added as a Tier 2 item for possible future consideration if resources become*

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

6. Mr. Mark Welyczko requested that the Board consider an ordinance relating to “Nuisance Outdoor Lighting” in residential areas. Mr. Welyczko cites concerns with lighting on neighboring residential property that shines beyond the property line and proposes provisions for outdoor residential lighting standards.

Staff response: *Lighting for multi-family residential as well as institutional, industrial and commercial properties is addressed in Section 415 of the Community Development Code (CDC). The section applies to roadways, access drives, parking lots and sidewalks in those areas and establishes exterior lighting standards. Enforcement of Section 415 (Lighting) is generally limited to the Development Review process when a site is approved for construction.*

The county does not currently regulate outdoor lighting on single family residential properties. Single family residential lighting does not require a land use review of any kind, therefore there would be no way for the county to regulate or enforce lighting standards. If regulated as a nuisance, it could become an enforcement issue. Outside of the Development Review process, Code Enforcement is based on a priority system. While lighting issues are not currently listed on the priority list, they would likely be considered a priority 4 enforcement issue and are generally considered a civil issue. County resources are generally focused on priority 1 and 2 violations which involve issues that have the potential to cause irreparable harm of life safety issues. For these reasons staff does not recommend an expansion of outdoor lighting standards to single family residential areas.

7. The Oak Hills Homeowners Association requested that the Board not include Oak Hills on the county’s Cultural Resources Inventory and accordingly not apply the county’s Historic and Cultural Resource Overlay District to the area, as envisioned in Work Program Tier 2 Task, 2.18.

Staff response: *The Oak Hills Homeowners Association informed the Board that the Oak Hills neighborhood has been designated as a historic district on the National Register of Historic Places. This designation allows property owners to take advantage of federal and state tax benefits and grants to help preserve and maintain the historic character of Oak Hills. The National Register program, including its benefits and development restrictions, are voluntary. By contrast, the county’s Historic and Cultural Resource Overlay imposes development limitations, which require property owners to get approval for an exemption. Staff recommends removing the addition of the Oak Hills neighborhood from Task 2.18.*

2014 Requests already addressed in the February 18, 2014 Staff Report, including additional comments

1. Request by the Westside Quilters Guild to amend the county's sign regulations to allow the placement of painted plywood quilt blocks on barns and/or other rural outbuildings, in support of an ultimate "Quilt Barn Trail" in Washington County. Current permit requirements and fees limit the ability to make this trail a reality.

Staff response: The proposed painted plywood quilt blocks would be considered signs under the county's existing sign regulations. As such, their size would be limited to 32 square feet without a permit. To obtain a sign permit, a fee of \$100 and a Type I building permit application is required. The City of Portland has addressed public art on buildings through an Original Art Mural Permit, which can be issued for a hand produced work of visual art for which the owner does not receive compensation. A similar type process could be developed for the county so that this type of 'art sign' could be allowed. Staff recommends that the Board consider this request as a Tier 1 item in 2014.

Six additional letters of support for this proposal were received during the comment period, in addition to the 24 letters of support included with the February 18, 2014 Staff Report. One comment was received from CPO 7 questioning the need for staff time to be devoted to this item. These additional comment letters are included in Attachment D and posted on Long Range Planning's Work Program web page.

2. 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 Hills/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: This request was not recommended for addition to the work program in 2013. Previous requests were submitted in 2008, 2009 and 2012. Mr. Duncan submitted an additional letter on this issue during the comment period (included in Attachment D and posted on Long Range Planning's Work Program web page). The letter did not provide new information that would change the recommendation. Staff does not recommend addition of this item to the work program in 2014. A fuller discussion on this item is included in Attachment C, Item 2.

3. Manning Rock has resubmitted their April 2011 request to amend the requirements for establishing a quarry in Washington County to allow their quarry in Manning to become a 'District A' property. It is staffs' understanding that the quarry currently falls short of the two million cubic yards required to obtain a permit, although we also understand that Manning Rock is working to obtain mineral rights for the property adjacent to their quarry. If obtained, Manning Rock's quarry would meet the cubic yardage requirement. Until and unless that transaction occurs, Manning Rock would like to maintain their current request.

Manning maintains that western Washington County is running out of rock, which will cause construction or logging projects to transport rock from Beaverton. In 2013-14, this work was folded into an overall Mineral/Aggregate Overlay District update, which was made a Tier 2 task. Manning Rock is requesting that this task, as it relates to their quarry, be elevated to a Tier 1 task.

***Staff response:** The work required on the Mineral/Aggregate Overlay District update to reflect current OARs is required to make the county's Goal 5 program consistent with changes to the administrative rule. The primary discrepancies are related to the threshold for what qualifies as significant, and the nature of the impact area. The work associated with this update will require an analysis of the current 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. See Attachment A, task 2.13 for a fuller discussion.*

It appears most appropriate for the Manning Rock request to be considered within the context of this larger task. This task would likely be a consultant led task and could include an examination of the county's future aggregate needs to address concerns raised by Manning Rock. Due to staffing and funding constraints, staff recommends this remain a Tier 2 task.

4. Request by Christ United Methodist Church to allow a columbarium as an accessory use to a church. Columbaria 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.

***Staff response:** This issue was addressed in the 2013 RLUIPA ordinance process and the Planning Commission and Board determined not to change the requirements for columbaria to address this request. Staff therefore recommends removing the item from the Work Program.*

5. The Washington County Department of Health and Human Services, Solid Waste and Recycling Program, made a request to consider updates to CDC Section 406-6 regarding the design of the Mixed Solid Waste and Recyclable Storage Facilities. Current minimum standards are based on a 1992 Metro model zoning ordinance, and have not kept up with current trends and needs. Changes in the solid waste and recycling industry and future trends toward additional waste diversion programs point toward the need to reconsider our current minimum standards.

***Staff response:** Staff concurs with the need to revisit the existing CDC standards. Staff recommends that the Board consider this request as a Tier 1 item in 2014.*

6. The City of Hillsboro made a request to apply an interim Park System Development Charge (SDC) within the area located between the ultimate service boundary of the Tualatin Hills Parks & Recreation District (THPRD) and the existing city limits of Hillsboro.

Staff response: *An initial analysis indicates that the amount that could be collected by an interim park SDC is limited since much of the subject area has been developed or is currently under development. The county currently collects an SDC on behalf of the Tualatin Hills Park & Recreation District (THPRD) within the District's ultimate service boundary; therefore there is precedent for such action. Establishing an interim park SDC could involve a fair bit of staff work, including developing an ordinance to amend the Comprehensive Framework Plan, a Resolution and Order to establish the SDC consistent with state law, and an Intergovernmental Agreement (IGA) between the county and Hillsboro for SDC collection. This item is included as a Tier 1 task (1.22) and is recommended to move forward as long as City of Hillsboro staff is able to assist with much of the up-front work to develop the SDC.*

COMMENTS ON ISSUE PAPERS

Two issue papers were distributed along with the draft Work Program to solicit review and comment from the public. Numerous comments were received on both the Car Wash and Agri-tourism issue papers and are summarized below:

Consider Revisions to Standards Regarding Car Washes Issue Paper (2014-01)

This issue paper regarding potential revisions to standards relating to car washes was developed to fulfill a 2013 Work Program Tier 1 task. This task was in response to a citizen request that the county review its queuing standards for car washes and an opposing citizens' request that the county consider prohibiting car washes in commercial areas adjacent to or across the street from residential land. The issue paper concluded with recommendations for potential ways to address both the queuing standards issues as well as reducing impacts to neighbors through the ability to apply additional standards to protect livability for residential areas adjacent to a car wash.

Eleven letters were received from the Meadow Neighborhood Association and residents of the Meadow neighborhood in opposition to any code changes that would make it easier for a car wash to be developed in their neighborhood. The letters specifically requested that the staff recommendations in the issue paper be rejected and that this issue not be addressed as a project at this time. The Neighborhood Association questioned the focus of the issue paper on the queuing standards rather than addressing "where should a noisy, high volume, high traffic automated car wash be located?"

Staff Response: *While the issue of queuing standards and neighborhood livability impacts were raised in the context of one specific car wash, the issues raised were considered to be applicable to similar uses throughout the unincorporated county and that they therefore merited review and analysis through an issue paper. Since there is no pressing need to move forward with this item at this time, Staff recommends that it be moved to a Tier 3 task.*

Agri-tourism Issue Paper (2014-02)

The Agri-tourism issue paper laid out the provisions of Senate Bill 960, which creates a process by which the county may conditionally approve “*agri-tourism and other commercial events and activities related to and supportive of agriculture*” in areas zoned for exclusive farm use (EFU and AF-20), including areas designated as rural or urban reserves. It summarized the results of meetings with interested parties and stakeholders and recommended that the issue paper be released for further public comment. It also recommended that development of an Agri-tourism program based on the provisions of SB 960 and addressing the issues raised through public comment be included as a Tier 1 task in the 2014-15 Work Program

Nine comment letters were received regarding the issue paper, both in support and opposed to moving forward.

Five letters were received in general support of moving forward with developing a program from: Washington County Visitors Association, the Farm Bureau, Square Peg Farm, Oregon Heritage Farms, and Darla Baggenstos. In general these letters stated benefits such as allowing community members to experience farm life and purchase locally grown produce, creating new revenue sources for farmers, the ability for people to purchase fresh produce and have a farm experience, build customer base, diversify income, and increase tax revenue. They stated a need for places to gather and celebrate a thriving, regulated agri-tourism industry. Many farmers / farm stands have had requests to host events and have had to turn people away.

Specific issues these parties were interested in ensuring be addressed through program development included:

- Ensuring events are subordinate to and don't interfere with farm practices,
- No one type of farming, such as wineries, should be preferred over other types,
- Modification to home occupations ordinances to expand lodging capabilities,
- Limit agri-tourism interference with adjoining properties (noise, light and traffic),
- Events should have close ties to agriculture and have little impact on neighboring farms,
- Against concerts with amplified music and high traffic,
- Request to include weddings and special events.

Four letters were received with concerns about moving forward with an Agri-tourism program. These included two letters listing concerns to be addressed through development of the ordinance while not specifically opposing the program. Save Helvetia listed concerns with the impact of alcohol and drugs at events, seasonal event saturation, noise ordinance requirements, and concerns with the possibility of grandfathering in existing parcels and with non-profit charitable events. Ms. Deborah Lockwood noted that any ordinance should include: enforceability, transparency (notice and public record), and accountability (ensure it doesn't interfere with farming, adequate facilities, traffic).

Letters from Ms. Leslie Morgan and Ms. Linda deBoer specifically opposed moving forward with Agri-tourism to implement SB 960. These letters included concerns with: quality of life and property value impacts, traffic, farming conflicts, neighborhood conflicts, noise, amplified music, disruption of animals, lack of provisions for non-compliance, lack of infrastructure to handle existing agri-tourism, the burden of proof on neighbors being too great, 72 hour

definition for event allows four separate events and all summer weekends, large events may do harm to agriculture as a whole, quagmire of inappropriate activities and expense for county and citizens. They reiterated that events must be supportive of agriculture.

Staff Response: *Staff recommends that an ordinance on Agri-tourism be included in the 2014-15 Work Program and that staff continue to work with the public, stakeholders and service providers to develop a program that addresses the concerns that have been raised.*

ORDINANCE HEARING SCHEDULE

The first ordinance filed in 2014 was authorized by the Board on January 7, 2014. Ordinance No. 780 amends the text and map relating to an area of special concern in the Sunset West Community Plan. This ordinance was heard by the Planning Commission on March 5. The Board hearing was held on March 18, 2014 and the ordinance was adopted.

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
– Medical Marijuana Dispensaries Moratorium	March 24	April 16	April 22
– CDC Sign standards for Quilt Blocks and THPRD signs	Mid-May	Early July	Late July
– Transportation System Plan updates	Mid- May	Early July	Early August
– UGB/Reserves related amendments – Aloha-Reedville Farm Stands – Aloha Reedville CBD – North Bethany - Half street	Late May	Mid-July	Early to Mid-August
– North Bethany – Steep Slopes – Article VII Minor changes – Beaverton UPAA – Housekeeping Ordinance	Mid-June	Early August	Early September
- Agri-tourism - Hillsboro SDC - North Bethany – West Hills Legislative Plan Amendment	Early-July	Mid-August	Mid-September

The remaining elements of this 2014-15 Work Program Staff Report consist of:

- **Table 1**, which outlines the general timeframes for major Long Range Planning projects
- **Table 2**, which categorizes tasks into Tier 1, 2 and 3. Tier 1 tasks are split into four areas: 1) Countywide, 2) Transportation, 3) Rural and 4) Urban. Many of the tasks shown were continued from 2013, 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 Long Range Planning's on-going responsibilities. Most tasks were continued from 2013. Some Tier 1 tasks will continue into 2015 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 2014 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 Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2015.

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 2014. 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 2014 Work Program
- **Attachment D**, containing Work Program requests and comments received after February 14, 2014. These are also posted on Long Range Planning's Work Program web page at the following link:

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

TABLE 1 - General Timeframes for Major Planning Projects

	2014				2015				2016				2017				2018				
	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	Possible Aloha Implementation																			
	Area 93 Community Planning																				
	North Cooper Mountain Community Planning																				
	Update Urban Planning Area Agreements to Implement UGB Urban Reserve Decisions and other coordination needs																				
	Washington County Transportation Study																				
County Transportation Planning	Update County Transportation System Plan (TSP)								Metro Regional Transportation Plan and Functional Plan Updates • Greenhouse Gas • County TSP Update												
	Coordination with City 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 • Industrial Site Readiness • Redevelopment Plans																				
City Planning																					
County, State and Regional Planning	Regional Transit Studies • Southwest Corridor Draft Environmental Impact Study (EIS) and Final EIS • T-V Highway Business Access & Transit Lane • Other Service Enhancements																				
	Greenhouse Gas Reduction Legislation and Planning • Monitor Legislation • Countywide Coordination • Update County Comprehensive Plan and/or other implementing actions																				
Other	Assistance to the Board and CAO about Urbanization Forum Issues and Regional Growth Management Decisions																				
	Monitor Statewide Planning Program / Legislature / LCDC																				
	State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				

TABLE 2 - 2014 Work Program Tasks

No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
2014 Task List Summary - Tier 1 (new tasks are italicized)					
1.1	On-going non-discretionary tasks	8			C
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) Greenhouse Gas Reduction Strategies b) Urban Growth Report/Growth Management decision c) Regional Transportation Plan	0.8			C
1.3	Planning by cities or others Participate in a number of city projects for the planning of UGB expansion areas, urban reserve areas, and redevelopment areas, including: a) West Bull Mountain (River Terrace, Tigard) b) Cooper Mountain (2002 and 2011) (Beaverton) c) 2011 UGB expansions (N. and S. Hillsboro, Cooper Mountain SW) d) Tigard Triangle e) Basalt Creek Concept Plan f) City planning of urban reserve areas (<i>to respond to recent UGB additions</i>) g) <i>Potential additional UPAA and IGA negotiations with affected cities to respond to recent UGB additions</i>	1.4	Y	<i>b) Community Planning for North Cooper Mountain and Urban Reserve area - see new task 1.22</i> <i>f) Includes ordinance to amend rural and urban framework maps and add FD-20 land use designations and working with partner jurisdictions</i>	C

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
1.4	North Bethany Issues Address several remaining issues, including: a) Consider allowing development on steep slopes/buffer b) Half-street improvement requirement for parks c) <i>West Hills Legislative amendments to the N. Bethany Subarea Plan</i>	0.75	Y	c) Placeholder request from West Hills Development is added	U
1.5	Community Development Code (CDC) Sign Standards re: Wooden quilt blocks and trail signs a) Update to allow original art murals on heritage barns b) Examine on-site sign standards relating to trails and recreational facilities	0.3	Y		R,U
1.6	Area 93 Community Planning	4	Y	<i>Address community planning and public process in 2014; ordinance in 2015</i>	U
1.7	Agri-tourism Implementation	1	Y	Develop program and implementing ordinance for consideration in 2014	R
1.8	Aloha – Reedville Implementation Implement elements of Aloha-Reedville study recommendations. Potential Items include: a) <i>Farmer's Markets – CDC amendments to allow</i> b) <i>CBD District development standards for residential/mixed-use</i> c) <i>Housing-related amendments (fair housing) – Issue Paper</i> d) <i>Seek funding for next steps, including Town Center Visioning</i> e) <i>Provide staff support for other implementation efforts</i>	1.7	Y		U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
1.9	Beaverton Urban Planning Area Agreement (UPAA) and Urban Services Agreement (USA)	0.5	Y	Update of 1988 UPAA; process as ordinance in 2014 after preliminary work is completed. Consider changes to Interim USA.	U
1.10	Transportation System Plan (TSP) Update	4	Y	2 nd phase of TSP update	T
1.11	Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement (DEIS) and Intergovernmental Agreement	0.6		Participate in DEIS for this Corridor and contribute financially per IGA	T
1.12	Washington County Transportation Study	3		<i>Studies investment scenarios beyond TSP's 20-year horizon. Two year staff/consultant study scheduled to begin early 2014 and be completed by the end of 2015</i>	T
1.13	Grant-funded Projects: <ul style="list-style-type: none"> a) Industrial Site Readiness Study (Community Planning and Development (CPD) Grant) b) Neighborhood Bikeways (Transportation & Growth Management (TGM) Grant) c) Multi-modal Performance Standards (TGM Grant) d) 170th Avenue/Merlo Corridor Concept Plan (TGM Grant) e) Safe Routes to School (Oregon Safe Routes to School Program Grant) 	0.9	?	c) Possible R & O for Multi-modal Performance Standards	T

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
1.14	Sunset West Community Plan amendments	0.1	Y	<i>Ordinance No. 780 adopted in March 2014 makes these changes</i>	U
1.15	Rural regulations State law comparison	0.6	?	<i>Consultant to do majority of work. Coordination with DLCD rural studies as part of this effort.</i>	R
1.16	Email –Testimony	0.2		<i>Develop issue paper on consistent policy regarding email testimony.</i>	C
1.17	CDC Article VII – Minor changes	0.4	Y		C
1.18	Standing wall remodel/Non-conforming uses	0.3		<i>Research and prepare issue paper in 2014 to examine legality and justifications for "Standing Wall Remodel" (SWR) development applications, and summarize other non-conforming use regulations and issues.</i>	C
1.19	Solid Waste and Recycling Enclosures	0.2	Y	<i>Update CDC to revise standards related to the design of mixed solid waste and recyclable storage facilities.</i>	C
1.20	Hillsboro Interim Park SDC Charges	0.4	Y	<i>City of Hillsboro request. Will rely on Hillsboro to do much of the work.</i>	U
1.21	Housekeeping and General Update ordinance	0.3	Y		C

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
NEW 1.22	North Cooper Mountain Planning	0.3	Y	<i>Separate planning effort, but related to 1.3(b). Include coordination with Beaverton and working with consultant to develop comprehensive plan and implementing regulations for North Cooper Mountain. Consider how to address urban reserve area.</i>	U
NEW 1.23 <i>(Former Tier 2 task 2.7)</i>	House Bill (HB) 3460 – Medical Marijuana	0.75		<i>Develop Code language and implementation measures for medical marijuana dispensaries</i>	C
NEW 1.24	New tools for eliminating sidewalk gaps <i>Issue Paper to address funding and regulatory obstacles to eliminating sidewalk gaps in the urban unincorporated area</i>	0.25		<i>Request from CPO 7, Eric Squires and Mary Manseau: “For safety of the walking public, new tools for eliminating sidewalk gaps need to be developed now.”</i>	U

Full Time Equivalent (FTE) staff needed for Tier 1 tasks: 30.75 (25.33 in LRP FY 2014/2015 budget)

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2014 Task List Summary - Tier 2 (new tasks are italicized)					
2.1	Amend CDC sign standards Address legislation authorizing digital signs	H	Y	Wait until billboard litigation is over.	C
2.2	<i>Addressing broader Article VII concerns – CDC Sections 421 and 422</i>	M	Y	<i>Addressing broader Article VII concerns - Section 421 and 422. Take care of issues larger than Tier 1, 1.19</i>	C
2.3	Flood Plain CDC updates	H	Y	Facilitated information sharing for new federal floodplain mapping and insurance programs. Final legal settlements relating to ESA at state level may increase priority for floodplain code updates.	C
2.4	Minor CDC Amendments: a) Private Streets b) Rural posting requirements	M	Y		C
2.5	<i>Aloha-Reedville Town Center Visioning</i> <i>Include in this work consideration of possible amendment to CDC plan map amendment criteria to enable additional density relative to Transit Corridors</i>	M		<i>Build on the framework plan from the current planning study. Seek funding as Tier 1 activity.</i>	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2.6	North Bethany Main Street Planning	M	Y	CET grant was not awarded for this work. No funding source identified. Must have plan in place before development can occur. Potential for developer to fund work	U
2.7	<i>HB 2746 – Replacement Dwellings in EFU District</i>	L	Y	<i>Address case-by-case. Wait to see how it plays out</i>	R
2.8	<i>HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts</i>	L	Y	<i>Possible to fold into work on Rural regulations state law comparison</i>	R
2.9	Streamline Cell Tower CDC standards	L	Y		C
2.10	Update of Auto and Bike Parking Standards	M	Y	Prepare issue paper addressing comprehensive review of existing standards.	C
2.11	Drive-Thru Hours of Operation Limits	M	Y	Continue to move forward on issues identified in the issue paper presented to the Board in July 2013.	U
2.12	Neighborhood meeting potential changes	L			U
2.13	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	A new request has been submitted by Manning Rock requesting elevation of this task – as it relates to their quarry - to Tier 1 priority.	R
2.14	<i>Regulations governing model homes</i>	L	Y	<i>Potential to fold into Housekeeping Ordinance</i>	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2.15	Canyon Road Redevelopment	M	?	Contingent on outside funding	U
2.16	Adoption of School Facility Plans by high growth school districts	L	Y		C
2.17	Other Urban Planning Area Agreement work	H	Y	The need for UPAA updates will be assessed to support continued county/city coordination	U
2.18	Historic Overlay and map updates	M	Y	<i>At their request, do not include Oak Hills subdivision</i>	U
<i>NEW</i> 2.19	<i>New Infill tools to protect existing neighborhoods</i>	<i>H</i>	<i>?</i>	<i>CPO 7, Eric Squires and Mary Manseau Request</i>	<i>U</i>
2.20	<i>Group Care and Fair Housing clean up</i>	<i>M</i>	<i>Y</i>	<i>Complete issue papers (1.8d) but defer Ordinance work to 2015 ordinance season</i>	<i>C</i>
2.21	<i>Wineries legislation implementation</i>	<i>M</i>	<i>Y</i>	<i>Address changes to State legislation regarding allowed "agri-tourism" uses.</i>	<i>R</i>

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2014 Task List Summary - Tier 3 (new tasks are italicized)					
3.1	Transit Corridor Planning	H	Y	Tasks 1.8 and 2.5 may inform future work on this item	U
3.2	<i>Comprehensive Community Development Code Overhaul</i>	H	Y		C
3.3	<i>Airports Clean up</i>	L	Y	<i>Identified during development of Ordinance 772 (2013)</i>	C
3.4	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L			U
3.5	<i>North Bethany – Potential Issues</i>	M	Y	<i>Pending outcome of work on task 1.4, address any additional North Bethany issues</i>	U
3.6	Review Small Lot Subdivisions in North Bethany	M			U
3.7	<i>Noise/Wind Generated Systems</i>	L		<i>Monitor noise levels of wind-generated systems to determine if it's an issue</i>	C
3.8	SB 122 Implementation	L-H		<i>Specifically address: (1) SB 122 considerations in the area around 209th ; and (2) participation with the City of Beaverton in public engagement efforts in urban unincorporated Washington County relative to City services and governance options going forward.</i>	C

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
3.9	Update of R & O 86-95	L		Verbally expressed interest by Planning Commission to make this a higher priority.	C
3.10	<i>Car wash issue paper implementation</i>	L	Y		U

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DESCRIPTION OF 2014 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 –

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 25.22 budgeted full time employees (FTE). Due to budget constraints, only 23.22 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 than predicted 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. Specific estimated FTEs are provided below.

1.1 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 include ongoing Community Planning, Transportation Planning, Plan Amendments, Annexations, Trails and Parks coordination, legislation review, grant funding opportunities, and Economic, Demographic and Geographic Information Services tasks. These on-going tasks, constituting a large part of the work of the Long Range Planning section, are described in greater detail in **Attachment B** to the 2014 Work Program staff report.

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

Staff Resources Needed – **8 FTE**

1.2. Regional Coordination

Participate in and respond to major Metro initiatives, including:

a) Greenhouse Gas Reduction Strategies

Metro is in the final year of a three year effort to develop a preferred approach to meet state legislative mandate to reduce greenhouse gas emissions by 20% by 2035 from light vehicles (cars and small trucks). The emerging draft preferred strategy is based on implementation of adopted land use and transportation plans. A key to this implementation is to work together to seek additional funding for projects needed to leverage land use plans. Policy elements still under consideration include increases in transit services, Intelligent Transportation Systems (ITS) and parking management. County efforts to implement plans, especially in mixed use areas, transit corridors and centers and revise code and incentives to support development in these areas, as proposed in this work program, will help demonstrate county commitment to greenhouse gas reductions. Staff will need to continue to monitor the regional strategy and align county actions with regional direction

b) *Urban Growth Report*

Every five years, Metro is required under state law to prepare an Urban Growth Report that documents available capacity to meet the forecast need for employment and household growth in the region over 20 years. In 2014, Metro will adopt an Urban Growth Report for the year 2035. If the report demonstrates a need for additional capacity, Metro will begin a one-two year process to meet this need through increased capacity within the UGB or UGB expansion. County staff participates in the technical analysis of the forecast for growth and the capacity for meeting the needs in Washington County and in sharing this analysis with the WCCC, WCCC TAC and county Planning Directors. County staff also participates in specific research studies to support this analysis. These studies include evaluation of buildable land inventory and development trends, industrial lands and housing preferences. The housing preference study is a cutting-edge research effort to better understand the factors affecting housing choice (suburban, urban, multi-family, single family) that will inform the region's housing need analysis.

Reason for Tasks – To comply with state legislation.

Staff Resources Needed – **0.8 FTE**

1.3. Planning by Cities or Others

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

- a) Continued planning of West Bull Mountain (River Terrace) by the City of Tigard. Tigard has assumed responsibility to complete the planning of this area due to the annexation of Area 64 to the city.
- b) Planning of Cooper Mountain (2002 expansion area) by the City of Beaverton. Beaverton has assumed responsibility from Washington County to create the Concept Plan this area. Work to prepare amendments to the County Comprehensive Plan to implement the Concept Plan for the Cooper Mountain area that has not been annexed by the City of Beaverton is included as a new task 1.22.
- c) City planning of 2011 UGB expansions and new UGB areas, particularly the areas known as North Hillsboro, South Hillsboro and Cooper Mountain Southwest.
- d) Tigard Triangle – Participate in technical advisory committees for Tigard's redevelopment plan for this area and coordinate with transportation plans for the area.
- e) Basalt Creek Concept Plan – Participate in work by the cities of Tualatin and Wilsonville as they develop a concept plan for future land uses and service provision in the area between the two cities. Transportation is a key element of this plan.
- f) City planning of urban reserve areas. Support cities in developing concept plans for urban reserve areas that are currently funded through Metro Community Planning and Development Grants. Includes ordinance to amend rural and urban framework maps, adding FD-20 land use designations.

- g) Potential additional UPAA and IGA negotiations with affected cities to respond to recent UGB additions.

Of primary concern to the county will be transportation issues because development of these new areas will impact roads of countywide significance and transportation impacts may affect more than one city. Staff will also address potential traffic and land use impacts to unincorporated areas. Updates to county and city transportation plans may be needed.

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

Staff Resources Needed – **1.4 FTE**

1.4. North Bethany Issues

Since the adoption of the final ordinances implementing the North Bethany Subarea plan in 2012, several issues remain to be addressed to ensure the proper operation of the subarea plan, including:

- a) *Reconsider the policy decision to allow development on steep slopes /buffer.*
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 2014 to seek Board guidance on this issue.
- b) *Half-street improvements requirement for parks.*
Prepare issue paper to address issues in North Bethany regarding half-street improvement requirements when parks are adjacent to a primary street. The current code language is unclear on the requirement as it relates to THPRD parks, and linear parks in particular. An ordinance clarifying the intent was considered by the board in 2013, however THPRD and West Hills disagreed on who should be responsible for construction along linear parks and that issue remains unresolved. This issue may also be a concern in Area 93 planning.
- c) *West Hills legislative amendments to the North Bethany Subarea Plan. (new task)*
West Hills has proposed changes to the street layout, park layout, and location of housing in the vicinity of the West Community Park. These changes would affect the park configuration, transportation system and multiple parcels and would require both text and map changes. The *North Bethany Subarea Plan* would not currently allow the development as proposed. In order to consider the proposal, a legislative amendment would be required.

Reason for Task – To address remaining issues in the North Bethany area.
Staff Resources Needed – **0.75 FTE**

1.5. Amend CDC Sign Standards

a) *Wooden quilt blocks on heritage barns (new task)*

Request by the Westside Quilters Guild to amend the County’s sign regulations to allow the placement of painted plywood quilt blocks on barns and/or other rural outbuildings, in support of an ultimate “Quilt Barn Trail” in Washington County. Current permit requirements and fees limit the ability to make this trail a reality. The proposed painted plywood quilt blocks would be considered signs under the County’s existing sign regulations. As such, their size would be limited to 32 square feet without a permit. The City of Portland has addressed public art on buildings through an Original Art Mural Permit, which can be issued for a hand produced work of visual art for which the owner does not receive compensation. A similar type process could be developed for the County so that this type of ‘art sign’ could be allowed.

b) *Signs for trails and other recreation facilities*

Tualatin Hills Park & Recreation District has asked that its signs for parks, recreation facilities and trails be made exempt from the CDC sign standards. Parks in the Institutional District are subject to the same sign requirements as the Neighborhood Commercial and Office Commercial Districts, including the size of signs. The CDC also requires a Type I permit for new signs. When a building permit is required, the land use approval of that building permit constitutes the required Type I approval. Consequently, a separate permit is not required. For signs that do not require a building permit, a Type I permit is required to ensure the proposed sign meets the CDC standards, including its size and location. Current Planning staff interprets the CDC standards for exempt signs to include interior signage of trails and other recreational facilities. Therefore, a Type I permit is not required for these signs.

Staff agrees with the District’s request that on-site directional signage for trails and other on-site recreational facilities should be listed as exempt signs. As noted above, that is how the current standards are applied. Staff recommends the standards for exempt signs should be clarified by adding signs for trails and recreational facilities to the list of exempt signs. However, staff believes that signs along a public road that identify a park or a recreational facility should continue to be subject to the existing standards that are applicable to other institutional uses and uses in the Neighborhood and Office Commercial Districts. The purpose of the Type I permit is to ensure signs are properly placed and are the correct size.

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.

Reason for Tasks – Improve the operation of the Community Development Code.
Staff Resources Needed – **0.3 FTE**

1.6. Area 93 Community Planning (new task)

Area 93, added to the UGB in 2002, officially transferred from Multnomah County into Washington County effective January 1, 2014. County staff will be responsible for addressing community planning for Area 93. In August 2013, the Metro Council awarded Washington County a \$122,605 Community Planning and Development grant to fund Washington County's concept planning for Area 93. An additional \$82,500 was remaining from the Metro grant funds to Multnomah County and is being transferred to Washington County. The planning effort is expected to begin in Winter/Spring 2014 and ordinances are expected in 2015.

Reasons for Task – To address a county issue.

Staff Resources Needed – **4 FTE**

1.7. 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 other events. During discussions about the work program in 2013, 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. Staff began the scoping and framing process in 2013 and presented an Issue Paper on January 31, 2014 summarizing what we found. Based on anticipated Board direction, LUT will develop the program and an implementing ordinance for consideration in 2014.

Reason for Task – To address a county issue.

Staff Resources Needed – **1 FTE**

1.8. Aloha-Reedville Study Implementation (new task)

Washington County was awarded three grants to help fund the planning of the Aloha Town Center, associated corridors (Tualatin Valley Highway, Baseline Road, Farmington Road, Kinnaman Road and 185th Avenue) and address maintaining and increasing affordable housing. Important components of the Study included broad community engagement to identify issues and aspirations, planning to improve multi-modal travel, work force housing analysis, financing tools, and economic development plans. Most of the work to develop the Aloha-Reedville Study and Livable Community Plan has been completed, in line with the grant requirements.

Recommendations include amendments to elements of the Comprehensive Plan and the CDC which will result in ordinances for consideration in 2014. Additional actions include seeking funding to complete a Town Center Vision and potentially to develop individual Transit Corridor plans. Some items for consideration will be:

- a) Farmer's Markets: CDC amendments to allow a Type I Temporary Use and expand allowable land use designations for farmer's markets in Community Business District (CBD), Neighborhood Commercial (NC), Office Commercial (OC), Industrial (IND) and Institutional (INST.);
- b) Amend CDC in the CBD district development standards to reduce development barriers to existing mixed use construction;
- c) Issue Paper regarding housing related amendments to comply with Oregon's Fair Housing Council recommendations;
- d) Pursue local, regional, state, and federal funding to continue implementation such as completing the Town Center Visioning effort;
- e) Provide continued staff support for implementation efforts such as managing grants, continuing refinements in inter-governmental agreements, staffing four CAC meetings, and support for continued engagement efforts with historically under-represented community members;
- f) Change the pedestrian streetscape overlay on Alexander Street to reflect changes in the Transportation System Plan update (part of TSP amendments, Task 1.10);
- g) Retrofit bicycle parking facilities in existing developed commercial applications (part of Task 2.10);
- h) Clarify distinctions between accessways and greenways in CDC Section 408 and elsewhere (part of TSP amendments, Task 1.10).

Reason for Task – To comply with state and Metro requirements and address county issues.
Staff Resources Needed – **1.7 FTE**

1.9 Beaverton Urban Planning Area Agreement Update

The County's urban planning area agreements (UPAAs) with each city in Washington County were adopted in the 1980's. The City of Beaverton and the County have identified coordination procedures in the UPAA that should be updated to reflect current practice, facilitate smooth transition during annexation and in the planning for areas brought into the UGB since 2002 and urban reserve areas identified in 2011. As part of the county-Beaverton UPAA update, the need to update the Interim Beaverton Urban Service Agreement (USA), set to expire in December 2014, will be assessed.

Reason for Task – Required maintenance of the county-city UPAAs.
Staff Resources Needed – **0.5 FTE**

1.10 Transportation System Plan Update

The first phase of the update of the Transportation Plan concluded in 2013. Phase two work focuses on identification of system needs, 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. Updates to the Transportation System Plan are anticipated to be adopted in October 2014, the close of the annual ordinance season. Work in 2014 includes preparing an ordinance for adoption of the Plan, staff support through the ordinance process, assistance at public hearings and possible revisions to the Plan.

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 – **4 FTE**

1.11 Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement (DEIS) and Intergovernmental Agreement

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. In 2014, a Draft Environmental Impact Statement (DEIS) process will begin for this corridor. Staff participates in analysis and community outreach as needed to ensure the county's needs are met, particularly in the draft EIS for this project. The county will be asked to contribute financially to the DEIS and enter into an IGA early in the fiscal year.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **0.6 FTE**

1.12 Washington County Transportation Study – (new task)

At the close of its 2013 session, the Oregon legislature provided \$1.5 million for the Washington County Transportation Study to evaluate long-term transportation strategies and investments needed to sustain the county's economic health and quality of life. Building from the County's TSP and other available studies, this study will define transportation needs and choices for future decisions beyond the 20 year horizon. As a study, it will not result in recommendation of a preferred scenario or adopted plan. Staff will support consultant analysis of development and transportation conditions, scenario development and evaluation. This two-year staff/consultant effort will be inclusive and comprehensive, involving the community and agencies to ensure that diverse viewpoints are considered. Work is scheduled to begin early 2014 and be completed by the end of 2015.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **3 FTE**

1.13 Grant-funded Projects:

a) *Industrial Site Readiness Study (2013 CPD Grant):*

County staff are partnering with five Washington County cities and the Port of Portland on a study to identify the development readiness for 15 large lot industrial sites. This effort will 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. The County will serve as the fiscal agent and project manager for this work, allowing greater economies of scale and consistency.

b) Development of a Neighborhood Bikeway Plan (2012 TGM Grant):

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.

c) Development of Multi-modal Level of Service Standards (2012 TGM Grant):

Washington County will investigate Multi-Modal Performance Measures and Level of Service Standards in conjunction with the Transportation System Plan update. This grant involves 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. 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. County staff is coordinating with affected and interested parties on multiple efforts to develop multi-modal performance standards.

d) 170th Avenue/Merlo (2014 TGM Grant):

The purpose of this TGM project is to develop a conceptual design for these two connecting arterial roadways in urban Washington County, based on a detailed analysis of existing conditions, opportunities and constraints; a broader look at surrounding neighborhood context; an evaluation of best practices and innovative designs; and an inclusive public involvement process. The conceptual design will provide Washington County and corridor stakeholders with a higher level of certainty as to how the corridor will look and function in the future, and will better prepare the county for designing, engineering and constructing improvements in the corridor.

e) Safe Routes to School (Oregon's Safe Routes to School Program Grant):

The Safe Routes to School (SRTS) program brings transportation and education leaders together to encourage children to walk and bike safely to school as part of a healthy daily routine. In September 2013, Washington County was awarded a \$150,000 non-infrastructure grant from the Oregon's Safe Routes to School Program to fund a SRTS coordinator for three years. This coordinator (within Long Range Planning) will help boost the number of SRTS programs and activities throughout the County while building valuable SRTS partnerships among city and county agencies, schools,

community organizations, and neighborhoods. The Engineering and Construction Services Division provides grant management and support for this effort.

Reason for Tasks – To address county transportation and development issues.

Staff Resources Needed – **0.9 FTE**

1.14 **Sunset West Community Plan Amendments (new task)**

The county received a request to amend the Sunset West Community Plan to address height allowances for the Nike campus. Ordinance No. 780 was adopted by the Board in March.

Reason for Task – To address a request from Nike.

Staff Resources Needed – **0.1 FTE**

1.15 **Rural Regulations State Law Comparison (new task)**

Prepare study by third party consultant to compare the county's requirements for rural land development with relevant state requirements. Study would identify areas where county requirements differ from state requirements and attempt to identify the reasons for the differences. This work will result in the identification of differences, but the decision on whether or not to address these differences will be part of a future work program. Staff will coordinate with DLCDC's rural code analysis and provide information needed to respond to future legislative proposals in the rural areas. Tied in to this work is coordination with DLCDC to seek legislative changes to allow parcels in EFU that are separated by the UGB to be developed, even when the remaining EFU parcel is less than 80 acres.

Reason for Task – To address county issues and meet state regulations.

Staff Resources Needed – **0.6 FTE**

1.16 **Email Testimony Policy (new task)**

Develop consistent policy regarding email testimony throughout the divisions of the Department of Land Use & Transportation and other county departments, as appropriate.

Reason for Task – To address a county issue.

Staff Resources Needed – **0.2 FTE**

1.17 **Minor Amendments to CDC Article VII (new task)**

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make minor amendments to CDC Article VII, Public Transportation Facilities-- in particular process requirements -- to more easily allow smaller projects e.g., turn lanes in rural areas, minor betterment, and stream restoration. The request is outlined in an interoffice memorandum included in Attachment D. Additional, more time intensive amendments are broken out and included in Work Program Tier 2 Task 2.2.

Reason for Task – To improve interdepartmental cost and efficiency.

Staff Resources Needed – **0.4 FTE**

1.18 Standing Wall Remodel / Non-conforming Uses (new task)

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

Reason for Task – To address county issues.

Staff Resources Needed – **0.3 FTE**

1.19 Solid Waste and Recycling Enclosures (new task)

A request was made by the Washington County Department of Health and Human Services, Solid Waste and Recycling Program to consider updates to the Community Development Code (CDC) regarding the design of the Mixed Solid Waste and Recyclable Storage Facilities (Section 406-6.) This Section was last updated in 2009 (Ordinance No. 708) to make changes to the design standards for waste and recyclable storage facilities. HHS has identified additional revisions that are needed to further improve the collection and pick-up of mixed solid waste and recyclables. Current minimum standards are based on a 1992 Metro model zoning ordinance, and have not kept up with current trends and needs. Changes in the solid waste and recycling industry and future trends toward additional waste diversion programs point toward the need to reconsider our current, minimum standards.

Reason for Task – To address county issues.

Staff Resources Needed – **0.2 FTE**

1.20 Hillsboro Interim Park System Development Charges (new task)

The City of Hillsboro made a request to apply an interim Park System Development Charge (SDC) within the area located between the ultimate service boundary of the Tualatin Hills Parks & Recreation District (THPRD) and the existing city limits of Hillsboro. Establishing an interim SDC could involve a fair bit of staff work, including developing an ordinance to amend the Comprehensive Framework Plan, a Resolution and Order to establish the SDC, and an Intergovernmental Agreement (IGA) between the county and Hillsboro for SDC collection. This item is recommended to move forward as long as City of Hillsboro staff was able to do much of the up-front work to develop the SDC.

Reason for Task – To address county issues.

Staff Resources Needed – **0.4 FTE**

1.21 Housekeeping and General Update ordinance

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

Reason for Task – 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 – **0.3 FTE**

1.22 North Cooper Mountain Planning (new task)

The three land use areas that comprise the Cooper Mountain Urban Reserve -- North Cooper Mountain, Urban Reserve Area 6B, and South Cooper Mountain -- are currently undergoing comprehensive concept and community planning by the City of Beaverton. To date, the majority of this work has focused on South Cooper Mountain and staff has contributed to this effort. As community planning and the development of implementing regulations moves forward for North Cooper Mountain and Urban Reserve Area 6B, the county needs to be more intensively involved in planning for these areas given that they are expected to remain in unincorporated Washington County for at least the near future. This work will include coordination with Beaverton and working with the consultant to develop these elements. This is a separate planning effort, but related to Task 1.3(b).

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

Staff Resources Needed – **0.25 FTE**

1.23 House Bill (HB) 3460 - Medical Marijuana (new task)

HB 3460 was adopted in 2013, to allow medical marijuana dispensaries in certain areas and under certain conditions. The bill amended provisions of the Oregon Medical Marijuana Act approved by voters in 1998 (ORS 475.300). Senate Bill (SB) 1531, effective March of this year, included further amendments allowing local regulation of dispensaries. This task would amend the CDC to address regulation of such facilities pursuant to current state law. This item is recommended to be moved up to Tier 1 should the moratorium, also allowed under SB 1531 and currently under consideration by the Board, be approved. This moratorium would be effective for one year, during which regulations would be developed regarding time, place and manner in which dispensaries may operate.

Reason for Task – To address a county issue.

Staff Resources Needed – **0.75 FTE**

1.24 New tools for eliminating sidewalk gaps (new task)

While additional funding has recently been directed toward eliminating sidewalk gaps in recent years, significant gaps do still exist in a number of unincorporated communities. An issue paper will be developed to address both funding and regulatory obstacles to eliminating sidewalk gaps in the urban unincorporated area and to develop recommendations for how to address this issue moving forward.

Reason for Task – To address a county issue.

Staff Resources Needed – **0.25 FTE**

TIER 2 PRIORITIES

Tier 2 tasks are projects and ordinance topics that are not scheduled to begin until late in 2014 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 Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2015. Their priority in 2015 will be determined as part of next year's work program.

2.1 Amend CDC Sign Standards - Digital 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 2011 legislation allows sign content to change no more frequently than at eight second intervals. While needed changes to the CDC are expected to be somewhat limited, they are also potentially controversial and could therefore involve significant staff resources to address issues that arise. In addition, the county is currently involved in litigation relating to sign standards and it may be prudent to delay work on the county's sign codes until the litigation is resolved.

Reason for Task – To address county issues.

Staff Resources Needed – **High**

2.2 Addressing Broader Article VII Concerns – CDC Sections 421 and 422 (new task)

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities. This task would entail additional review of Article VII, Public Transportation Facilities, to examine and update Article VII processes related to meeting challenging federal, state and local environmental standards for projects, and to recognize relevant existing environmental compliance programs approved by federal and/or State agencies as sufficient for project review. See also Tier 1 Task 1.19.

Reason for Task – To address county issues.

Staff Resources Needed – **High**

2.3 Flood Plain CDC Updates

This amendment would allow applicants or staff to use the best available data for development applications, rather than maps referenced in CDC Section 421, which 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. Final legal settlements relating to Endangered Species Act at state level may increase priority for floodplain code updates.

Reason for Task – To address county issues.

Staff Resources Needed – **Low, but high priority**

2.4 Minor Code Amendments:

a) *Private Streets in rural area*

Amendments to the CDC to make a distinction between the requirements of private streets in the urban vs rural areas. Consider reductions in the signage and sight distance requirements for rural private streets that are driveways to dwellings.

b) *Rural Posting Requirements*

Amend posting requirements to increase time period for posting notice / providing affidavit of posting. 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 Tasks – To address county issues.

Staff Resources Needed – **Medium**

2.5 Aloha-Reedville Town Center Visioning and related tasks (new task)

Town Center visioning effort would build on the framework plan outcome of the current three-year Aloha-Reedville study, and would be managed by a consultant. Currently there is no funding for this work. Visioning would include charrettes and extensive community engagement. A Town Center vision that is supported by the community and affected stakeholders could provide the catalyst for future private investment (developers, property owners, and realtors all have noted a lack of supported vision is a barrier to their investment.) Included would be considerations of a multi-cultural community center, public gathering places, design standards, Area of Special Concern (ASC) overlay of Alexander Street and Alton Street to allow “main street” type of development treatment, and pedestrian and bicycle friendly roadway improvements. Again, this work would require outside funding in order to be undertaken. Funding will be sought as a Tier One activity (Task 1.8) A TGM grant pre-application has been submitted for this task.

As part of this work, amend the requirement in the Plan Map amendment criteria (CFP Policy 1, f.2) to demonstrate alternative sites within vicinity of proposed use; develop

individual Corridor Plans; develop a Parking Management Strategy and consider Transit Oriented District (TO) or design overlays as part of Corridor Plan.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.6 North Bethany Main Street Planning

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 to develop the Main Street Plan. CET funds were not granted for this work and no other funding source has been identified. Staff recommends this item remain in Tier 2 until funding can be found.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **Medium**

2.7 House Bill 2746 – Replacement Dwellings in EFU District (new task)

In 2013, the Oregon Legislature passed House Bill 2746, which became effective on January 1, 2014. HB 2746 was intended by its sponsor to enable farm properties with deteriorated dwellings to replace them even after they are no longer structurally sound. A mechanism was needed to ensure that those dwellings were once structurally sound; it was decided that the prior residential tax assessment of such a dwelling is a way to do this. This task would amend the CDC to address this state law change. Until the CDC is amended, the county will implement HB 2746 directly.

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

Staff Resources Needed – **Low**

2.8 House Bill 3125 - Parcel sizes in EFU, AF-20 and EFC Districts (new task)

BH 3125 enrolled in 2013, provides for the adoption of smaller lot sizes in the rural zones under certain circumstances. Technically, Washington County has no minimum lot size for EFU & AF-20 properties, however state statute has established an 80-acre minimum. In EFC minimum lot size is 80-acres. This law authorizes counties to go through the process to authorize minimum lot sizes smaller than 80-acres in EFC--which would help a small

number of land owners (LUT have processed an average of one EFC partition every 1.5-2 years.)

Since we do not have a minimum lot size acknowledged by DLCDC in EFU/AF-20, implementation of this legislation would provide an opportunity to consider the cost/benefits. There may be pent up demand for this type of land division, but unless the standards were loosened considerably, the benefits to land owners would be negligible. This task would amend the CDC to address this state law change. Until the CDC is amended, the county will implement HB 3125 directly.

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

Staff Resources Needed – **Low**

2.9 Streamline Cell Tower standards in Community Development Code

Cell tower standards were last updated in 2004 (Ordinance No. 623) and since that time, suggestions for clarifying and streamlining the standards have been suggested by Current Planning staff and applicants tasked with implementing the standards. Minor clarifying changes can be made in the annual housekeeping ordinance, but this task would undertake a more substantive update to the county's current regulations.

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

Staff Resources Needed – **Low**

2.10 Update of Auto and Bike Parking Standards

Prepare an Issue Paper addressing a comprehensive review of the County's auto and bike parking standards. The County's standards were based on Metro standards which are now out of date and not aligned with transit service availability and transit goals. This Issue Paper would compare County standards to other jurisdictions and may result in recommendations for CDC amendments in 2015. The Issue Paper would include, but not be limited to, parking issues that have been raised in other contexts, including amendments related to boat and RV parking (2013-14 Work Program Tier 2 task 17), shared parking in both the urban and rural area, and allowing off street parking to count toward parking requirements in Transit Oriented (TO) Districts. A TGM grant pre-application has been submitted for this task.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.11 Request to allow limitation on hours of operation for drive-through facilities

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. In July 2013, staff presented an Issue Paper to the Board summarizing the issue and presenting other jurisdictions' standards for drive-through uses. The Board directed staff to

work with CPO 7 and other stakeholders to develop code language for consideration as an ordinance in 2014.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.12 Neighborhood Meeting Changes

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 researched the CPO's request and returned later in 2013 with an issue paper outlining the proposed changes, their implications and offering options for the Board's consideration. The Board directed staff to bring forward two issues for consideration in the 2014-15 Work Program:

- a) Whether or not to require neighborhood meetings for Type II and III Commercial, Institutional and Industrial uses located across the street from a residential district; and
- b) Whether or not to require a neighborhood meeting be required for Type II land use review for detached single family dwellings when proposing a Future Development Plan?

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.13 Mineral/Aggregate Overlay District update to reflect current OARs

The county's Goal 5 program is generally inconsistent with changes to the State 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.

Related to this work, Manning Rock has resubmitted their April 2011 request to amend the requirements for establishing a quarry in Washington County to allow their quarry in Manning to become a 'District A' property. It is staffs' understanding that the quarry currently falls short of the two million cubic yards required to obtain a permit, although we also understand that Manning Rock is working to obtain mineral rights for the property adjacent to their quarry. If obtained, Manning Rock's quarry would meet the cubic yardage requirement. Until and unless that transaction occurs, Manning Rock would like to maintain their current request.

Manning maintains that western Washington County is running out of rock, which will cause construction or logging projects to transport rock from Beaverton. In 2013-14, this work was folded into the overall Mineral/ Aggregate Overlay District update, which was made a Tier 2 task. Manning Rock is requesting that this task, as it relates to their quarry, be elevated to a Tier 1 task.

This work would be prepared by a consultant, and could include an examination of the County's future aggregate needs to address concerns raised by Manning Rock.

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

Staff Resources Needed – **High**

2.14 Regulations Governing Model Homes (new task)

Amend the CDC to provide for processes to allow model homes in new subdivisions. The Code is currently silent on these uses.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.15 Canyon Road Redevelopment

Prepare Issue Paper to better define issues relating to the redevelopment potential on the eastern portion of Canyon Road near the Walker Rd. intersection. Redevelopment could include changes to provision of mixed use or transit oriented zones and streetscape improvements to encourage redevelopment in the area. Work would be contingent on receiving outside funding. A TGM grant pre-application has been submitted for this task.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.16 Adoption of School Facility Plans by High Growth Districts

The 2007 Legislature adopted legislation requiring larger school districts to adopt school facility plans. Counties and cities are required to assist school districts to develop these plans. Once School Districts adopt School Facility Plans, State law requires the County to adopt them into our Comprehensive Plan. The Beaverton School District has updated its

facility plan and Hillsboro is in the process, both of which could result in a potential ordinance in 2014.

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

Staff Resources Needed – **Low**

2.17 Other Urban Planning Area Agreement Work

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. Agreements with Beaverton are addressed under Task 1.9. The need for UPAA updates will be assessed to support continued county/city coordination.

Reason for Task – To address a county issue.

Staff Resources Needed – **High**

2.18 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 would be requested. 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. This overlay and update would specifically **not** include Oak Hills.

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 – **Medium**

2.19 New infill tools to ensure neighborhood compatibility (New Task)

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

neighborhoods and the requirements of the state “needed housing” rules and other growth management goals. As this issue moves forward, it will be important to discuss whether or not this level of planning focus is appropriate in the unincorporated area.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.20 Group Care Clean-up and Fair Housing (new task)

Update to County’s Group Care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443. Changes would include reflecting current trends/types of group care uses and to identify additional land use districts where they may be appropriate. An Issue Paper is being developed in the context of the work being done in Aloha-Reedville. This item would address any amendments requiring an ordinance for implementation.

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

Staff Resources Needed – **Medium**

2.21 Wineries Legislation (new task)

Address changes to state statutes in 2011 and 2013 regarding uses allowed at wineries, including allowed agri-tourism uses (Senate Bill 841.) Develop internal procedures as well as Community Development Code changes for ordinance adoption in 2014. Work will be informed by work being done on agri-tourism under Task 1.7.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

TIER 3 PRIORITIES

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

3.1 Transit Corridor Planning

Transit Corridors form the backbone of Metro's 2040 plan. To date, no comprehensive specific planning has been undertaken to address particular corridors. This is primarily a land use planning exercise to allow more transit supportive land uses in these locations. These corridors include land uses along arterials such as Murray, 185th, Canyon, and Walker Road. This would be a tremendous effort from a staff resources standpoint, but is likely ultimately needed to implement the 2040 plan.

Reason for Task – To address a county issue.

Staff Resources Needed – **High**

3.2 Comprehensive Community Development Code (CDC) Overhaul (new task)

Overhaul the CDC beyond housekeeping to address consistency and archaic language. Much of the CDC is more than 25 years old. The nature of development and how development gets implemented has changed over that time. Archaic language comes to light sporadically and can cause problems (for example, car washes). It would be more prudent to proactively address.

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

Staff Resources Needed – **High**

3.3 Airports Clean-up (new task)

Update Summary Findings and Conclusions section of Policy 28 to reflect ODA’s recent recognition of Skyport Airport (4S4). Update findings relating to the boundary of the Portland-Hillsboro Airport. The current language states that the airport is located solely within the City of Hillsboro. However during development of Ordinance No. 772 staff learned that there are a few small unincorporated county islands within the boundary of the airport. Staff elected to defer to a future housekeeping ordinance as these updates were not germane to the proposed residential airpark.

Reason for Task – Clean up existing references

Staff Resources Needed – **Low**

3.4 Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan

As part of the intersection study for this area, a redevelopment plan was developed to examine opportunities for parcel consolidation, land-use redevelopment, improving multi-modal circulation and public/private financing. The plan is intended to enhance the relationship between local land uses and proposed transportation improvements. This Tier 3 task includes the presentation of the redevelopment plan to the Board for its consideration of potential ordinance changes in 2014 or beyond. This study would be undertaken if funding was made available.

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. Preliminary work was completed to fulfill the grant.

Staff Resources Needed – **Low**

3.5 North Bethany – Potential Issues (new task)

Pending outcome of work in Tier 1, item 1.4, address any additional issues in North Bethany, potentially including:

- a) Defining “top of slope”; and
- b) Tree protection in buffer

Reason for Task – To address a county issue

Staff Resources Needed – **Medium**

3.6 Review Small Lot Subdivisions in North Bethany

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 3 task to monitor the new developments constructed in North Bethany to evaluate the effectiveness of the new standards, once sufficient development has occurred. 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**

3.7 Noise/Wind Generated Systems (new task)

The Planning Commission requested that the Board examine their concerns about noise levels of wind-generated systems. Since the new regulations have just gone into effect, staff recommends that this item be addressed in the future once more systems are in place and can be reviewed.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

3.8 Senate Bill 122 Implementation

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

- a) Adopting the King City Urban Service Agreement and make implementing amendments to the Comprehensive Plan.
- b) 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.
- c) Continuing to coordinate the Senate Bill 122 Management Oversight Committee and address other policy issues as they arise.
- d) Address SB 122 considerations in the area around 209th.
- e) Participate with the City of Beaverton in public engagement efforts in urban unincorporated Washington County relative to City services and governance options going forward.

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

3.9 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**

3.10 Car Wash Issue Paper implementation

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. The issue paper on this topic offered options for resolving issues raised by the parties that submitted comments.

While the issue of queuing standards and neighborhood livability impacts were raised in the context of one specific car wash, the issues raised were considered to be applicable to similar uses throughout the unincorporated county and that they therefore merited review and analysis through an issue paper. Significant negative public comment was received on the issue paper.

Reason for Task – To address a county issue.

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

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 & 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 Community Planning and Development Grants, 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, Long Range Planning 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 and staff from the Office of the Director monitor 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, Tigard Triangle, 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 Council Creek Trail and Salmonberry Corridor
- Monitoring the Yamhelas Westsider Trail planning work
- Implementation of the Fanno Creek Greenway, Ice Age Tonquin, and Westside Trails
- 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

Annual Reporting to Metro and DLCD

Long Range Planning Staff send Metro notifications required by Metro's Urban Growth Management Functional Plan and demonstrate that changes in zoning do not reduce residential capacity and document the Tualatin Basin Program implementation. Staff are also required to report land use application activity to DLCD annually.

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.

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).

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.

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, his staff, and Planning and Development Services Division staff support these entities.

Northwest Area Commission on Transportation (NWACT)

Monthly NWACT meetings are held 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 staff monitors the NWACT meetings and supports the County Engineer, who represents the county at these meetings.

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. Other efforts include coordination of growth forecasts and the allocation between Metro, Washington County and the cities of Washington County.

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 Resolution & Order 86-95 refinement, traffic modeling, review of land development applications, Intelligent Transportation System (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.

GIS Program

Geographic Information System - Project Development and Maintenance

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, 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), and Urban and Rural Reserves. GIS staff also is responsible for the updates to the county's Comprehensive Plan elements.

Demographic Analysis and Growth Projections

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.). 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, 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.

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.

REQUESTS NOT RECOMMENDED FOR INCLUSION IN THE 2014 WORK PROGRAM

There are several requests that have been made for which staff recommends no further action be taken. The requests and reasoning behind exclusion are described below

1. 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. A number of issues have been addressed through issue papers and other implementation efforts. In addition, 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. Planning Commissioner Manseau researched the outcomes of the report and submitted a draft document of the remaining issues that she feels haven't been addressed.

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). Several of the issues will be taken up in conjunction with other work tasks (neighborhood meeting requirements and addressing fragmented sidewalk systems). Other items require minor additional follow-up work within LUT which can be done as part of our on-going work. 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 2014. This item was included as an item to be removed from consideration in the 2013 Work Program but is being considered again due to the request from Planning Commissioner Manseau.

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

Neighborhood property owners have requested this change in 2009, 2011 and 2012 and again in 2013. 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). As an alternate, they are asking to designate Glenridge as an area of special concern. 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.

3. Mr. Mark Welyczko requested that the Board consider an ordinance relating to “Nuisance Outdoor Lighting” in residential areas. Mr. Welyczko cites concerns with lighting on neighboring residential property that shines beyond the property line and proposes provisions for outdoor residential lighting standards.

Staff response: *Lighting for multi-family residential as well as institutional, industrial and commercial properties is addressed in Section 415 of the Community Development Code (CDC). The section applies to roadways, access drives, parking lots and sidewalks in those areas and establishes exterior lighting standards. Enforcement of Section 415 (Lighting) is generally limited to the Development Review process when a site is approved for construction.*

The county does not currently regulate outdoor lighting on single family residential properties. Single family residential lighting does not require a land use review of any kind, therefore there would be no way for the county to regulate or enforce lighting standards. If regulated as a nuisance, it could become an enforcement issue. Outside of the Development Review process, Code Enforcement is based on a priority system. While lighting issues are not currently listed on the priority list, they would likely be considered a priority 4 enforcement issue and are generally considered a civil issue. County resources are generally focused on priority 1 and 2 violations which involve issues that have the potential to cause irreparable harm of life safety issues. For these reasons staff does not recommend an expansion of outdoor lighting standards to single family residential areas.

4. Request by Christ United Methodist Church to allow a columbarium as an accessory use to a church. Columbaria 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.

Staff response: *This issue was addressed in the 2013 RLUIPA ordinance process and the Planning Commission and Board determined not to change the requirements for columbaria to address this request. Staff therefore recommends removing the item from the task list.*

2014

Work Program

Requests and Comments

Received after
February 14, 2014

From: "DHRUVA, DANIEL" <DANIELDHRUVA@clearchannel.com>
Date: February 11, 2014 at 9:32:27 AM PST
To: "Greg Malinowski (Greg_Malinowski@co.washington.or.us)"
<Greg_Malinowski@co.washington.or.us>
Subject: Sign Code Amendments



Hello Commissioner,

Thanks for taking the time to chat last week. Sorry for the delay in following up, with the "snowpocalypse" we've been set back a few days. I've attached our proposed code amendments for you to present to staff. We address not being able to convert some signs to digital under 414-2-5 as "signs previously permitted under section 415-5 of the code" which has since been deleted. The thinking here is that this reduces further legal exposure for the County, but I'm happy to chat with you about alternatives.

A general recap of why it is necessary for the county to act now on sign code amendments that allow for digital:

As you have previously stated the message it sends about getting things accomplished with the County in a non-litigious fashion

It modernizes the County's sign code to bring it in line with the State Code and other jurisdictions (ie. Hillsboro) who have already updated their codes

It broadens the County's emergency alert network; because sign companies partner with local and national law enforcement LED signs become an extension of the county's broadcast system

Public Service capabilities, LED signs are changed remotely from a computer (there is not printed material) which allows for companies to provide PSA announcements at no cost to non-profits

Please do not hesitate to call me if you would like to discuss any of this. I will be reaching out to your colleagues on the board to discuss the issue individually. Thank you again Greg for your support in this effort.

Regards,

Dan

PROPOSED AMENDMENTS 2/11/2014

ARTICLE IV DEVELOPMENT STANDARDS

414-SIGNS

Section 414-2.

2G. Outdoor Signs:

Outdoor signs, including Digital Billboards but excluding bench signs (see Section 414-5.2) shall be permitted only in the general Commercial (GC) District. Such signs shall not exceed three hundred (300) square feet per face, nor shall the face exceed a length of twenty-five (25) feet or a height, excluding foundation and supports, of twelve (12) feet.

Section 414-2-5 Content

Any of the signs pursuant to this Section (414-2) may be changeable copy signs, including Digital Billboards. A Digital Billboard means a sign utilizing digital message technology, capable of changing the static message or copy on the sign electronically. A Digital Billboard may be internally or externally illuminated. Digital Billboards shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign structure. Each static message shall not include flashing or the varying of light intensity.

Digital Billboards may be permitted on new and existing sign structures (other than any such structures initially permitted under Section 414-5 of the Code) subject to the following requirements:

- a. Operational Limitations. Such displays shall contain static messages only, and shall not have movement, or the appearance or optical illusion of movement during the static display period, of any part of the sign structure, design. Each static message shall not include flashing, lighting or the varying of light intensity.
- b. Minimum display time. Each static message on the sign must be displayed for a minimum of eight (8) seconds.
- c. Digital Billboards installed and operated in compliance with section 414 shall not be considered as flashing, blinking, fluttering or moving types or technology.

Section 414-6 Illumination.

No sign shall be erected or maintained which, by use of lights or illumination, creates a ~~distracting or~~ hazardous condition to a motorist, pedestrian or the general public.

414-6.1 No exposed reflective type bulb, par spot or incandescent lamp, which exceeds twenty-five (25) Watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign. Digital Billboards are exempt from this Sec. 414-6.1.

414-7 Prohibited Signs

414-7.3 Have blinking, flashing or fluttering lights or other illuminating devices which exhibit movement;

Section 414-9 Nonconformity and Modification

Except as provided in Section 414-9.2 of this chapter, signs in existence on the date of adoption of this Code which do not conform to the provisions of this Code, but which were in compliance with the applicable regulations at the time they were constructed, erected, affixed or maintained shall be regarded as nonconforming.

~~[414-9.1 — For the purpose of amortization, these signs may be continued from the effective date of this Code for a period not to exceed ten (10) years.~~

~~414-9.2 Signs which were nonconforming to the prior Ordinance and which do not conform to this Code shall be removed on or before November 6, 1983, as was provided for purposes of amortization in Article II of the former Community Development Ordinance. 414-9.3 — Nonconforming outdoor signs under the provision of Section 414-9 in conformance with ORS Chapter 377 shall not be considered to be nonconforming signs requiring removal. This provision applies to signs on all highways. Removal of such outdoor signs shall be only as provided by Oregon Revised Statutes. Digital Billboards installed and operated according to the requirements of Section 414 shall not be subject to the amortization sections of this Code.~~

414-10 Compliance

Any sign which is altered, relocated, replaced or shall be brought immediately into compliance with all provisions of the Code, provided that a non-conforming sign may be reconstructed as a Digital Billboard and may retain its nonconforming spacing, height, and existing face size.



RECEIVED

MAR 17 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

March 13, 2014

Washington County Board of Commissioners
155 N First Avenue
Hillsboro, OR 97124
ATT: Chair Duyck

Dear Chair Duyck,

I am writing on behalf of the Oregon Outdoor Advertising Association to ask for your support to modernize Washington County's sign ordinance in order to bring important new benefits to the county and its 550,000 residents. As Washington County is home to so many technology companies, it makes sense for Washington County to use the latest outdoor digital technology to provide new advertising opportunities to businesses located in the County and to enhance the safety of your residents.

It is important to recognize that more than 450 municipalities in 43 states already benefit from digital signs. In Oregon, the state adopted legislation in 2011 to allow for digital signs. Many of our local jurisdictions including Hillsboro, Gladstone, Salem and Springfield allow digital signs to the benefit of businesses and residents.

While the Washington County sign code does not expressly prohibit digital signs, amending the code to specifically permit digital signs with the appropriate restrictions as outlined in the state sign code will ensure that digital signs conform to state regulations. Although the changes needed to be made to the current Washington County code are minor, it is critical to have clear language in the sign code so all sign companies adhere to the appropriate restrictions and requirements. One example is in the state code that states that digital signs cannot change more often than 8 seconds, cannot have any motion, and must shut down if it is too bright compared to the ambient light.

Digital signs will bring considerable benefits to Washington County businesses, residents, non-profit organizations and other community groups as well as law enforcement and other public agencies. Washington County would receive enhanced public safety and new revenues from permits and property taxes.

Digital signs have a proven track record here in Oregon and around the country of supporting local, state and national law enforcement agencies in keeping the public safe. Our Association members, Clear Channel Outdoor, CBS Outdoor and Lamar Outdoor, have national agreements with the FBI and U.S. Marshals Service to aid them in searching for and capturing dangerous fugitives. The FBI has credited digital signs with helping catch 51 fugitives. Another critical public safety benefit is supporting Amber Alerts. We give the Department of Justice and National Center for Missing & Exploited Children top priority when a child goes missing because nothing is as important as our children.

Critical public safety messages can be posted on our digital signs within minutes. On a local level, in 2010 Salem Police Chief Jerry Moore personally thanked the industry for its support of the department's Most Wanted program. The Salem Police Department captured 22 of the 37 suspects featured that year, one of whom turned himself in because of the exposure he was receiving on digital signage.

I hope that the Washington County Board of Commissioners will support the effort to update the sign code to allow businesses, citizens, non-profit and community groups and public agencies in Washington County to benefit from the latest digital technology on outdoor advertising signs.

Sincerely,



Terry Sandblast
Executive Director



RECEIVED

MAR 11 2014

March 6, 2014

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

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

RE: 2014 Draft Work Program--Sidewalk Gaps and Infill Development

Dear Chair Duyck and Commissioners,

Minimizing impact of growth on existing neighborhoods is important to the current residents of urbanized unincorporated Washington County and to preserving the livability of these neighborhoods. As growth pressures increase the density of existing neighborhoods, there is a serious need to fill sidewalk gaps in these neighborhood to allow residents to continue to walk within their neighborhoods to schools, to neighbors, and to services. As growth pressures increase infill development, it is important that this new development is designed to be compatible with the existing neighbors. The existing tools are not adequate to provide needed protections for existing residents.

Sidewalk Gaps

Although in recent years additional funds have been allocated for eliminating sidewalk gaps in the Washington County sidewalk infrastructure, more needs to be done to address the remaining gaps and to address newly created pedestrian safety issues on existing roadways created by growth. Each year that passes without additional tools to fill the sidewalk gaps and without the existing tools being fully implemented, opportunities to improve our pedestrian infrastructure are lost.

Infill Development

Existing code for infill development does not provide clear and objective standards as required by the state "needed housing" rule and cannot be applied to infill development.

The request for changes to address sidewalk gaps and infill development has been kicked down the road since 2005. See attachment for more details on the history of need for these changes. Protection of existing neighborhoods is important. The 2014 Ordinance Season is the right time to create needed tools to close sidewalk gaps and to provide protections for existing neighborhoods from infill development. **Please add sidewalk gaps and infill development to Tier 1 of the 2014 Work Program.**

Sincerely,



Mary Manseau 5230 NW 137th Ave Portland, OR 97229

cc: Andrew Singelakis, Andy Back, Shelley Oylear

2004 CCI Request #20 Address Fragmented Sidewalk System

Issue Paper # 9 dated February 24, 2005 recommended:

1. investigating the use of URMD and MSTIP dollars to fund sidewalk gaps.
2. Exploring possible of using TIF dollars to fund sidewalk gaps.
3. Exploring amendments to the rules governing the formation of LIDs
4. Investigating requirements for off-site sidewalks in conjunction with new development.

Status of CCI #20:

1. URMD dollars are being used to fund sidewalks gaps. MSTIP dollars are used for sidewalk construction only when sidewalks are adjacent to a MSTIP road project.
2. No additional use of TIF (now TDT) dollars to fill sidewalks gaps.
3. Unaware of any changes to formation of LIDs. Is it possible for off-site sidewalk gaps to be addressed through a LID?
4. In rare instances--usually when brought to staff attention by community members or community members have elicited a letter from school district staff--new development has be conditioned to construct off-site sidewalks.
5. Although currently required by Section 501-1.4B, fears of Nollan/Dolan issues have exempted construction of a new home on a single family home or reconstruction of a single family home from sidewalk construction standards along the SFR lot frontage.
6. Section 501-8.2B. requires an adequate level of Arterial and Collector roads be provided for new development. Adequate level should include all modes of transportation, not just vehicles. Payment of TDT only exempts new development from any additional responsibility for capacity issues on Arterials and Collectors. Any identified safety issues (as defined by R&O 86-95) on the Arterials and Collectors within the identified impact and analysis area are to be constructed prior to occupancy of the development.
R&O 86-95 identifies safety issues as those on the SPIS list and those identified in the Transportation Plan as hazard locations. The SPIS list includes only intersections and the Transportation Plan no longer has a list of hazard locations. No attention is paid to the safety of peds or bicyclists within the impact and analysis area. Code, R&O 86-95 or the Transportation Plan needs to be updated to address the safety issues that are created as new development creates additional traffic on Arterials and Collectors within the impact and analysis area of new development.
7. Current planning is exempting new development from Section 501-8.1B(2)(b) using a hardship relief section 435-5, rather than the code required section 501-6. No consideration is given by staff in their analysis as to whether the narrower road will be adequate to serve the needs of pedestrians.

Without changes to code for more requirements for new development to address off-site sidewalks, the county will fall further behind in addressing the needs of pedestrians.

Ongoing issues with in-fill

2004 CCI Request #2 Enhance design standards for better in-fill integration into existing neighborhoods.

Issue paper #8, dated February 24, 2005 recommended:

1. NB planning to address amending standards in Section 406.
2. Authorized staff to file an ordinance to amend Section 430-72 to include specific changes identified by staff in this issue paper.
3. Emerging Issue: In Casefile 13-082-S the provisions of 430-72 were identified by the hearings officer as useless words taking up space in the Community Development Code:

From Casefile 13-082-S

However, the hearings officer further finds that the requirements of CDC 430-72 are prohibited by the "needed housing" requirements of state law, ORS 197.303 *et seq.* The single-family detached housing proposed on this site constitutes, "needed housing" as defined by ORS 197.303(1)(a). As such the County may only apply, "[c]lear and objective standards, conditions and procedures regulating [development on this site]. ORS 197.307(4).

"Needed housing" is not to be subjected to standards, conditions or procedures that involve subjective, value-laden analyses that are designed to balance or mitigate impacts of the development on (1) the property to be developed or (2) the adjoining properties or community. Such standards, conditions or procedures are not clear and objective and could have the effect "of discouraging needed housing through unreasonable cost or delay."

Rogue Valley Association of Realtors v. City Of Ashland, 35 Or LUBA 139, 158 (1998), aff'd 158 Or App 1, 970 P2d 685, rev den 328 Or 594 (1999).

The hearings officer finds that the requirements of CDC 430-72.3.A are not "clear and objective" criteria. Requirements that a development, "[c]onsider the orientation, landscaping and buffering of proposed uses..." and "[p]rovide maximum privacy to surrounding existing and future residential structures" require the exercise of discretionary judgment and subjective determinations. Therefore the infill requirements of CDC 430-72.3.A are prohibited by state law. Even if the County imposed clear and objective conditions to ensure compliance with these standards, the standards themselves are subjective and therefore prohibited. 35 Or LUBA at 160.

Clear and objective criteria need to be adopted by Washington County in CDC 430-72 to provide protections for existing neighborhoods from impacts of infill development. Clearly more work needs to be completed to address CCI #2.



Washington County Committee for Citizen Involvement

155 N First Avenue, Suite 200, MS 48
Hillsboro, OR 97124
503-821-1128

RECEIVED

MAR 19 2014

February 27, 2014

Dear Chair Duyck and Commissioners,

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

At our February 18, 2014 CCI General Meeting, a motion was unanimously approved (10-0) by the CCI membership to send a letter requesting CCI's 2004 Annual Work Program issues regarding Sidewalks Gaps and Infill Development be addressed as Tier 1 items in the 2014 Work Program.

In 2004 CCI formed a committee to solicit citizen input to identify and articulate problem areas in Code. A report, based upon the collective concern of hundreds of citizens throughout Washington County, was forwarded to the Board in December 2004. In this CCI report to the Board, ten specific areas of Code were identified as community concerns with development applications.

In the ensuing years, eight of the ten CCI requests had Issue Papers provided by Long Range Planning Staff. Some of the recommendations from Staff's Issue Papers were implemented, but mostly the requests from CCI were forgotten. In 2013, any further consideration of these CCI issues was abandoned and these issues were removed from LUT Annual Work Program. Attempts to revive the most pressing 2004 issues in 2014—Sidewalk Gaps and Infill Development—have failed as noted in the staff response in Attachment C of the Draft 2014 Work Program.

Sidewalk Gaps

Although more money is being directed to fill sidewalk gaps through Minor Betterments and redirection of URMD funding, growth continues to increase the overall need for sidewalks. Without changes to code, the Transportation Plan and an update to R&O 86-95, the county will continue to fall further and further behind in solving the Sidewalk Gap issue.

Staff indicates in Attachment C of the Draft 2014 Work Program that the Sidewalk Gap issue will be addressed in conjunction with other work tasks. However, these other tasks are not specifically identified in the Work Program. Is it the update to R&O 86-95 in Tier 3? Is it the TSP Update? Will it be part of the 2012 TGM Grant? The Sidewalk Gap issue is too important to bury inside other projects. Sidewalk Gaps should be identified as a stand-alone Tier 1 project in the 2014 Work Program.

Infill Development Standards

Changes were made to the Infill Development Standards (CDC 430-72) as a result of the 2004 CCI request. However, it was recently determined by a Washington County Hearings Officer

Steering Committee

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

(Casefile 13-082) that the state "Needed Housing Rule" (ORS 197.303) invalidates the provision of Section 430-72. The intent of Section 430-72 is to protect existing neighborhoods from the impacts of new development through building orientation, buffering, access and circulation.

Section 430-72 must be updated to provide clear and objective standards as required by the "Needed Housing Rule" to provide protections to existing neighborhoods as intended in Code. Without viable standards in Section 430-72, the protections for existing neighborhoods from the impacts of new development are limited. Updates to the Infill Development Standards should be addressed as a Tier 1 project in the 2014 Work Program.

Both complete sidewalk networks and standards that limit the impact of infill development are important for existing residents of Washington County. Thank you for your thoughtful consideration of inclusion of the Sidewalk Gap issue and an update to the Infill Development standards as Tier 1 projects in the 2014 Work Program.

Sincerely,

A handwritten signature in cursive script, appearing to read "Henry Oberhelman".

Henry Oberhelman, Chair
Washington County CCI

cc: Andrew Singelakis, Director, DLUT
Andy Back, Manager, Planning and Development Services, DLUT
Teresa Cherniak, Principal Planner, DLUT
Stephen Roberts, Communications Coordinator, DLUT

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



RE: 2014 Draft Work Program / Sidewalk Gaps and Infill Development

Aloha is a great example of where the County may provide leadership in addressing sidewalk gaps. Mary Manseau shares many excellent points in her submission to you on this subject of sidewalk gaps. In addition to echoing her concerns, my tenure as Chair of CPO6 allows me to state that it is a protracted concern.

As this matter pertains to infill and sidewalks, conditioning developers to 'connect to the collector street' (if not to an arterial) is prudent for all parties. Why? While my credentials as a real estate agent are now 'inactive', new metrics in real estate such as 'walk scores' provide semi-subjective numerical values that are embedded in an aggregate value scenario. In English please? Zillow.com

Inspectors working a punch ticket would laugh out loud if another service such as gas, electricity, water or cable ended at the property line. Somehow, sidewalks are immune and excluded for this.

Please add sidewalk gaps and infill development to Tier 1 of the 2014 Work Program.

CDBG presents as a logical funding mechanism for some help on the matter. Some funding bias is noted that favors sidewalks adjacent to Title 1 Schools. Again, as it pertains to Aloha, leadership is crucial sans a Mayor/city. Community leadership enjoys a track record of successful execution of projects with high complexity (Aloha Library). The insiders on this matter know Washington County supports sidewalk expansion in gaps with design support. Staff providing clarification on this back-burner item is welcomed.

Sincerely,

Eric Squires
17172 SW Rider Lane
Aloha Oregon 97007-8581
BOC@ERicSquires.com

FAX

TO:	All Commissioners	FROM:	ERIC D SQUIRES
COMPANY:	WashCo BOC	COMPANY:	
FAX:	5038464545	FAX:	
SUBJECT:	Tier 1/Sidewalks	DATE:	Wednesday, March 19, 2014



Washington County

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

March 17, 2014

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

RE: CPO 7 Comments on the 2014 Work Program

RECEIVED

MAR 17 2014

Long Range Planning
Land Use & Transportation

Dear Chair Duyck and Commissioners,

Thank you for this opportunity to review and comment on the 2014 Work Program. We look forward to the public outreach for and participating in the update to the Beaverton UPAA and USA. We are pleased to see email testimony, standing wall remodeling and consideration of a county park SDC for unincorporated Hillsboro areas as Tier I projects. Each of these projects is important to our CPO 7 community.

We understand the time limitations of Long Range Planning staff, however:

- To ensure North Bethany commercial development does not occur in a piecemeal fashion, with each parcel being developed by a different developer, it is critical for the Bethany community that planning for the North Bethany Main Street be prioritized.
- Oak Hills HOA rules are adequate to provide protections for this historic neighborhood. We support the Oak Hills request to remove the overlay and map updates as a work program item.
- We question the need for staff time to be devoted to wooden quilt block decorations.
- For protection of our existing neighborhoods, new infill tools need to be developed that do not conflict with the state "needed housing" rules. The existing rules are discretionary and cannot be used to ensure compatibility of new homes in existing neighborhoods.
- For safety of the walking public, new tools for eliminating sidewalks gaps need to be developed now.

Thank you for your thoughtful consideration of our comments.

Sincerely,

Lori Manthey-Waldo, Chair
For CPO 7

Letter authorized by vote (11-0) of general membership on 3/11/2014
cc: Andy Back, Andrew Singelakis



Beaverton
O R E G O N

Community Development

March 13, 2014

Mr. 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 2014 Work Plan

Dear Mr. Back:

The City of Beaverton Community Development Department staff have reviewed the County's draft 2014 Work Plan for the long-range planning section of the Department of Land Use and Transportation.

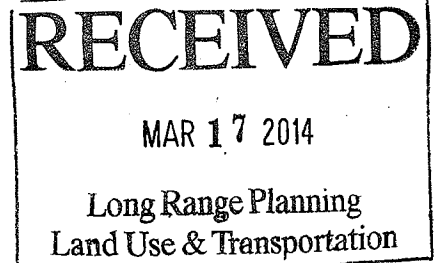
We have identified the following tasks as projects of interest to the City, and we agree with the summaries provided in the draft work plan:

- Tier 1 Projects: Tasks 1.3, 1.8, 1.10, and 1.14
- Tier 2 Projects: Task 2.17
- Tier 3 Projects: Tasks 3.4 and 3.8

However, in Table 1, (the general time frame plan for the projects), does not reflect two tasks which we wish to call to your attention:

- As you know, the City is working on preparing a concept and community plan for North Cooper Mountain for Washington County as a component of the South Cooper Mountain planning effort.
- The City is also preparing a concept plan for the unincorporated urban reserve area located between North Cooper Mountain and the City's South Cooper Mountain annexed area. The City anticipates that both the North Cooper Mountain Community Plan and the Urban Reserve (6B) Concept Plan will be forwarded to the County for final action in the First Quarter of 2015. This appears to be addressed in Task 1.3 but does not appear in Table 1 as ordinance items.

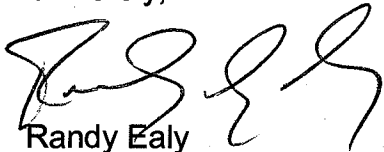
Specific to Task 3.8, the City requests that SB 122 considerations also be added for the City of Beaverton and the service providers in the area extending to 209th. Land has been added to the City's UGB and with the passage of HB 4078 in March 2014, determining service boundary lines is a necessity for each of the jurisdictions in our part of the County.



Lastly, the leadership of both the City of Beaverton and the County have agreed to work cooperatively in engaging the urban unincorporated areas of eastern Washington County on the matter of governance. The City started this engagement in February 2014 at the invitation of CPO 7 leadership. The City will continue to engage urban unincorporated residents, property owners, and business owners on the subject of City services and governance options over the coming year and possibly longer. We encourage the County to add a SB122 oriented task to the Work Plan which links the County's participation to the City's public engagement efforts in urban unincorporated Washington County going forward.

Thank you for your consideration of the City's recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Randy Ealy', written in a cursive style.

Randy Ealy
Interim Community Development Director

Cc: Andrew Singelakis, DLUT Director
Bob Davis, County Administrator
Steven A. Sparks, AICP

03/13/14

Board of County Commissioners
c/o Department of Land Use & Transportation
Long Range Planning Section
155 N First Avenue, Suite 350-14
Hillsboro Or. 97124

RECEIVED

MAR 14 2014

OFFICE OF THE DIRECTOR
LAND USE & TRANSPORTATION

I am requesting that the Board consider passing an Ordinance for "Nuisance Outdoor Lighting".

Whereas, lighting that is directed at neighboring residential property can create adverse impacts and it is not specifically recognized as an enumerated nuisance under current nuisance ordinance, I would like to propose a provision that makes lighting used for outdoor residential areas appropriate to the need and to keep light from shining offsite onto adjacent private properties.

Residential outdoor Lighting Fixtures should have translucent covers that eliminate glare or directed shielding so as to prevent direct light from the fixture to shine beyond the property limits where the fixture is installed. This means that a person standing at the adjacent property line would not see the light emitting source.

Respectfully,
Mark Welyczko
20230 S.W. Augusta Ct.
Aloha, Or. 97006
503-319-2345
gomarkw@gmail.com



RECEIVED

MAR 18 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE



March 14, 2014

Board of Commissioners
Washington County
155 N First Ave
Hillsboro, OR 97124-3072

Chair Duyck and Members of the Board:

This letter is submitted on behalf of the Oak Hills Home Owners Association, which is located in unincorporated Washington County. We are writing for two purposes. The first is to inform the Board of Commissioners that Oak Hills has been designated as a historic district on the National Register of Historic Places. Through this designation, property owners within Oak Hills will be able to take advantage of federal and state tax benefits and grants in order to better preserve and maintain the historic character of Oak Hills.

Second, is to request that the Board of Commissioners not include Oak Hills on the County Cultural Resources Inventory and accordingly not apply the County's Historic and Cultural Resource Overlay District, per DRAFT 2014 Work Plan Item 2.20 Historic Overlay and map updates. While the intentions of the National Register and the County's Historic and Cultural Resource Overlay are similar, there is one significant distinction. Namely, that the limitations on property development are only imposed by the National Register if an owner voluntarily takes part in a tax or grant program associated with being in the historic district. In contrast to the voluntary nature of the National Register, the County Historic and Cultural Resource Overlay imposes development limitations, which require a property owner to get approval for an exemption.

It is the understanding of the Home Owners Association that the Board of Commissioners is under no obligation to include Oak Hills on the Cultural Resources Inventory or apply the Historic and Cultural Resource Overlay District, and we respectfully request the Board exercise its discretion not to do so.

If you have any questions, or would like to learn more about the Oak Hill neighborhood and nomination for the National Register of Historic Places, please do not hesitate to contact me at the address below or (503) 690-7597.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Smith", is written over a light blue horizontal line.

Daniel Smith
President, Oak Hills Homeowners Association

cc: Dept. of Long Range Planning

cc: Andy Back RECEIVED

MAR 21 2014

OFFICE OF THE DIRECTOR
LAND USE & TRANSPORTATION

13345 N.W. Glenridge Dr.
Portland, OR 97229
March 17, 2014

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

Dear Director Singelakis:

Re: Petition to rezone the Glenridge PUD to R5 Zoning or ratify it as an Area of Special Concern

Five years ago Commissioner Tom Brian by vote of the Commission directed the Planning Division begin a study of the 2000 rezoning of the Glenridge Planned United Development. However, the planning staff has repetitively recommended that it not be studied..

A review of the rezoning "by map" passage of the amendment of the Cedar Mill Community plan and its amended texts confirms that Glenridge is designated as an Area of Special Concern Number 12, as set forth in Ordinance 536 (see below):

The text of the Cedar Hills - Cedar Mill Community Plan would be amended to add language describing the intent of Area of Special Concern 12. The intent of the language is to require additional pedestrian, bicycle and transit design elements along arterial roads, considering the inter-relationship among land uses, auto travelways, and pedestrian, transit and bicycle needs. A subsection applies to the extension of Science Part Drive between Barnes Road and Murray Boulevard area (in pertinent parts).

Since your office has not acknowledged our status, my fellow homeowners in the Glenridge Planned United development and I ask that your office honor the designation, by notifying all relevant development applicants it is an Area of Special Concern de jure.

Thank you.

Sincerely,

Gene E. Duncan

Gene E. Duncan

cc: Andy Duyck, Chairman
Commissioner Greg Malinowski

RECEIVED

FEB 19 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

February 14, 2014

Andy Duyck
Chairman
Washington County Board of Commissioners
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Chairman Duyck:

I support the request for the change to the Washington County sign ordinance.

I am a strong advocate for bringing art into the public realm, and the initiative by the Westside Quilters Guild to create quilt blocks for mounting on barns throughout our county's countryside is an excellent way to tie art, history and farming culture together.

I believe the current regulation regarding signs is overly restrictive. I understand there needs be regulations and fees regarding commercial advertising signage, but art murals, such as the proposed quilt blocks, among other types of murals, do not fall into the advertising category.

I'm hoping the commissioners give this request the serious consideration it deserves.

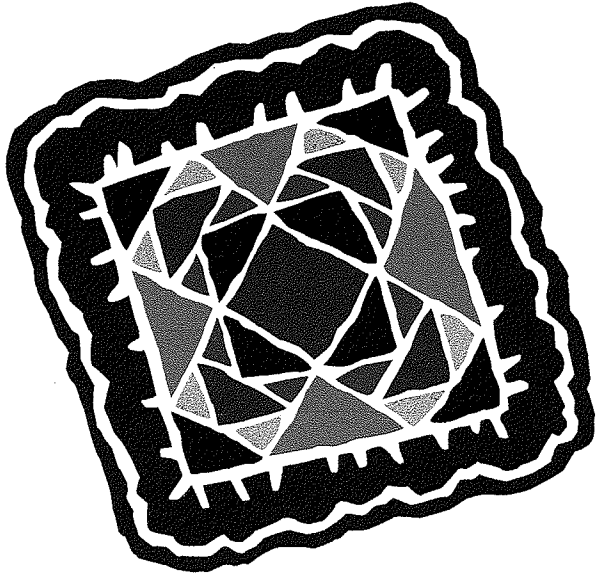
Thank you in advance for your support.

Sincerely,



Lynn Adamo

Made especially for you by:
Pat Davis



RECEIVED
MAR 18 2014
Long Range Planning
Land Use & Transportation

Please!

A
Beauty
For
A
BARN!

Patricia Morrison Davis
Antique and Personal Property Appraisals
1950 NW 192nd Ave #177
Hillsboro, Oregon 97006-6597
503 810-3084 office
503 810-3084
Pennsylvania State Antique Association
Certified Appraiser
pam100davis@gmail.com

Pat Davis

RECEIVED
MAR 20 2014
Long Range Planning
Land Use & Transportation

March 18, 2014

Washington County Long Range Planning
155 N First Ave, Suite 350 - 14
Hillsboro, Or 97124-3071

RECEIVED
MAR 20 2014

LAND DEVELOPMENT SERVICES
LAND USE & TRANSPORTATION

QUILT BARN TRAIL

This should be a "No Brainer" and yet a year after being proposed it is still in the review process.

Of course the sign ordinance should be amended to permit Quilt Barns! Should there be any doubt, travel to Yamhill and look at the beautiful quilt on the barn at the north entrance! That's not a sign! View the Quilt on the barn pictured on the enclosed Kittatas County Washington "Barn Quilt Trail Map" — That's not a sign, it's a beautiful quilt on a barn.

I urge you to move forward and appropriately amend the ordinances so this project can proceed at the least cost possible.

Bob

D. R. Campbell
931 NE Delsey Rd
Hillsboro, Or 97124

KITTITAS COUNTY, WASHINGTON

Barn Quilt Trail Map

“The First Barn Quilt Trail
in Washington State!”



A year round, self-guided
driving tour that honors
our agricultural heritage
and industry. This grass-roots
project also celebrates the
folk-art of the American
quilt and the strong women
who made them.



Design by  Keigh Design



C/o WCCLS, 111 NE Lincoln St., MS-58, Hillsboro, Oregon 97124-3036

March 20, 2014

Washington County Board of Commissioners
c/o Washington County Long Range Planning
155 N. First Avenue, Suite 350-14
Hillsboro, OR 97124-3072

Dear Commissioners,

On behalf of the Cultural Coalition of Washington County, I am writing to urge your approval of changes to the sign ordinance to allow development of a Quilt Barn Trail in rural Washington County. The Cultural Coalition has awarded a grant for 2014 to the Westside Quilters' Guild to support the development of the Quilt Barn Trail. We believe that this is an excellent way to celebrate heritage, rural traditions, and the beauty of the quilting craft. It will also provide another opportunity to promote tourism in Washington County by developing a Quilt Barn map for visitors to explore our scenic countryside. The Coalition believes the Westside Quilters' Guild is capable of organizing and completing this project and will support the Guild in incorporating broad-based community involvement in its development and deployment. Now all they need is a code change to allow it all to happen!

Much of what the Board of Commissioners does is related to security and transportation within our communities – public safety and land use. Arts and culture, however, appeal to the hearts and minds of our residents and are essential to maintaining and increasing the livability of Washington County. Thank you for all you do to support the cultural life of Washington County.

Sincerely,

Eva Calcagno
Washington County Cooperative Library Services
Liaison to Cultural Coalition of Washington County

Linda Schroeder

From: LUT Planning
Sent: Friday, March 21, 2014 3:44 PM
To: Linda Schroeder
Subject: FW: "Barn" Quilt Trail - Sign Ordinance

From: Carolyn McCormick [mailto:carolyn@wcva.org]
Sent: Friday, March 21, 2014 2:55 PM
To: LUT Planning
Cc: Amber Mitchell; Allison George
Subject: "Barn" Quilt Trail - Sign Ordinance

Dear Washington County Board of Commissioners,

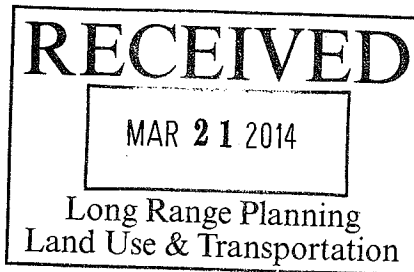
On behalf of the Washington County Visitors Association Board of Directors and staff we encourage the County to take the appropriate action to amend current ordinances in the county that prohibit specifically the Barn Quilt Trail. We applaud the County Land Use and Planning Department's efforts in working toward a reasonable and fair solution to allow the development of the trail while protecting the beauty of Washington County vineyard and valley region and the rural landscape

A **Quilt Trail** is a series of painted wood or metal, hung or free standing, quilt squares installed at various locations along a route, emphasizing significant architecture and/or aesthetic landscapes. Currently North America has quilt trails in 43 of the United States as well as in two Canadian provinces. The addition of a trail in Washington County, Oregon will be a positive asset to the resident and the visitors overall experience. We wish you well in this endeavor.

Cordially,
Carolyn E. McCormick



Carolyn E. McCormick
CEO/President | Washington County Visitors Association
NEW ADDRESS 12725 SW Millikan Way, Suite 210 | Beaverton, OR 97005
Office 503-644-5555 / 800-537-3149 ext 103



RECEIVED

MAR 21 2014

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

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

RE: Signage Changes/Quilt Barn Trail

In echoing a recent submission from Eva Calcagno via the Cultural Coalition of Washington County (also noting my appointment to that body per your authority) I independently support this.

Providing this testimony on my own accord, I offer these additional comments:

- 1) Oregon is permissive pertaining to free speech. The grotesque example is State v. CIANCANELLI
- 2) To construe quilt painting (on a barn, in layman's terms) as signage is 'fanciful'.
- 3) As discussed at the CCI Meeting in February 2014, the County leaves a substantial revenue source untapped with lax enforcement of signage. Illegal use of the right of way is a particular problem. The political overtones of sign code enforcement are ominous. Pertaining to point #1, the sweeping protections of free speech arguably end when one who may place a sign in dirt owned in common or by another, leaves.

Kindly accept the aforementioned trio of comments in the spirit of frank discussion, offered for your consideration as a legislative body. My personal suggestion supports code modification supporting the "Quilt Barn Trail".

Sincerely,

Eric Squires

17172 SW Rider Lane

Aloha Oregon 97007-8581

BOC@EricSquires.com

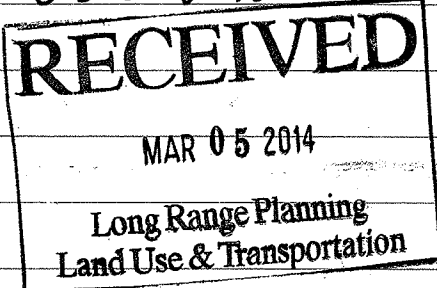
3/3/2014

Linda

Have any of
you ever heard of
Common Sense I don't
think so.

If any of you
have kids or older
people you should
be able to see all of
the danger here.

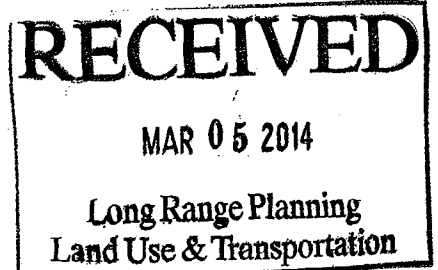
Russell Collins
9220 SW Meadow Ln
503-292-8258



Car Wash Update
**County Planning Staff has Agenda
to Destroy our Neighborhood**

Again we need to take action to preserve the safety and livability of our neighborhood. The County Planning Staff has developed a draft issue paper recommending code changes regarding queuing for automated car washes. This proposed change is in response to a request from the Shell Station owner at the corner of 91st and Beaverton-Hillsdale Hwy. Since 2006 our neighborhood endured repeated applications and multiple hearings to stop this destructive development from destroying our neighborhood. You can read the Issue Paper online by Googling ~~Washington County Long Range Planning~~. Select *Annual Work Program*. Scroll down to *Issue Papers* and open the paper entitled *Issue Paper No. 2014-1 - Consider Revisions to Standards Regarding Car Washes*. Read the issue paper and send your comments to County Planning by letter before March 21st to the following address:

Linda Schroeder
Washington County - DLUT
Planning and Development Services Division
Long Range Planning
155 N. First Ave., Suite. 350-14
Hillsboro, OR 97124-3072
Fax: 503-846-4412



On April 15, 2014 at 10:00 a.m., the Board of Commissioners will consider and take action on the work program including the car wash issue paper. We need to show a large neighborhood presence at this meeting.

**County Commissioner Meeting
Public Service Auditorium, First Floor
155 N. First Avenue, Hillsboro**

Historical Background

Following the County process our neighborhood has endured an expensive and exhaustive effort to stop the construction of a high volume automated car wash proposed to be built at the Shell Station on the corner of SW 91st Avenue and SW Beaverton-Hillsdale Highway. Our goal has been to preserve the safety and livability of our residential neighborhood. The developer has made multiple applications for essentially the same type of car wash since 2006. County Planning Staff recommended approval of each application. We have had six hearings including two LUBA appeals and one remand hearing on this issue. Repeatedly we have proven that the Planning Staff failed to follow their own Codes and has continued to assist the car wash developer in his applications over the past 7 years. The car wash developer has said that he purchased the Shell Station based on assurances from the Planning Staff that an automated car wash application would be approved. Our neighborhood has proven repeatedly in County and State hearings that his applications did not comply with County and State codes including access violations and traffic congestion at an intersection that already has a serious congestion problem. Because of failed applications the developer decided to propose the use of the Club Meadow residential street for an access to the car wash following suggestions from the Planning Staff. The original application falsely claimed an existing car wash was being expanded. That application failed to include a required access management plan. In the last hearing one of the major issues for that denial was a lack of adequate queuing space.

In 2012 the car wash developer at the Shell Station applied for a change in the Community Development Code queuing requirements to make it easier to obtain an approval for his car wash. Our neighborhood appeared and testified before the County Commissioners to object to this proposal after years of hearings since 2006. The Planning Staff reported that the developer withdrew his application. Surprisingly, the Planning Staff has assumed an agenda of their own and recommended to the County Commissioners that an issue paper be developed to consider the merits of the developer's request. The County Commissioners directed the Planning Staff to work with the neighborhood as the issue paper was being developed. The Planning Staff did not keep our neighborhood informed along the way and released the draft paper without

working with us. It is clear that the County Planning Staff has an agenda of their own to help the car wash developer any way they can to build his proposed automated car wash. This is clearly an abuse of power – they are bent on making it clear to the neighborhood that they are in charge.

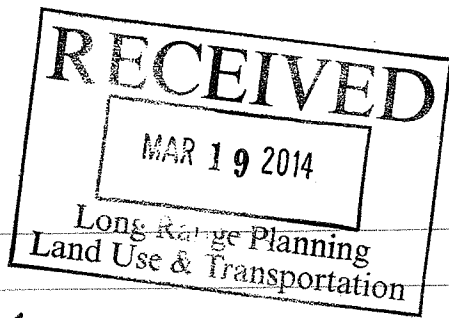
The Planning Staff told the Commissioners that they wanted to review the County Code and compare queuing requirements in Washington County with various cities and other counties. Interestingly, they found no consistency but concluded that the queuing requirement needs to be reduced in Washington County. Clearly this is an effort to undermine the neighborhood's success in preventing the construction of an automated car wash at the Shell Station. It is clear that the Planning Staff has only one goal – to change the requirements so that the Shell Station operator can obtain approval to build his car wash. That is outrageous.

The issue paper is based on information provided by the developer. The Planning Staff failed to address the issues related to our residential neighborhood that have been repeatedly presented in multiple contested case hearings since 2006. They reached out to the Shell Station car wash developer but did not make any effort to review and summarize our contested case arguments presented in numerous hearings. They failed to summarize our neighborhood testimony, the legal arguments made by our attorney, our transportation engineers, our acoustical engineer, and our car wash experts. They failed to review, consider, and respond to the findings from each of our hearings that ultimately resulted in a denial of the Planning Staff approvals of the car wash. This information is in the County Planning Department files and the Planning Department should be completely familiar with the case -- they were present at all of the hearings except the LUBA appeals. We have repeatedly shown how the proposed car wash would adversely affect our entire neighborhood including the streets that feed into SW 91st Avenue all the way from Canyon to Beaverton-Hillsdale Hwy. There are only two ways for traffic to get in and out of our neighborhood – SW Beaverton-Hillsdale Highway and SE Canyon Road. All of the streets that feed into 91st are dead end streets. We already have a traffic problem on 91st from Jesuit High School and Jesuit has purchased the shopping center to the west of their campus. When they expand into that area the traffic congestion at the corner of 91st and BH will surely increase.

The issue paper suggests that our neighborhood can be buffered from the negative effects of an automated high volume car wash. The County does not enforce and prevent commercial areas from removing these buffers and they have no program to monitor and regulate noise violations. Equipment in car washes can be modified or replaced so that initial claims and plans for constructing a new car wash become a charade to get a foot in the door. The car wash business is not like a drive through fast food business: The car wash business comes in surges, on sunny days especially following snow and rain. A successful automated car wash must be able to handle its maximum capacity during these surges in business. The issue paper is based on incorrect information provided by the Shell Station car wash developer. Irrefutable evidence that we presented in multiple contested case hearings shows that the Planning Staff issue paper is based on incorrect information about the operation of automated car washes and the negative traffic impacts that threaten the livability and safety of our neighborhood.

It's patently unfair for the County to disregard and neglect making any effort to preserve the residential character of our neighborhood. The staff fails to balance protection of residential neighborhoods with development of commercial areas. The County's Comprehensive Plan requires that citizen involvement be encouraged and that residential neighborhoods be protected and preserved. We have to wonder why the Planning Staff would be so set on destroying our neighborhood. We have followed the County appeals process. The County hearings officers were hired by the County. Now the political process is being used to over ride their own process after 7 years of hearings and appeals. What more can we do? The entire process lacks legitimacy and credibility. Our exhaustive efforts over the past 7 years have been disregarded.

For further information, call David at 503-297-8999
Meadow Neighborhood Association 3-2-2014



Dear Linda,

Please come see our neighborhood. Our homes are middle class, nothing fancy, just white collar blue collar workers.

My two concerns are 1) the noise ~~and~~ from the Car Wash - One of my most favorite things to do (and so with my neighbors) is work out in my yard. I am one street up from the proposed Car Wash and am afraid it will decrease the livability of my neighborhood. 2) We have fought against the building of this Car Wash for 7 years!!

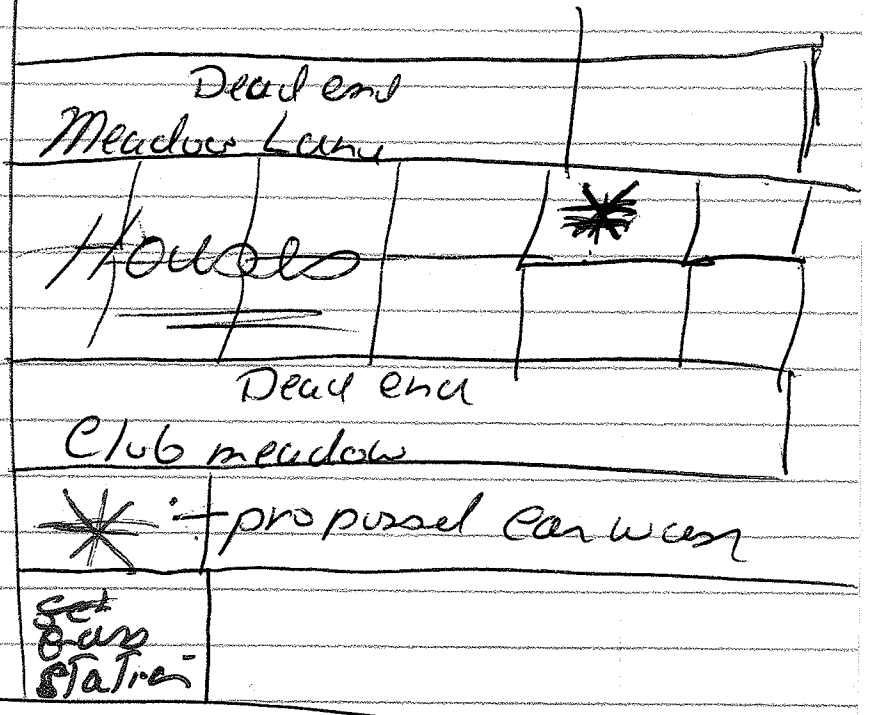
Not only fought against this Shell ~~gas~~ station owner and his developer but our biggest foe is Washington County Planning Staff. Please come see our Neighborhood. The one you plan to destroy. You deal with words on paper. We are people of Washington County, just like you. Ask yourself - Would you want a Car Wash in your Back yard or near your Home?

Carol Schram 503-477-2996
9010 SW Meadow Ln. Port Ore 97225

Please
Come see me
I have The Green
House next to The last
House

my Home

Club meadow



Beaver Hillsdale Hwy

High School

RECEIVED

MAR 20 2014

Long Range Planning
Land Use & Transportation

From: Steve Bruegge

3835 SW 91st Ave Portland OR 97225

To: Linda Schroeder

Washington County - DLUT

Planning and Development Services Division

Re: Issue Paper no. 2014-01 Consider Revisions to Standards regarding Car Washes

Ms. Schroeder,

I request that the revisions recommended by Washington County Planning Staff on this Issue Paper regarding Car Wash standards be rejected.

The Planning Staff failed to address or even consider neighborhood concerns regarding traffic, safety, noise and impacts to livability that have been raised in many previous hearings on the issue of siting a car wash at the corner of Beaverton Hillsdale Hwy and SW 91st Ave. In addressing the queing standards only in this Issue Paper, the Planning Staff is attempting to enact a new standard to explicitly assist on the developers desire for an industrial car wash operation next to a residential area. This issue paper considers only the information supplied by the developer and ignores a long history of issues presented by the neighborhood over many years and hearings and appeals, where the neighborhood has prevailed - over the Planning Departments repeated wrongly judged approvals of this car wash. At the County Commissioners hearing last year where this queing standard proposal by Planning Staff was initially brought forward, the Commissioners told the Planning Staff to consult with the neighborhood on this issue. That did not happen, the Planning Staff again acted on the behalf of the developer - euphemistically described in the Issue Paper as a "citizen requester"- making no attempt to consult with neighborhood opponents to the standard change proposed. Considering the long history and available record on this development, it is inexcusable and outrageous that Planning Staff made no attempt to contact opponents for their side. This paper reads as if it were composed by the developer himself, not by an objective third party.

Planning staff addresses the queing standards only in this Issue Paper and gives the rationale for changing them that car wash technology advances justify the change to the standards. By this same rationale, the Planning Staff should be examining if modern industrial car washes should be allowed in zones designated as Office Commercial . When the allowed use of a car wash in a Office Commercial zone was defined years ago, the technology was different and they weren't industrial high volume operations. The Planning staff could just as easily have looked at this issue and proposed removing industrial car washes as allowed uses in OC districts in revising the standards, but they apparently did not even consider this option. Big surprise considering the overall bias towards the car wash developer in this Issue paper.

In summary, this Issue Paper is completely biased attempt by the Planning Department to assist one individual developer at the expense of neighborhoods throughout the County. The siting of an industrial car wash operation in a thriving residential area is completely incompatible with the County

Comprehensive Plan and goals to preserve long term livability of neighborhoods. The Issue Paper should be rejected and an investigation should be conducted as to how one developer has been able to influence the activities of Planning Staff to assist him in his efforts to build this car wash. Something has gone totally wrong in how the Planning Staff has behaved in this matter.

Regards,

Steve Bruegge

3835 SW 91st Ave.

Portland OR 97225

CC: Washington County Commissioners

3/19/14



To: Linda Schroeder

My name is Cindy Grant and I live @ 8975 SW Club Meadow Lane on the same street as the proposed car wash.

The Shell station owner has gone behind the organized neighborhoods back to try to convince the county they need to change their queuing for carwashes. How many times do we need to explain? A carwash at that location is a traffic nightmare, a pedestrian nightmare, and a local traffic nightmare, as well as the noise and smell of a carwash.

We already deal with excessive traffic from 91st onto Club Meadow to the adjacent office building, or to the 2 foster homes on the street. The carwash will only add to our existing problems and diminished

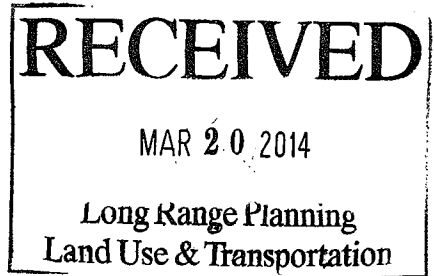
house values. Jesuit has many students crossing Beaverton Hillsdale Hwy to go to 7-11 every day. My greatest fear is one of those students will get hit.

Please, go to the property and watch the existing traffic and I'm sure you will agree regardless of any queuing, we already have too much traffic! To approve the carwash in any capacity would result in some meaningless accident for money.

Sincerely,

Cindy Grant
Cindy Grant

March 18, 2014



Linda Schroeder
Washington County – DLUT
Planning and Development Services Division
Long Range Planning
155 N First Ave, Suite 350-14
Hillsboro, OR 97124-3072
Fax: 503-846-4412

Dear Ms. Schroeder,

On February 24, 2013, with our neighborhood under attack *again* by Mr. Gabe Dunaway's plan to build a car wash, we wrote to your department to strongly express our opposition, and then I – along with a fair number of my neighbors – attended a county meeting where this matter was discussed.

It's hard to believe that now, a year later, we need to go through the motions again, only that this time the enemy appears to be Washington County itself. I briefly reviewed your *Issue Paper No. 2014-1 – Consider Revisions to Standards Regarding Car Washes*, and I was appalled by the focus on “the law” vs. “the people”. (The former was discussed first and at length; the latter seemed merely an afterthought.) Shouldn't you have discussed the people and their concerns first, and then the law? Doesn't the law exist for the people – not the other way around? How can there be a “one size fits all” law for different, unique neighborhoods? Shouldn't the people who actually live in the neighborhood determine its plan (which your department would then codify)? Is your government so wedded to business, to money, that it turns a blind eye to human wellbeing? Do you wonder why Americans are becoming more and more cynical towards their government at all levels?

(The above is not overly dramatic, as I used to live in the Nexus apartments, right on NE Orenco Station Pkwy, directly across the street from a vacant lot which became a large development project. Your “law” allowed them to start working at 6:00 AM – even on Sundays – and caused a good deal of grief for my wife and newborn, and the many others who lived along that street. I contacted the developer, the apartment manager, the police, and eventually some person in the City or County government who was in charge of managing these developments, and that person gave me a bad attitude, having no sympathy for our plight, and arousing my suspicion that he is from the exact industry that he is supposed to regulate.)

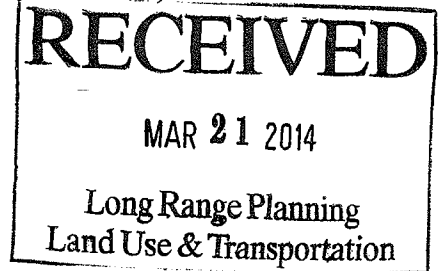
What else can I say? How much more time and effort must my neighborhood invest in fighting this?

A handwritten signature in black ink that reads "David Hinkle". The signature is written in a cursive, flowing style.

David Hinkle (and Yoko Suzuki, and Masato Hinkle)
4353 SW 94th Ave
Portland, OR 97225
503-702-0879
dkhinkle@yahoo.com

Linda Schroeder
Washington County –DLUT
Planning and Development Services Division
Long Range Planning
155 N. First Ave., Suite. 350-14
Hillsboro, Or. 97124-3072

March 21, 2014



Re: Issue Paper No. 2014-1 – Consider Revisions to Standards Regarding Car Washes

Attention: Linda Schroeder

I live on 91st Ave and want to respond to issues raised by the County Staff in their Issue Paper No. 2014-1 – Consider Revisions to Standards Regarding Car Washes.

There are 3 items I have concerns about with the paper.

1) The issue paper states that it is based on a single citizen request.

That citizen is the car wash developer that has repeatedly applied to build his automated car wash at the Shell Station at the corner of Beaverton-Hillsdale Highway and 91st Avenue. This is obviously an end-run to keep the car wash request alive considering that our neighborhood has repeatedly proven in the County hearings process that the staff recommendations failed to follow the CDC and State law.

2) The Issue Paper smacks of harassment. Three times the applicant's request has been turned down so why is the County continuing to keep the issue alive. I find it hard to believe it is because one "citizen" requested it. Our organized neighborhood has consistently exposed County staff errors in the car wash request for approval. The request process has been ongoing since 2006 with the staff's recommendations being rejected at each turn. As County leaders, the Commissioners need to ask themselves if this has morphed into something more than just addressing a single citizen request. The neighborhood has had to fight this for 7 years now. When is enough, enough. The Commissioners should reject the Issue Paper to keep from getting embroiled in a possible harassment lawsuit.

3) Does the County have the funds to expend this much time and talent on every citizen's request for a standards change? If this is the case then it needs to be better publicized to the County residents thru local news or social media. If this is not the case then why was one citizen's request singled out for special treatment. I'm sure the Commissioners are aware their decision on this matter could lead to a lawsuit and legal document discovery covering their actions over the say the last ten years costing the County thousands if not millions of dollars. As a County resident and taxpayer I do not want my tax dollars wasted this way.

I urge the Commissioners to see the Issue Paper for what it really is an end-run to keep the car wash request alive. The prudent action the Commissioners should take is not to accept the Issue Paper.

Thank you,

A handwritten signature in cursive script that reads "Earl Cahoe".

Earl Cahoe

3573 SW 91st Ave.
Portland, Or. 97225

3/20/14

Linda Shroeder
Long Range Planning
Re: Issue Paper 2014-01



Attention: Linda Schroeder

We as residents of the Meadow neighborhood agree with our neighbors that any changes to the queuing codes would only benefit the Shell car wash developer.

Residential livability in every sense of the word would forever be destroyed. Our neighborhood has fought this proposed development for 6-7 years. Rightfully so.

Are you as long-range planners not interested in preserving neighborhoods, or is our neighborhood such a small blip on your radar that we don't count.

Respectfully,

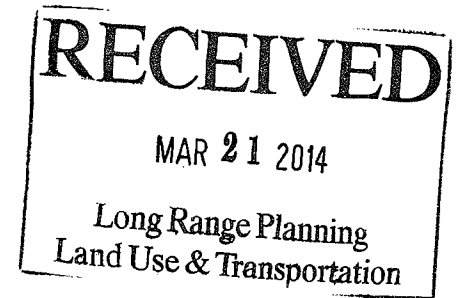
Jim & Georgia Hogan
9025 SW Club Meadow Lane
Portland, Oregon 97225

Signed,

Georgia Hogan
Jim Hogan



President's Office



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

Via US Mail and Fax to: 503-846-4412

March 20, 2014

Dear County Commissioners,

On behalf of Jesuit High School, I am writing in response to Long Range Planning Issue Paper No. 2014-01 (Consider Revisions to Standards Regarding Car Washes) to reduce the queuing requirements associated with car washes.

The request at hand was submitted by the owner of Shell Service Station, which is located directly across the street from our school campus. Our 34-acre campus contains 1,270 high school students, 132 faculty/staff, and eight Jesuit priests. In addition to our daily school population, we have many visitors to our campus on a daily basis, including parents, grandparents, alumni, and members of the general public. Our typical school day is from 7:45-2:30 pm (Monday-Friday, with the exception of Tuesday, where we begin classes at 9:25 am). We recently acquired the Valley Plaza shopping center property immediately adjacent to our school campus which extends our campus footprint another 14.2 acres.

A significant amount of visitors and our families attend games and other events on our campus after regular school hours. For example, our recent two-week production of Shrek the Musical brought approximately 6,000 attendees to our campus. Each May, we hold the Twilight Relays on our campus which brings 1,800 athletes and several thousand fans. Our Open House (held each fall) regularly attracts around 2,500 visitors during a three-hour timeframe. Those are just three events among our multitude of after-school-hours functions that result a high volume of visitors to our campus.

We continue to have concerns regarding the impact to our community if an express car wash is built immediately across the street from our 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. Our concern extends to the businesses

located at Valley Plaza and the clientele pulling in and out of the shopping center, walking the sidewalks, and crossing at the intersection.

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, both during the regular school day and after school for practices, games, and events. There have been numerous accidents and/or "close calls" in this intersection – either pedestrians nearly being hit or being injured, or car-on-car accidents. The property that the car wash would occupy would be immediately adjacent to this already busy and sometimes congested intersection.

We are extremely concerned that a car wash and the queuing lines associated with its operation, especially during peak periods of car washes, would endanger members of our community and those visiting our campus. We strongly oppose any determination that a car wash is appropriate in this location.

Thank you.

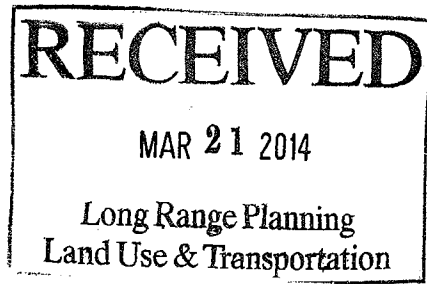
Sincerely,

A handwritten signature in black ink, appearing to read "John J. Gladstone". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Gladstone
President
Jesuit High School

March 21, 2013

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



Re: Issue Paper No. 2014-01 Consider Revisions to Standards Regarding Car Washes

Attention: Linda Schroeder

Since 2006 the Meadow Neighborhood Association has worked to prevent a destructive, high-volume, express car wash from being built at the corner of Beaverton-Hillsdale Highway and 91st Ave. Hearings officers, throughout multiple county hearings and the Land Use Board of Appeals (LUBA), have ruled to deny these car wash applications for many reasons, not just queuing. This plan to change the Community Development Code (CDC) to allow this car wash to be built seems like a heavy handed power play that will turn our thriving residential neighborhood into a blighted area. Sound planning promotes a healthy Washington County for everyone. Changes made to the CDC affect the entire county and should be balanced and made to enhance livability and safety for everyone not to serve just one developer.

Oregon has historically prided itself on sound planning. Washington County has become a sprawling mess that has created transportation nightmares. A lot of its agriculture and farmland has been lost to development of apartments, condos, commercial and industrial endeavors. These changes have come with expensive infrastructure requirements that include deals that benefit developers at the expense of county tax payers. The sprawling growth needs to be reigned in and sound planning needs to take its place.

This CDC change was originally requested by a car wash developer who has repeatedly applied and had his applications denied in county hearings due to more issues than just queuing. The Shell station owner withdrew his work plan request to change CDC queuing requirements due to neighborhood reaction. Planning staff then requested and was authorized by County Commissioners to prepare an issue paper anyway.

The resulting Issue Paper reviewed queuing standards of other jurisdictions in an effort to find a common ground but was unable to do so because of widely differing approaches. The Issue Paper reports car wash technology has changed significantly with drive-through and conveyor operations that can be capable of washing up to 140 cars per hour. It further says that not changing queuing requirements would result in a near prohibition of automated car washes.

At issue is where a high volume, heavy traffic, noisy, automated car wash should be located. More than queuing makes it evident that this industrial type of operation does not belong in a neighborhood such as ours that includes residences, a school and office commercial businesses in an area that already suffers from severe traffic congestion. Increasing traffic by that amount in almost any neighborhood would create unnecessary hazards to pedestrians, bicycles and other local traffic. Sound planning would create a win-win for residents, businesses and car wash operators alike. Reducing queuing requirements to a low level is a change that would harm Washington County, not make it better.

I request that the County Commissioners reject Washington County Issue Paper 2014-1 because of the irreparable harm this change would make to the safety and livability of all Washington County residential neighborhoods.

Thank you for your consideration.

Sincerely,

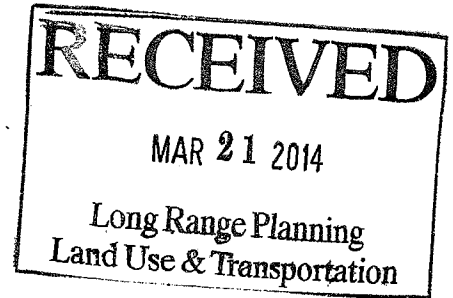


Lorna O'Guinn
8999 SW Meadow Lane
Portland, OR 97225-2411

Meadow Neighborhood Issue Paper Review Team
Meadow Neighborhood Association

March 21, 2014

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



Re: Issue Paper No. 2014-01 Consider Revisions to Standards Regarding Car Washes

Attention: Linda Schroeder

These are the Meadow Neighborhood Association comments relative to Issue Paper No. 2014-01 Consider Revisions to Standards Regarding Car Washes. The issue paper conclusions and recommendations should be rejected because the Planning Staff failed to objectively address proposed revisions to the CDC. The proposed revisions do not constitute sound planning for the mutual benefit, preservation and protection of all community elements in Washington County.

The planning staff failed to consult with the neighborhood and the neighborhood's attorney to obtain information important to this issue paper related to the neighborhood. The County Commissioners asked the planning staff to work with the neighborhood in developing the issue paper. Throughout the paper there are references to the Shell Station car wash developer and the information he provided to the planning staff. The second sentence of page 1 of the issue paper states –

This task was in response to a citizen request that the County review its queuing standards for car washes.

The paper based its premise on information provided by the car wash developer who has personal issues with the County and the neighborhood because he has not obtained approval for his car wash project. The car wash developer requested change in the queuing requirement so he could obtain approval for his car wash located in our neighborhood on the corner of SW 91st Avenue and SW Beaverton-Hillsdale Hwy. His application has been reviewed by County appointed hearing officers following the County appeals procedures. It was also reviewed by LUBA in two appeals. There have been six hearings since 2006 and each of the developer's applications has been denied. Although the paper states that the developer withdrew his application for a Code change, the Planning Staff proposed to the County Commissioners that they be authorized to develop an issue paper to review the queuing standards for car washes. Clearly the Planning Staff has their own agenda on this issue considering that their repeated approvals of the Shell Station car wash applications have been reversed by appeals. These reversals showed that the planning staff failed to follow the requirements of the CDC, ODOT, and State land use laws. The planning staff charged our neighborhood \$1800 for our initial

appeal fee. LUBA ruled that fee amount violated a State land use law that caps the fee at \$250. The County then refunded \$1550 to the neighborhood. The high fee appears to be an attempt by planning staff to block the neighborhood from due process. This violates the Comprehensive Plan to encourage citizen involvement. In view of the history of this case, the planning staff is making an end run and is undermining the County's own appeals process.

At the bottom of page 4 of the issue paper the planning staff stated –

Zoning differs by jurisdiction, therefore we have not been able to make direct comparison as to land use districts where car washes may be allowed.

This is the key question that needs to be evaluated since it goes to the heart of the issues related to sound planning. In 1974 the term *car wash* in the CDC referred to a rollover car wash that was considered as a compatible use in various zoning districts. An automated high volume car wash did not exist at that time and would not have been considered as appropriate in many of these zoning districts. An automated express car wash is not consistent with a compatible use as specified with the original term *car wash*. Focusing on queuing standards in the existing antiquated Code does not address the primary issue – where should a noisy, high volume, heavy traffic automated car wash be located?

The issue paper fails to consider the community as a whole and does not provide an objective review of the changes needed to solve the problems with the antiquated Code. The scope of the issue paper focuses on queuing standards and is too narrow to be of any value for sound planning in Washington County. The narrow focus on queuing standards demonstrates that the planning staff is primarily motivated to help the Shell Station car wash developer obtain an approval for his project.

A table on page 4 of the issue paper shows that there is no consistency on queuing standards among various jurisdictions yet the planning staff recommends reducing queuing requirements downward throughout Washington County to benefit this car wash developer. The issue paper compares queuing standards for automated car washes to queuing at drive up fast food establishments. The issue paper states "'capacity' is subjective, impacted by many factors." A review of extensive testimony in multiple hearings presented by our neighborhood's car wash experts explained car wash business comes in surges. Few people wash their cars in rain and snow. On a sunny day following poor weather automated car washes have long queues of cars and process over 100 cars per hour. On those days the car wash facility will typically run at full capacity, continuously during all hours the car wash operates. This additional traffic creates a treacherous situation for automobiles, students, pedestrians and others at the SW 91st and Beaverton Hillsdale Highway intersection.

It should also be noted that the car wash developer allegedly purchased the Shell Station based on assurances by the County planning staff that an automated car wash would be approved at the Shell Station. It appears staff is now trying every way possible to assist the developer to obtain an approval without any legitimate consideration for the negative impacts on our residential neighborhood. On page 6 of the issue paper the planning staff state –

Staff does not support prohibition of car washes on OC land near residential districts because they are not clearly prohibited on other commercial lands in such cases.

As previously explained the neighborhood is not suggesting that rollover car washes be prohibited in Office Commercial zoning districts. However, automated high volume express car washes should be prohibited in these zones when they are incompatible with adjacent existing development whether it is commercial development, residential, or educational. A car wash in 1974 is a rollover car wash that is allowed in the OC zone. An automated high volume car wash is not defined as an allowed activity in the 1974 CDC in an OC zone.

The issue paper goes on to state --

Additionally, removal of an allowed use from the CDC may result in Measure 49 issues, requiring notice to all OC property owners at minimum, related hearings, and prospectively processing of claims.

Sarah Marvin is the person in charge of Measure 49 at the Oregon Department of Land Conservation and Development. She advises that Measure 49 does not apply to commercial property. The County planning staff is again presenting incorrect information in the issue paper. The Shell Station owner bought the station in 2006. There was no car wash on the property when he bought it. The rollover car wash that was a part of the station building has been gutted and used for an auto service bay for over 20 years, long before it was purchased by the car wash developer. One of the motivating factors behind the planning staff wanting to promote a change in the CDC queuing standard is to help the car wash developer obtain an approval. Apparently the staff may have assumed liability for assuring the car wash developer that an automated car wash would be approved at the Shell Station but is trying to divert this liability using Measure 49 as a decoy. In his application in 2006 the Shell Station car wash developer falsified his application stating that he was expanding an existing car wash. The County planning staff should have denied the application at that time but disregarded this major discrepancy and approved that application. Now the planning staff is using Measure 49 as a spurious argument.

The issue paper finally states --

Disallowing car washes only in OC would not remedy queuing / "waiting space" issues arising from Parking and Loading standards of CDC Section 413-7.3.B that apply to all districts.

This demonstrates the planning staff's primary agenda to focus on helping the Shell Station car wash developer and avoid making an objective review of the antiquated CDC to benefit all citizens in Washington County including the car wash industry. As previously discussed in this letter, planning staff is focused on the queuing standard and fails to address the major issues for achievement of sound planning related to the antiquated 1974 CDC. Although there are numerous automated car washes convenient to all areas of Washington County, the planning staff states in the issue paper that they believe the queuing standard in the CDC results in a near prohibition of automated car washes; a statement taken directly from the Shell Station car wash developer. The issue paper is based on information provided by the Shell Station car wash developer and does not consider the testimony by the neighborhood experts in six hearings.

This tested and legally evaluated data generated in the County prescribed appeals process was completely disregarded by the planning staff.

Repeatedly the planning staff has recommended approval of the car wash applications. The neighborhood has followed the County appeals process that over turned each of the application approvals in six hearings over a 7 year period since 2006. These hearings revealed numerous violations of the CDC and State law that the planning staff failed to enforce and failed to describe in the issue paper. Planning staff is opportunistically and inappropriately circumventing the appeals process to again help the Shell Station car wash developer and apparently to vindictively punish the neighborhood for challenging their unsupported approvals. After six County and State hearings the planning staff is now making an end run that makes a sham of the County appeals process. Such behavior is prejudicial, unprofessional, inappropriate, and a blatant abuse of power. It undermines the hearings process prescribed by the County.

The planning staff repeatedly has demonstrated a bias against protecting our residential neighborhood. In the development of the issue paper they failed to review, evaluate, and summarize the expert testimony presented in the multiple hearings by our neighborhood. There is important information presented by our transportation engineers, acoustical engineer, and car wash experts. Planning staff also failed to review and summarize the legal arguments, neighborhood testimony, and the findings in the six hearings. Important testimony was also presented by Jesuit High School and an architect in a professional office next to the proposed automated car wash. Planning staff continues to fail to acknowledge the negative impact that an automated car wash will have on our neighborhood. After 7 years and multiple hearings, how is it possible for the planning staff to fail to understand that our neighborhood consists of about 250 residences and condos along SW 91st Avenue from Beaverton-Hillsdale Highway to Canyon Road? This entire neighborhood including the connecting dead end streets that feed into 91st will all be negatively impacted by construction of an automated car wash at the intersection of SW 91st Avenue and SW Beaverton-Hillsdale Highway.

An attempt to buffer the houses in the immediate area across the street from the proposed car wash is not a solution to the negative, area-wide impacts on our residential neighborhood. How can buffering measures work when the Shell Station car wash developer plans to use a small dead end residential street as an access street to the car wash? What about the adjacent professional offices that will be adversely affected by the noise and traffic steaming into the car wash? What about the safety concerns that Jesuit High School has for their students and faculty at an already congested and dangerous intersection? The County does not enforce maintenance of buffer areas after a development has been constructed and received its initial approval. The Infiniti car dealership on Canyon Road is an example of this. About 3 or 4 years ago after new residents moved into our neighborhood at the north end of the dead end SW 94th Avenue, the car dealership removed the buffer zone trees and vegetation from the fence line and now park cars right up against the fence between houses in our neighborhood and the dealership's commercial property.

The concept of buffering an incompatible development from an adjacent residential neighborhood is theoretical and fails to legitimately address the problem as it relates to the

impacts on our area-wide neighborhood. For example, our residential neighborhood is configured around SW 91st Avenue that is a residential street that connects SW Beaverton-Hillsdale Highway with SW Canyon Road. The neighborhood streets that feed into SW 91st Avenue are all dead end streets limiting the route in and out of the neighborhood to two intersections – Canyon Road and Beaverton Hillsdale Highway. Any impact to either of these intersections creates a destructive impact on the entire neighborhood. Our neighborhood consists of about 250 single family homes and condos and is already impacted by heavy traffic along SW 91st Avenue. Jesuit High School traffic in the mornings and afternoons creates long queues of cars at the Beaverton-Hillsdale Highway intersection. Jesuit High School recently purchased the shopping center to the west of their campus that will undoubtedly become an area for future expansion. This will create an even greater impact on SW 91st Avenue traffic. Because of heavy traffic along 91st it is difficult to get out of the feeder residential streets. It is also hazardous for residents on 91st to cross the street to get their mail and they have difficulty safely getting out of their driveways. There are five school buses that pick up and drop off children every morning and afternoon. Children waiting for buses along 91st are exposed to ever increasing traffic hazards. Bike paths along 91st are used by bicycles, pedestrians, and joggers. The antiquated CDC related to activities allowed in various zoning districts needs to address impacts on area-wide issues related to neighborhood safety and livability. There need to be parameters and limitations on zoning district activities to limit and prohibit certain development that is incompatible to existing adjacent area-wide residential, commercial or educational uses. There are no Measure 49 limitations to this concept since that Measure does not apply to commercial property.

Car wash developers say they will comply with DEQ noise regulations. DEQ has not had a noise program since the early 80's. They do not review plans nor enforce those regulations. Washington County CDC requires car washes to comply with DEQ noise regulations but they have no trained staff to review acoustical plans and have no program to make acoustical measurements and enforce DEQ regulations. Car washes are frequently updated without going through the County review for compliance with the CDC's. Modifications may include installation of new equipment, replacement of drying blowers, installation of faster conveyors, and other modifications. Once a car wash is built, it can and will be modified. The initial approval process is a way for the developer to get a foot in the door. The issue paper refers to the Shell Station car wash developer's presentation on variables in car wash design related to queuing requirements. These issues were thoroughly evaluated in the County and LUBA hearings and found to be inconsistent with how express car wash businesses operate. The Shell Station operator attempted to minimize the efficiency and speed of operation of his proposed car wash in the face of the specifications advertised by the manufacturer of the equipment he plans to use. The planning staff recommendation for buffering may sound good as a theory but is not a reality once the facility changes from an engineering plan to a constructed facility. These facilities are not routinely inspected to ensure that they meet the specifications of the original approval.

Conclusion:

Consideration for making changes to the CDC related to car washes needs to be abandoned at this time. The timing of this change seems to fall into the context of a Planning Staff agenda to undermine the County appeals process. This is a misuse of authority. The content of the issue paper is flawed and clearly fails to objectively represent valid issues related to preserving much needed residential neighborhoods. The County Planning Staff has used the issue paper as a platform to advocate for the Shell Station car wash developer so he can obtain an approval for his car wash after multiple County and State hearings that reversed the staff approvals since 2006. This issue paper is opportunistic in granting the Planning Staff one more platform to support the Shell Station developer and reject the neighborhood concerns.

Zoning is an important component in sound community development. Planning plays a crucial role in developing a well organized community that works effectively for businesses, schools and residential neighborhoods. When zoning is disregarded chaos and disorder can result. This proposal fails to address the basic principles of orderly zoning that would protect residential neighborhoods, adjacent commercial business, and other area uses from the destructive effects of an automated car wash. The County Comprehensive Plan requires that much needed residential neighborhoods be preserved and protected. The Comprehensive Plan requires that citizen involvement be encouraged. The punitive and biased approach against our neighborhood after 7 years of using the County process does not comply with this mandate and is a violation of the Comprehensive Plan. Surely we should be supported by the County in preserving the residential character of our neighborhood. We should expect and be assured that the safety and livability of our neighborhood would be protected.


The neighborhood is not against automated car washes except when they are inappropriately placed adjacent to residential neighborhoods. There are large commercial and industrial areas where automated car washes can be appropriately located. The County Comprehensive Plan sets forth requirements to separate land uses that are incompatible and create transitions between those uses. The antiquated CDC related to activities allowed in various zoning districts needs to address impacts on area-wide issues related to neighborhood safety and livability. There need to be parameters and limitations on zoning district activities to limit and prohibit activity that is incompatible to existing adjacent area-wide residential, commercial or educational uses. None of those issues are being addressed in the planning staff issue paper that should mutually benefit all residential neighborhoods, commercial businesses, schools and automated car wash businesses in Washington County. The buffering described in the issue paper is an approach that gives an illusion of mitigating the destructive effects of an automated express car wash on a residential neighborhood. The County does not monitor and enforce problems with maintenance, modification and operation of car wash facilities once construction has been completed and they are in operation.

Neighborhood Request:

We respectfully ask that Issue Paper #2014-01 and the staff recommendations be rejected and that this issue not be addressed as a project at this time. The issue paper is based on inaccurate and incomplete information provided by the Shell Station car wash developer at the corner of SW 91st Avenue and SW Beaverton-Hillsdale Hwy in our neighborhood that has made repeated applications since 2006. County staff has repeatedly recommended approval of these applications without following several of the CDC requirements and State laws. The issue paper does not provide an objective review of the antiquated 1974 law related to zoning and construction standards for automated car washes. The Planning Staff has demonstrated a bias against our neighborhood and clearly is undermining the County Hearings process. The issue paper is an "end run" by the Planning Staff with the primary objective to help the Shell Station car wash developer obtain approval of his automated car wash. Changing Washington County Development Code to allow this car wash developer to build his car wash is unethical and should not be allowed.

Thank you for your consideration.

Sincerely,



David W. O'Guinn, Spokesman
Meadow Neighborhood Association
8999 SW Meadow Lane
Portland, Oregon 97225
dwileyo@comcast.net
503-297-8999

CC: Andy Duyck, Washington County Commissioner, At-Large Chair
Dick Schouten, Washington County Commissioner, District 1
Greg Malinowski, Washington County Commissioner, District 2
Roy Rogers, Washington County Commissioner, District 3
Bob Terry, Washington County Commissioner, District 4

RECEIVED

MAR 21 2014

Long Range Planning
Land Use & Transportation

March 20, 2014

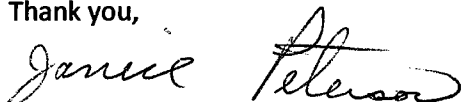
To: Washington County Board of Commissioners, and
Washington County Department of Land Use and Transportation

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 wants 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



Save Helvetia
www.SaveHelvetia.org

13260 NW Bishop Road
Helvetia, OR 97124

503.647.5334



Protecting Helvetia's farmland, forestland,
cultural heritage and natural resources

February 14, 2014

Ms. Theresa Cherniak, Principal Planner
Washington County Planning and Development Services Division
Department of Land Use and Transportation
155 North First Avenue, Suite 350-14
Hillsboro, Oregon 97124

Re: Agri-tourism Issue Paper Review and Comment

Save Helvetia submitted earlier remarks, dated January 27th and directed to Michelle Pimentel. We send those comments again, and after review of the Long Range Planning Issue Paper No. 2014-02, also submit these comments.

We could find no reference to the impact of alcohol and drugs in the issue paper. We referenced this in our earlier submittal and would reiterate it here. We have experience with increased event-related use in our area and think it would be an oversight not to reference this but also to act soon to cause an assessment to take place so that this can be factored into planning and decision making.

While event saturation was referenced, there was no discussion about the potential for seasonal saturation in the summer. Being within "Portland's Playground", rural Washington County has shown and has further potential to be a big draw for warm weather events. We encourage the concept of seasonal saturation be referenced in the issue paper.

The existing noise ordinance treats Sunday as a day of quiet, as it does Saturday after 7PM. We think it wise to bring this out front in the issue paper as noise is referenced as a leading concern to many. The existing noise ordinance is, we believe, ill prepared for agri-tourism. The hours of quiet are but several we

referenced in our earlier submittal. There must be a defined noise control process in order for an agri-tourism program to be successfully managed.

On page 8 there is reference to “grandfathering-in” smaller parcels with already a history of events. We think this deserves fuller discussion as this was not raised in the discussions. We are concerned that events on smaller parcels will lack the space to mitigate traffic, dust, noise, and other aspects of agri-tourism.

Last, there is no mention of private non-profit charitable events sponsored in tandem with a farm operation. This should be referenced in the issue paper.

Respectfully,

Robert Bailey
for the Board

March 19, 2014

To: Washington County Planning and Development Services Long Range Planning

RE: Consideration of Agritourism ruling to allow weddings on farms in Washington County

We own and operate both a commercial potato farm, Baggenstos Farms, Inc., and a farm store, Baggenstos Farm Store, Inc., on our property along Roy Rogers Road in Washington County. Our farm has ample parking to accommodate large events and a center turn lane off of Roy Rogers Road. The farm is in close proximity to Beaverton, Tigard, and Sherwood city limits and is close to major housing developments and the future River Terrace community in Tigard. Therefore, the majority of our customer base comes from the neighboring communities of city dwellers who come to the farm to not only purchase fresh produce, but to enjoy an experience they can have nowhere else.

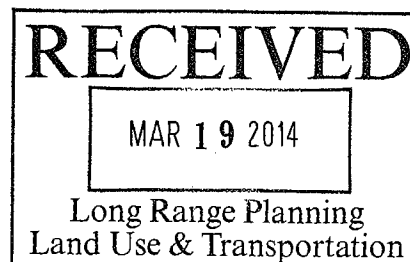
Over the last five years, we've seen a steady increase in the number of requests we get each year to hold weddings and special events on our farm. Unfortunately, because of current WA County laws and regulations, we have to turn those customers away. We therefore request that the county implement new agritourism rules that would allow farms in WA County to host weddings and special events for a number of reasons. First, hosting weddings and events allows us to reach an entirely different audience than our regular customers. Wedding guests come from far and wide to attend weddings and it's exciting for us to think of the far-reaching affect hosting weddings and other events could have on building our customer base for both the farm and the farm store. This will allow us to sell more produce and will help us market our farm and farm store to a new audience. Secondly, it would mean additional diversification for our farm and provide another source of income to not only us as owners, but to our employees and would extend their work seasons and work hours. This, in turn, means more revenue for the state of Oregon in taxes and to WA County in permits and fees. We saw the importance of diversification last year when our corn maze was completely destroyed by a fall storm at the beginning of our pumpkin patch season. Lastly, as third generation farmers, we get excited about sharing our farm and lifestyle with others and we hope that by opening up new opportunities to host events at our farm, it will ensure that a fourth generation of Baggenstos farmers can continue to farm successfully and well into the future.

For all of the reasons cited above, we respectfully request that you implement Senate Bill 960-A, allowing agritourism and other commercial events on our farm! We thank you for your consideration and look forward to hearing from you.

Sincerely,



Darla Baggenstos
Baggenstos Farm Store, Inc.
15801 SW Roy Rogers Rd.
Sherwood, OR 97140
Cell Ph 503-550-9928



Baggenstos Farm Store, Inc.
FAX TRANSMISSION

Date: March 19, 2014

To: Washington County Long Range Planning

Fax Number: 503-846-4412

From: Darla Baggenstos
Baggenstos Farm Store, Inc.
Cell 503-550-9928

Our Fax Number: (503) 590-4301

Pages (including cover sheet): 2

Comments: Farmer letter in support of proposed Agritourism ruling

Thank you!

RECEIVED

MAR 19 2014

Long Range Planning
Land Use & Transportation

From: Linda de Boer [mailto:lindadeboer@aol.com]
Sent: Tuesday, March 18, 2014 7:31 PM
To: LUT Planning
Subject: Letter on Agri-tourism to Board of Commissioners

March 20, 2014

To Washington County Chair Duyck and Commissioners Terry, Malinowski, Schouten and Rogers,

Washington County is to be commended for taking a cautious approach to the adoption the State's Senate Bill 960 on agri-tourism. The Technical Advisory Group has identified many of the problems that will result from the adoption of a bill with a lot of weaknesses by a County that has not had the opportunity to build the infrastructure necessary to handle the agri-tourism opportunities that already exist.

As the TAG report states, opportunities for agricultural-related activities already exist in Washington County under the auspices of a farm stand, a winery or a private park. For a farm stand and winery, regulations are written to help keep events as supportive to the primary agricultural function. By adding SB 960 to the mix without a clearer definition of what is supportive to agriculture, we run the risk of endangering true agricultural, and surely increase the chaos that already exists around the allowance of entertainment events such as concerts or wedding receptions that include a band or amplified DJ music.

In the past ten years, our neighborhood has needed to cope with proprietors of a vineyard who attempted to stage events by applying for status as a winery, then a farm stand and then a private park. None of these entities were eventually approved, but each necessitated a Washington County Hearing that cost both the County and our neighborhood thousands of dollars. The hearings led to two LUBA appeals. Throughout these procedures the noisy wedding receptions and concerts were largely allowed to proceed. Our neighborhood was told that the events were allowed while an application was being considered, and many of the non-permitted events outside of this process were ignored and put aside for lack of "proof". The burden of proof upon neighbors in a complaint-based system is already too great. County officials notified our neighborhood that they could not set foot on private property for a civil violation. This is an unsatisfactory system as it stands, and adding more event allowances without reforms is neither fair nor safe for encumbered neighborhoods.

Having experienced the pain of agri-tourism gone awry, my neighbors and I are able to spot many weaknesses within the Senate Bill. It allows events to be 72 hours long, which is probably a leftover concept from harvest festivals and the

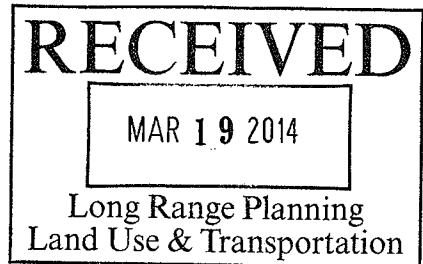
like. However, we have seen proprietors in this neighborhood use the 72 hour event allowance to support four entirely unrelated events, each with its own band and its own tickets. Washington County has allowed these separate, unassociated events to neighborhood proprietors for their four mass gatherings per year. With the County allowing this interpretation, the 18 event allowance in SB 960 must be read as 18 times four. Basically, that is all of the long summer weekends that we have available in the Northwest. To have events going on in a neighborhood nearly every summer evening is simply not acceptable. Restrictions on amplified music also need to be added. Time limits are difficult to enforce, and although an 8:00 pm ending time will allow neighbors to sleep, it does not protect evening peace for summer gardening or quiet dinners or milking cows or caring for animals.

While I respect the motive of agri-tourism to help agriculture thrive, many farmers do not agree that it is helpful in the long run. While supportive activities can aid a pumpkin patch, large events may well do more harm than good to agriculture as a whole. Certainly, steps taken in agri-tourism need to be taken more carefully than the adoption of this bill. An allowance for concerts or post-wedding bands should not be equated with a hay-ride or a farm-to-table dinner. More work needs to be done or we will create a quagmire of inappropriate activities, neighborhood conflict, and expenses for both the County and its good citizens.

Please do not adopt Senate Bill 960, but continue to research what activities are best for the rural areas of Washington County.

Thank you for your time and consideration,

Linda de Boer
11995 NW Dick Road Hillsboro, OR 97124



From: Leslie Morgan [<mailto:lesliermorgan@comcast.net>]
Sent: Tuesday, March 18, 2014 9:16 PM
To: LUT Planning; Bob Terry; Andy Duyck; Dick Schouten; Greg Malinowski
Subject: Senate Bill 960

March 18, 2014

Land Use & Transportation
155 N. First Ave
Hillsboro, OR 97124

Impacts of Senate Bill 960:

The only people that would benefit from Senate Bill 960 are the property owners that are having the events. All their neighbors will suffer. All the Washington County Commissioners that think this is such a great opportunity for farm owners obviously don't live in a neighborhood where these activities have disrupted and degraded their quality of life, and property value. No one wants to live by these properties.

I live in a neighborhood in Helvetia. We bought our home in 2000. Like many of our neighbors we thought this would be a safe quiet place where we could retire eventually. The neighbor at the end of our road began having events on their property. Thursday night was movie night. Friday night was concerts. Saturday and Sundays were wedding days. Corporate events were held at various days/evenings during the week. Many of the events catered to large groups of 400 people. The traffic was continuous all day. Prior to the events large trucks and vans sped up and down the road delivering tables, chairs, tents, flowers, wedding cakes, food, etc. There was still event traffic up to midnight.

The traffic caused numerous problems for neighbors. Many of the residents on our road have livestock and farm equipment. We use the road to move the livestock and equipment to neighboring fields. The patrons attending and delivering products to the events are impatient, honking their horn and driving at unsafe speeds on our small narrow rural road. There are no sidewalks, just large ditches on each side of the road. There is no place to get off the road. What makes it even more dangerous is that alcohol is served at all these events.

The majority of the events have music. We can't be outside on our property or leave the windows opened in our house during the events without hearing the music and noise from the event. It is beyond frustrating, especially when you have to be up at 5:30 AM. The music and noise from the events also disrupt the farm animal's nesting, sleeping, mating, feeding and other natural behavior.

SB960 requires that activities on the property are supportive of agriculture and limits the number of events. There is no provision in SB960 for how non-compliance events will be enforced by Washington County and how to protect and support the neighbors.

Most of the events we experienced in our neighborhood were not legal events, but Washington county would not stop them. The neighbors had to file complaint after complaint. This went on for many years. Not all the complaints turned into Washington County where allowed to go to court. All the complaints that did go to court, we won. Washington County would not provide Legal Representation at these cases even though these were illegal events according to Washington County laws. The Helvetia neighbors paid for the lawyer. It was very expensive and taxing on the neighbors.

Our neighborhood has invested a lot of time and money trying to keep our neighborhood safe and free on these commercial events. Allowing these types of events would have a negative impact on our neighborhood.

Leslie R. Morgan
10271 NW Dick Road
Hillsboro, OR 97124



Angela Brown

From: Deborah Lockwood [deborahlockwood@comcast.net]
Sent: Thursday, March 20, 2014 10:19 AM
To: Theresa Cherniak
Cc: Michelle Pimentel; Angela Brown; Terry Lawler
Subject: Adopting SB 960 in Washington County

Dear Theresa,

As the comment period closes on crafting a version of SB 960 for Washington County, I'd like to summarize what I am looking for in a draft ordinance, as a rural resident:

Enforceability

Under SB 960 agri-tourism activities must remain "incidental and subordinate" to farm activities. How will this be measured and applied? The existing rule for farm stands, that non-farm items generate no more than 25% of their total revenue, has never been enforced, according to my inquiries. I have been told it is unenforceable, because of the accounting burden it places both on the farmer and on the County.

If citizens must continue to provide proof of violations to trigger enforcement actions by the County, how will they prove activities are not incidental and subordinate?

Transparency

Notices of applications for agri-tourism need to be sent to neighbors in a far wider circle than 1,000 feet. Traffic and noise generated by events affect a wide area, in open spaces served by a limited number of narrow roads.

A detailed and easily accessed public record of event permits would help neighbors and the general public understand what commercial activities are allowed on a farm parcel. Requiring permit holders to maintain a public, online calendar of scheduled events would also help to minimize confusion and aggravation.

Accountability

SB 960 provides for additional commercial development outside urban boundaries, challenging state land use Goal 3 to preserve and maintain farm land. How would Washington County's agri-tourism ordinance prevent interference with farming in farm areas?

Washington County's Rural/Natural Resources Plan, in Policy 18, Rural Lands, states that "Where development does occur in rural areas, the public facilities and services necessary will be available at a level adequate to serve the proposed development." It goes on to state "Of the public facilities and services provided in rural Washington County, it is the County road system and police protection services which have fallen most seriously behind the levels necessary to adequately serve the rural population."

Can Washington County can be accountable to its rural population, as a new agri-tourism ordinance brings additional people and traffic outside UGBs but not necessarily the additional tax revenue needed to provide adequate services?

Thank you for your work on the possibility of adopting a responsible version of SB 960 in Washington County.

3/20/2014

Sincerely,

Deborah Lockwood
10047 NW Dick Rd
Hillsboro, OR 97124

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MAR 20 2014

Long Range Planning
Land Use & Transportation

WASHINGTON COUNTY FARM BUREAU

President: Edmund Duyck

Contact: 503-648-5372

March 19, 2014

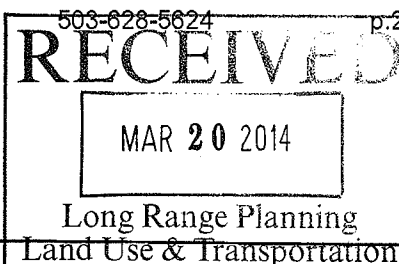
To the Washington County Board of Commissioners, Planning Commission and Long Range Planning Staff

Re: Agritourism

The Washington County Chapter of the Oregon Farm Bureau has met and discussed the upcoming Agritourism proposal currently being worked on by the county staff. After review we would encourage consideration of the following:

1. Bringing the rural and urban communities together through allowing activities and events on farm properties is a positive benefit for both communities.
2. Requiring that all non-farm commercial activities on farm land be subordinate and not interfere with customary and accepted farming practices should be required.
3. No one type of farming such as "wineries" should be preferred over other types of farming for purposes of allowing appropriate use of land and facilities for commercial activities.
4. Appropriate use and if necessary modification of the Home Occupation ordinances in Washington County should be considered to address the unique environment and need of the county. Specifically, expansion of the "lodging capabilities" should be addressed.
5. Appropriate measures to limit interference with adjoining properties due to issues such as noise, light and traffic should be addressed.

Prepared at the direction of the Board of Directors of the Washington County Chapter of the Oregon Farm Bureau



22801 SW Scholls Ferry Road • Hillsboro, Oregon 97123

Washington County Long Range Planning
155 N First Avenue, Suite 350 MS14
Hillsboro, OR 97124-3072

To Whom it May Concern:

My name is Chelsea McLennan-West and I am the Operations and Food Safety manager at Oregon Heritage Farms located in Hillsboro, Oregon. As a representative of OHF, I would like to express our support for Washington County's adoption of Senate Bill 960-A for Agritourism.

For years, our farm has developed and changed to allow members of our community to experience farm life and purchase locally grown produce. From an old milking parlor, we grew a farm store. From a decrepit cow barn, we developed a beautiful, usable space. From an old irrigation pond, we crafted a tranquil setting. We have shown love and care to *all* of our 320 acres while continuing and expanding our farming operation. As a consequence of our hard work, visitors to our farm often ask if we rent our venues for events. Unfortunately, with the current lack of regulation, we have had to turn people away.

Just as our farm has evolved, the regulations that govern its use should as well. The legislation purposed under SB 960-A stresses the importance of farming, stating that events must be "incidental and subordinate to the farm use," while still allowing farms to use their property in clearly defined ways not directly for the production of crops. This bill also recognizes that farms are businesses that create revenue and support our community through taxes, jobs, and, hopefully soon, places to gather and celebrate. Therefore, Washington County should develop regulations under SB 960-A.

Washington County has a vibrant farming community and its members are, first and foremost, farmers. If the Long Range Planning Board recommends SB 960-A, the county will gain a thriving, regulated agritourism industry, create new revenue sources, and draw people out to our farms who may not have visited otherwise. With new policies, all parties involved will benefit and we can maintain our local farms' primary function: the production of agricultural commodities.

Thank you for your time and consideration.

Best regards,

Chelsea McLennan-West



20285 NW Amberwood Drive
Hillsboro, Oregon 97124

fax

TO: Washington County Long Range Planning Board FROM: Oregon Heritage Farms

FAX: 503-846-4412 PAGES: 2

PHONE: DATE: 3/20/2014

RE: Adoption of SB 960-A CC:

Notes: Please contact Chelsea McLennan-West at chelsea@oregonheritagefarm.com if there are any issues. Thank you.

RECEIVED

MAR 21 2014

Long Range Planning
Land Use & Transportation**Angela Brown**

From: Amy Benson [amy.squarepegfarm@gmail.com]
Sent: Friday, March 21, 2014 10:20 AM
To: LUT Planning
Subject: Agri-tourism

I am writing to comment on the proposed allowed events considered as Agri-tourism in Washington County.

My husband and I operate a farm north of Forest Grove and are generally in support of agri-tourism activities on farm land. However, I am strongly against allowing concerts with amplified music to be considered a form of agri-tourism for the following reasons.

The sheriff's office classifies noise complaints as non-emergency. This means that complaints will rarely be able to be investigated. I know this from first hand experience living near the Verboort Gun Club. When they shoot at the club on Friday nights they regularly shoot until 11 pm even though they are required by the county to end shooting at 10 pm. I have been told by the sheriff's office that an officer needs to hear the noise first hand, and that they will only check out the complaint if they are already in the area and have no other calls to investigate. I have made noise complaints about the gun club over the years, and to my knowledge they have never been investigated. If they have, they were ineffectual because they still shoot until 11 pm. To be clear, I'm not against the gun club, I just want them to stop shooting at 10 pm. If a farm is staging a concert and it is too loud, or goes over the end time, I have good reason to believe that there would be no immediate enforcement of the noise code and that would have a real-time negative impact on the neighboring farms.

Another point to consider is that there are very few farms that would be suitable for staging concerts. This means that the same neighbors would always be impacted by the extra noise and traffic generated by these events.

Lastly, agri-tourism events should have close ties to agriculture and have little to no impact on neighboring farms. A farm dinner that serves food sourced from the farm makes sense. An acoustic band providing background music during a pumpkin festival makes sense. A concert held on a farm just because it's a nice place to see a band play makes absolutely no sense and would have the biggest impact on neighboring farms of all the proposed activities.

Thank you for considering my input.

Amy Benson
Square Peg Farm
503-853-1739

Linda Schroeder

From: LUT Planning
Sent: Friday, March 21, 2014 3:45 PM
To: Linda Schroeder
Subject: FW: agritourismcomment2 Form Submission Results

From: webteam@co.washington.or.us [mailto:webteam@co.washington.or.us]
Sent: Friday, March 21, 2014 2:04 PM
To: LUT Planning
Subject: agritourismcomment2 Form Submission Results

Your Comments: On behalf of the Washington County Visitors Association Board of Directors and staff we support the current process of determining the need and scope of the agri-cultural tourism ordinance in Washington County. And strongly encourage the County to expand the allowable uses on farm land to more closely mirror the current state enabling legislation. We complement the County Council and the staff for their continued due diligence in this process.

Carolyn E. McCormick, President/CEO
Washington County Visitors Association



Linda Schroeder

From: LUT Planning
Sent: Friday, March 21, 2014 5:10 PM
To: Linda Schroeder
Subject: FW: Comments on Draft Long Range Planning Work Program

From: ccaux [mailto:ccaux@earthlink.net]
Sent: Friday, March 21, 2014 4:20 PM
To: LUT Planning
Subject: Comments on Draft Long Range Planning Work Program

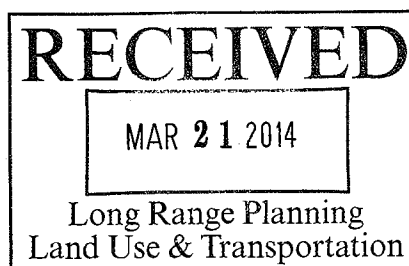
I have a few comments on Washington County's Draft Long Range Planning Work Program, element 1.4 a), Reconsideration of policy restricting development on slopes $\geq 25\%$. I would prefer that this issue was not reconsidered this year, but assuming that it is included in this year's work plan, I want to make sure that several considerations are taken into account during staff planning for this task.

- Allowing development on these steep slopes in the buffer will require either elimination or relocation of a required trail segment. If the trail is left in the current location, it will be surrounded by development and the view of the hills that CPO-7 representatives wanted will be lost. If the trail is relocated low on the slope, the trail will have to slope fairly steeply down and then back up the slope, and it seems unlikely that the views will remain from the lower part of the trail. THPRD and the community should have an opportunity to weigh in on the implications. The draft plat proposal that K&R Holdings presented last year eliminated the trail segment.
- Clean Water Services has indicated that development on these slopes will affect both stormwater and sewer plans, so they should be consulted about the implications.
- The draft plat presented by K&R Holdings with their proposal in 2013 shifted a road/bridge across an Abbey Creek Tributary and added a new residential connector onto Kaiser Road at a dangerous curve. Any proposal that allows these modifications should be reviewed by the county transportation folks for safety, appropriate connectivity, and cost.

Thank you for your consideration,

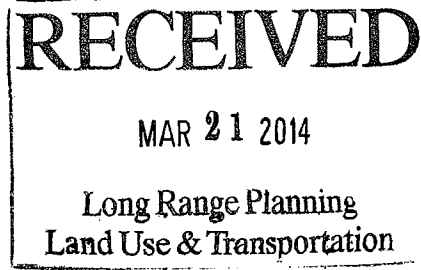
Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

ccaux@earthlink.net



March 21, 2014

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



**Re: 2014 Long Range Planning Work Program Request
North Bethany Natural Features Buffer**

Chair Duyck and Commissioners,

We would like to thank you for considering the North Bethany steep slopes/buffer as a Tier 1 issue in your draft 2014 Annual Work Program. We look forward to revisiting this topic and working towards a solution that provides for a reasonable urban/rural interface, while still allowing property owners to develop their land under the same rules that would normally apply to similarly situated properties. For your reference, included in this transmittal are three letters that we submitted in 2013 addressing the same issue.

Best regards,

A handwritten signature in black ink, appearing to read "John O'Neil".

John O'Neil
K&R Holdings, LLC
An affiliate of MLG

cc: Suzanne Savin, Long Range Planning
Andrew Singelakis, Director DLUT

v 503.597.7100 | f 503.597.7149
17933 NW Evergreen Pkwy, Ste. 300
Beaverton, OR 97006
CCB 181393



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

cc: Aisha Willits, Long Range Planning

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



July 8, 2013

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

Re: Long Range Planning Issue Paper #1 – North Bethany Development Restrictions on Slopes

Chair Duyck and Commissioners,

We would like to thank you once again for taking up the slopes issue in your 2013 work program. We have had a chance to review staff's June 28, 2013 Issue Paper #1 and wanted to provide a few comments on the conclusions that were reached therein. To start, we want to be clear that our request to add this issue to the 2013 work program was with the intent of going much further than staff has gone with their initial recommendations.

This issue started in 2010/2011 as a discussion about allowing development on slopes greater than 25%. During the Urban/Rural Buffers discussion, staff made the decision to mold those areas into what the County now refers to as the Natural Features Buffer of the Urban/Rural Buffers. As we have conveyed on multiple occasions, we are simply asking that these sloped areas in North Bethany be treated the same as they are in the rest of unincorporated Washington County. We recognize the tie to the Urban/Rural Buffers, but believe that a more balanced approach can be taken than what was previously adopted by the Board. This approach is one that recognizes the importance of the Urban/Rural interface, but that is also respectful of private property rights on both sides of the Urban Growth Boundary.

Within Issue Paper #1, staff correctly states that there is in fact a different circumstance in North Bethany than in any other part of the County, simply based upon the requirement for an Urban/Rural Buffer in North Bethany. Staff continues by stating, "The North Bethany restriction on development of slopes greater than 25% was adopted to comply with this North Bethany specific Urban/Rural compatibility requirement. We accept that an Urban/Rural Buffer must be provided. However, we cannot accept that a 300+ foot Natural Features Buffer is called for in one area and only a fence is called for in another. If Metro was comfortable with a Fence Only Buffer along a large portion of the plan area's north boundary and a vegetative buffer with fencing along much of the east boundary, then why was the circumstance treated so vastly different in another area? We contend that the circumstance is not any different and that these areas should be treated more equitably.

Again, we are simply asking that these sloped areas in North Bethany 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 used to determine whether or not these areas are buildable. It appears from Issue Paper #1, that staff agrees with this sentiment

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



for slopes in excess of 25% that fall outside of the Natural Features Buffer. Staff states, "Because this land was not included within the Natural Features Buffer for purposes of Urban/Rural compatibility, staff believes it is reasonable to lift the development restriction on this land." This statement clarifies for us that the Urban/Rural Buffers issue is the critical component of this discussion, not the initial suitability for development of the slopes themselves. With this in mind, we ask that you consider a couple of questions:

1. Why should we make an area in North Bethany unbuildable, when the same or similar circumstance can be built upon in other parts of the County?
2. Why is there such a dramatic variation between the types of Urban/Rural Buffer found around the perimeter of North Bethany?

Had a more balanced approach been taken initially with the design of the Natural Features Buffer, this discussion would not be before you today. For our holdings along the north edge of the plan area, the Natural Features Buffer represents a loss of several acres of potential development ground. To be clear, it is not a loss of density that we are concerned about; it is the loss of development ground. We are comfortable with the density that is allowed by the plan today and in our view "Density Restricted Lands" can remain "density restricted". However, with the loss of these sloped areas our ability to design efficient projects that can accommodate the allowed density is severely limited. In one comparison, for parcel 1N117A00200, we found that the Natural Features Buffer restricted our site design so much that it fell short of accommodating the allowed density by 28 units. With less area to work with, the efficiency of the site design is severely impacted. Furthermore, when the sloped areas are added to the site design, in some parts of the plan, opportunities for larger lots are created.

Should the Board choose to allow development within these sloped areas consistent with the rest of Washington County, it is critical that the Board also identify an appropriate Urban/Rural Buffer where the Natural Features Buffer is currently shown. We suggest that you look to other North Bethany Urban/Rural Buffers as guidance for three reasons:

1. Existing topography paired with the Abbey Creek corridor and its associated floodplain (along the north edge of the plan area) already provide a substantial buffer between most agricultural activities and future urban development.
2. The rural uses found along the north edge of the Natural Features Buffer are not substantially different from those found in other perimeter areas, yet buffer treatments varied dramatically. Any difference that can be found is certainly not adequate justification for the vast differentiation in buffer type that was required.
3. Metro has already approved buffers in North Bethany (Fence Only, Vegetation Buffer with Fencing) that are far less imposing than the Natural Features Buffer found along the north edge. A reduced Natural Features Buffer will still be a far greater buffer than what is being provided at all other Urban/Rural Buffer locations.

We ask that the Board consider a revision to the Natural Features Buffer found along much of the north boundary of the North Bethany plan area. Considering the existing conditions found along the north

edge as well as the buffers that have already been approved by Metro in other parts of the plan, we strongly believe that a fifty (50) foot Natural Features Buffer is a more than adequate setback to address potential conflicts at this location. This fifty (50) foot Natural Features Buffer would be considered a no touch area occupied within a tract and would have a minimum five (5) foot fence (cyclone, wire mesh "no climb" or wood) located along its southerly boundary. In addition to the existing natural features found along the north side of the plan area boundary, this Urban/Rural Buffer treatment will be substantially greater than that found in any other North Bethany Urban/Rural Buffer location.

As an FYI to staff, this request will require adjustments to both 390-18 and 390-19 as well as to the Urban/Rural Buffers map. Other adjustments may be necessary. We appreciate the proposal that staff has made to address this issue, but are concerned that it does not go far enough. Our proposal found herein is meant to find a reasonable balance between the property rights of both the urban and the rural landowners.

Thank you for your consideration of our request.

Best regards,



John O'Neil
K&R Holdings, LLC
An affiliate of MLG

cc: Aisha Willits, Long Range Planning
Suzanne Savin, Long Range Planning
Andrew Singelakis, Director DLUT

August 11, 2013

Washington County Planning Commission
c/o Chair San Soucie
155 North First Avenue, Suite 350
Hillsboro, OR 97124

Re: Ordinance 771 – Relating to Development on Slopes/Natural Features Buffer

Chair San Soucie and Commission Members,

The following correspondence relates to Ordinance 771 and includes our prior written communication to the Board on our specific concern with the Slopes/Natural Features Buffer issue. Although we are supportive of this ordinance, we are hereby asking the Planning Commission and Board to expand upon the proposed engrossment amendments dealing with development on slopes >25%. This expanded look will require that reconsideration be given to the Natural Features Buffer element of the Urban/Rural Buffers, which is directly influenced by development on slopes >25%. This approach would be consistent with the purpose of our original work program request.

Our desire to continue pursuing this request is for us, not much of a choice, but more of a necessity. K&R controls three properties within North Bethany that are all directly affected by this issue. The financial impact to each of these properties is significant; one property in particular loses as much as 5 acres of potential development ground. Very clearly, we are pursuing this request through a public process and have been since our initial work program request in January of this year.

We are not asking for more density, but only trying to occupy that which is already allowed by the plan as adopted. We are not trying to build in an unsafe circumstance, but want to understand the actual site conditions based upon field reconnaissance and the recommendations of an engineer rather than that of the untrained eye who has never even visited the site. We are not trying to eliminate the Natural Features Buffer, but asking for it to be more reasonable and somewhat consistent with other Urban/Rural Buffer treatments found within North Bethany.

The attached letter (Attachment "A") was submitted to the Board of Commissioners on July 8, 2013, in response to staff's Issue Paper #1. We apologize that it was unavailable for your initial discussion on August 7, 2013. Thank you for your consideration of our request, which is clearly outlined in the attached letter.

Sincerely,



John O'Neil
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

Attachment "A" – July 8, 2013 Letter to BCC



RECEIVED

MAR 21 2014

Perkins
Coie

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

1120 N.W. Couch Street, Tenth Floor
Portland, OR 97209-4128

PHONE: 503.727.2000

FAX: 503.727.2222

www.perkinscoie.com

Michael C. Robinson
PHONE: (503) 727-2264
FAX: (503) 346-2264
EMAIL: MRobinson@perkinscoie.com

March 21, 2014

VIA E-MAIL

Ms. Suzanne Savin
Senior Planner, Long Range Planning Division
Washington County Department of Land Use and Transportation Planning,
Development Services Division
155 North First Avenue, 350-14
Hillsboro, OR 97124

Re: 2014 Washington County Work Program;
Request to Add Proposed Amendments to North Bethany Road P2 Alignment , Fixed
Park Configuration and Trail Alignment; and Change of Location of West Community
Park and Primary Streets

Dear Ms. Savin:

This office represents West Hills Development Company ("West Hills"). This letter requests that the Washington County Board of Commissioners (the "Board") include in its 2014 Work Program for legislative matters two (2) work program items. The two (2) items are located on two (2) separate and distinct sites. The modification of West Community Park and Primary Streets is on what is known as the "Diegel" property. The modification to the Road P2 alignment, fixed park configuration and trail alignments is on what is known as the "Maletis" property. Attached to this letter is **Exhibit 1** showing the location of the two (2) sites.

West Hills believes that these two separate and distinct applications are quasi-judicial, not legislative, applications and plans to submit them as quasi-judicial applications. Nevertheless, West Hills agree with your recommendation that to preserve all of its options for processing the amendments, the Board should include them in the 2014 Work Program in the event the County determines that the applications are legislative.

Thank you in advance for your courtesy and assistance. Would you please notify me, Mr. Dan Grimberg, and Mr. Jerry Offer of the date that this request for inclusion in the 2014 Work Program will be considered by the Board?

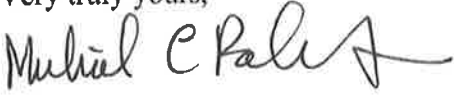
37165-0043/LEGAL120269129.1

ANCHORAGE • BEIJING • BELLEVUE • BOISE • CHICAGO • DALLAS • DENVER • LOS ANGELES • MADISON • NEW YORK
PALO ALTO • PHOENIX • PORTLAND • SAN DIEGO • SAN FRANCISCO • SEATTLE • SHANGHAI • TAIPEI • WASHINGTON, D.C.

Perkins Coie LLP

Ms. Suzanne Savin
March 21, 2014
Page 2

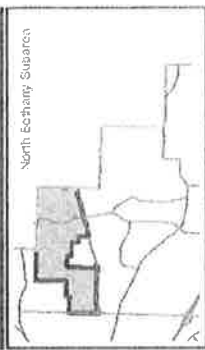
Very truly yours,

A handwritten signature in black ink, appearing to read "Michael C. Robinson". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael C. Robinson

MCR:rsp

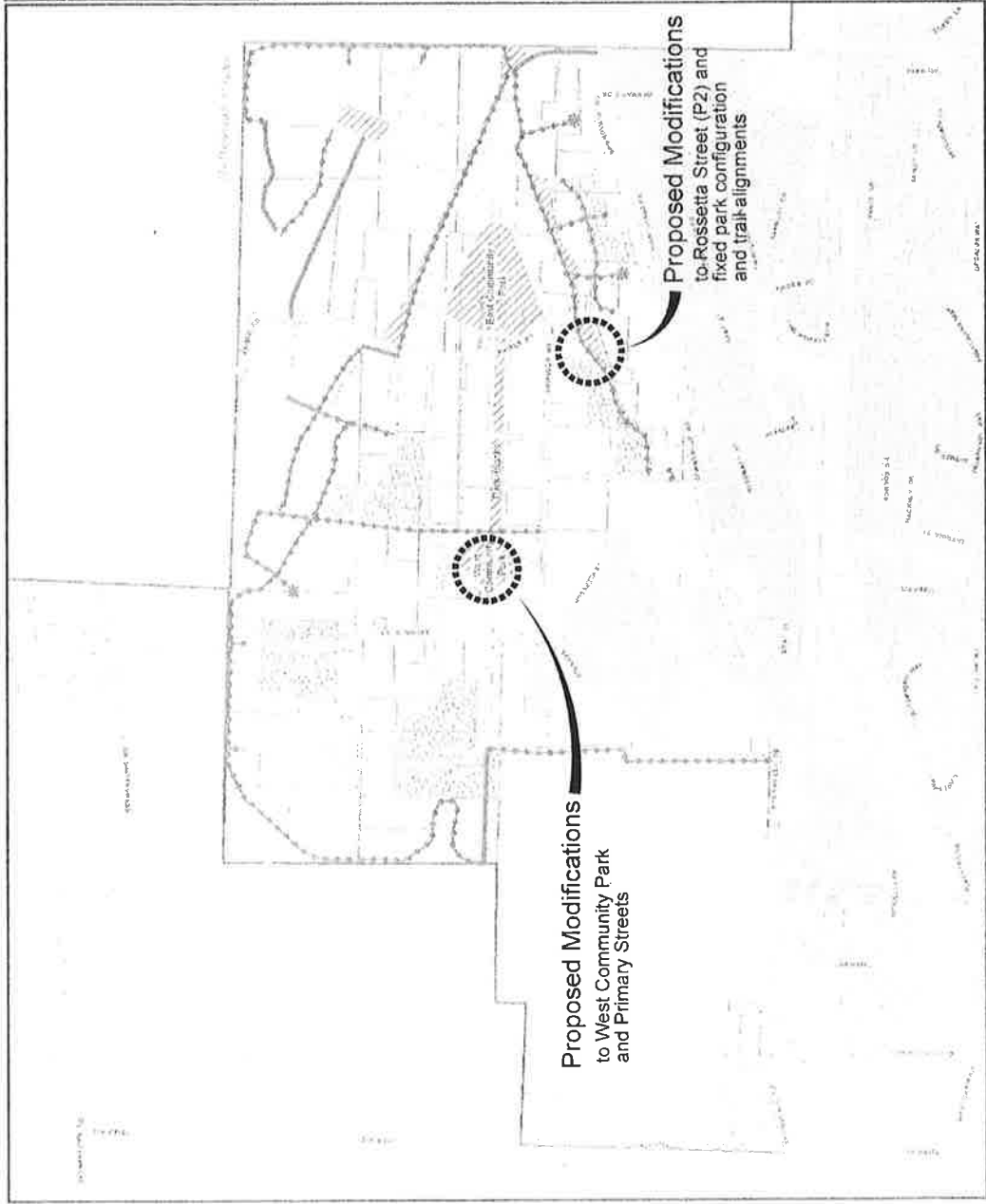
cc: Mr. Daniel E. Grimberg (via email) (w/ encl.)
Mr. Brad Hosmar (via email) (w/ encl.)
Ms. Theresa Cherniak (via email) (w/ encl.)
Mr. Andy Back (via email) (w/ encl.)
Mr. Michael Peebles (via email) (w/ encl.)
Mr. Donald Hanson (via email) (w/ encl.)
Mr. Jerry Offer (via email) (w/ encl.)
Mr. Barbara Hejtmanek (via email) (w/ encl.)



- Park, Trails and Pedestrian Connections MAP**
- * Connect to Local Street
 - Off-Street Trail
 - Accessway
 - Necessary Pedestrian Connection (May be provided through an off-street trail or a street)
 - Neighborhood Park Areas
 - Fixed Park



Washington County Department of Land Use & Transportation
Long Range Planning Division





From: Dyami Valentine
Sent: Tuesday, March 18, 2014 5:31 PM
To: Theresa Cherniak
Subject: RE: Floodplain and related items on the Long Range Planning Work Program

Hi Theresa,

Quick fixes that come to mind are all Article VII related and include:

- Redefining channelization
- Exempting channelization treatments that are within existing ROW and consistent with the TSP.
- Adding a definition for Minor Betterment like treatments
- Add exemption for Minor Betterments within existing ROW
- Adding definitions for restoration projects
- Exempting restoration projects that are consistent with definition
- Move channelization that requires the acquisition of ROW from Category B in the exception areas to a Category A and from a Category C in the exclusive farm use areas to a Category B

I imagine there are a couple of other quick fixes that will come up, but that's my initial take.

Dyami Valentine
Senior Planner | Planning and Development Services
Washington County Department of Land Use & Transportation
503.846.3821
dyami_valentine@co.washington.or.us

RECEIVED

MAR 20 2014

Long Range Planning
Land Use & Transportation

From: Donna Hempstead [mailto:enviro-eco17@msn.com]
Sent: Thursday, March 20, 2014 9:50 AM
To: Theresa Cherniak; Janet Oatney
Subject: FW: ord amend task list.doc

Attachment here

Donna G. Hempstead, J.D.
Environmental and Land Use Economics
503-286-1404
enviro-eco17@msn.com

From: enviro-eco17@msn.com
To: janet_oatney@co.washington.or.us; theresa_cherniak@co.washington.or.us
CC: todd_watkins@co.washington.or.us
Subject: RE: ord amend task list.doc
Date: Thu, 20 Mar 2014 09:49:44 -0700

Theresa,
Attached are my comments/edits to this list. (2.2 and 2.3-B).

Donna H.

Donna G. Hempstead, J.D.
Environmental and Land Use Economics
503-286-1404
enviro-eco17@msn.com

> From: Janet_Oatney@co.washington.or.us
> To: Theresa_Cherniak@co.washington.or.us
> CC: enviro-eco17@msn.com; Todd_Watkins@co.washington.or.us
> Subject: ord amend task list.doc
> Date: Wed, 19 Mar 2014 18:50:27 +0000
>
>

As noted in the meeting this noon, we have several items on the Long Range Planning Work Program for 2014-15 related to floodplains and Article VII. The Work Program is out for public review right now, and **comments are due to us by next Friday, March 21**. This email has two requests:

A. It would be very helpful to have you review and comment on what we have written into the Work Program for these items - and feel free to add summary information to help us understand and explain the issues. I am also including the initial letter from Gary Stockoff and Dave Schamp about the Article VII work (looks like most of you were cc'ed on that letter initially).

1.19 Minor Amendments to CDC Article VII (new task)

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make minor amendments to CDC Article VII, Public Transportation Facilities-- in particular process requirements -- to more easily allow smaller projects e.g., turn lanes in rural areas, minor betterment, and ~~stream restoration~~. The request is outlined in an interoffice memorandum included in Attachment D. Additional, more time intensive amendments are broken out and included in Work Program Tier 2 Task 2.2.

Reason for Task – To improve interdepartmental cost and efficiency.

Staff Resources Needed – **Low**

Ops ES comment – by separating out the non environmental issues from this task, it is relatively straightforward. Naomi V of our group will take the lead in preparing language for review by LRP

2.2 Addressing Broader Article VII Concerns – CDC Sections 421 and 422 (new task)

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities. This task would entail additional review of Article VII, Public Transportation Facilities, to examine and update Article VII processes related to meeting challenging federal, state and local environmental standards for projects, and to recognize relevant existing environmental compliance programs approved by federal and/or State agencies as sufficient for project review. See also Tier 1 Task 1.19.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium-High**

2.3 Flood Plain CDC Updates

This amendment would allow applicants or staff to use the best available data for development applications, rather than maps referenced in CDC Section 421, which 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.

Final legal settlements relating to Endangered Species Act at state level may increase priority for floodplain code updates. Okay to list this as a driver for inclusion in the WP, however this is more of the non-ESA issues. Rocky should remain the technical lead for this as it has to do with the non environmental elements of the code. .

Reason for Task – To address county issues.

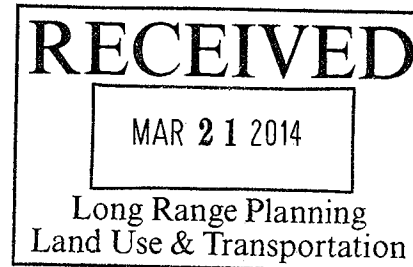
Staff Resources Needed – **Low, but high priority**

B. The second part of this request - can you be specific about the things that you feel would be the quick fix items that might be possible to do in the next few months? For instance, would fixing definition inconsistencies fit in this category?

- Definitions in 421, 422, Art. 7 – get list from Naomi V.
- Add to Article 7, 701-6.2, first sentence part, in quotes: ...with the applicable requirements of this Article, the applicable Community Plan or Rural/Natural Resources Plan, the Transportation Plan “and with environmental standards and all applicable federal and state environmental permits and programs”.
- In appropriate section (you would know which one): Add “voluntary stream restoration activities” to list of approved uses (not a variance).

Revisit the 422 application requirement directors memo & update to include language re ESA & other more current standards. Ops ES could take the lead on this, it’s a “quick fix” that shows we are moving towards compliance.. Our recommendation would be for the applicant’s biologist to attest to the take status of the project.

Thanks - please feel free to email me with any questions or comments.



From: Naomi Vogel
Sent: Friday, March 21, 2014 1:05 PM
To: Theresa Cherniak
Cc: Janet Oatney; Donna Hempstead; Stephen Cruise
Subject: RE: Floodplain and related items on the Long Range Planning Work Program

Hi Theresa

I've attached my list of amendments/clarification needs to Art. VII. Keep in mind that these requests are for non-capital road projects (maintenance/operational improvements/safety). Please contact me if you need additional information or want to discuss.

Thank you

Naomi

I. DEFINITION - ROADWAY PRISM

701-4.15 **Roadway Prism:** The original constructed embankment or excavation of an existing roadway.

- Utilize the definition of “Public Transportation Facilities” to assist in clarifying what constitutes the “roadway prism” and expand to include footprint of roadway infrastructure (vertical/horizontal footprint).
- Consider adopting the following definition for “Road Prism”: "Roadfill footprint" means the area occupied by soil, aggregate, and/or other materials or structures necessary to support a road, including, but not limited to, appurtenant features such as wing walls, retaining walls, or headwalls. OAR 635-412-0005 (38)
- Allows for changes in culvert construction, particularly to address fish passage requirements by reducing costs and delays for projects working with limited funding OWEB-Grants/URMD-Minor Betterments/Safety and reduces the need for code updates to address changes in construction techniques.

701-4.11 **Public Transportation Facilities:** Facilities that move or assist in the movement of people or goods. For purposes of this Article, public transportation facilities include roadways and bridges, and transit, bicycle and pedestrian facilities, as well as their component and appurtenant structures. For roadways, these structures include the roadway surface, base, and subgrade; shoulders; embankments and revetments; bridges; traffic signals; signs; guardrails; landscaping; illumination and drainage facilities. For purposes of this Article, public transportation facilities include related facilities such as water quality and quantity improvement facilities and wetland mitigation sites. Public transportation facilities may include utilities and other service facilities that are located within or make use of the transportation facility.

II. ROW NEED AND LAND USE REVIEW – MAINTENANCE/SAFETY PROJECTS

- What land use standards are being applied to safety/maintenance road projects and ROW need?
- Doesn't adoption of the Operations & Maintenance Work Program accomplish this requirement?
- Example: Ops had to obtain a Category A approval to address a sight distance safety issue due to the need for an additional 10 feet of ROW (300 feet in length) within an existing 40 foot ROW, in compliance with the TSP road classification.

701-1.3.1 The review standards of this Article are intended to address community or neighborhood impacts rather than isolated impacts on individual properties from which right-of-way or easements are to be obtained. These isolated impacts shall be addressed through right-of-way acquisition, the eminent domain process or dedications required by development in accordance with the procedures and standards applicable thereto.

It is recognized that public entities have a responsibility to the public to ensure furtherance of certain non-land use objectives, including the need to rapidly address safety problems so as to protect the health and safety of the public, the need for fiscal responsibility and for efficient provision of transportation facilities and compliance with non-land use statutes or ordinances. This Article shall be construed so as to minimize interference with, and promote the furtherance of, non-land use public policy objectives.

III. REVIEW DEFINITIONS - SAFETY, MAINTENANCE, OPERATIONAL IMPROVEMENTS, RECONSTRUCTION FOR CONSISTENCY IN ART. VII/TSP.

- 701-4.9/ TSP pg. 77
- 702-3/ TSP pg. 77
- 701-4.14/ TSP pg. 77

IV. CONSIDER A STREAMLINED PROCESS FOR DHA/FP REVIEW (CAT. A) - MAINTENANCE, SAFETY, RECONSTRUCTION ROAD PROJECTS (URMD SAFETY/MB/FISH PASSAGE)

- “Simplify and streamline the process for both internal and external clients.” (Development Review Process Improvement Report, FEB. ’11)
- Example: grading review “exemption” currently done by planning/building.



WASHINGTON COUNTY OREGON

February 18, 2014

To: Washington County Planning Commission
Washington County Citizen Participation Organizations
Washington County Committee for Citizen Involvement
Washington County Cities and Special Service Districts
Other Interested Parties

From: Andy Back, Manager 
Planning and Development Services

Subject: Draft 2014 Long Range Planning 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 2014 Work Program describes the planning projects, potential land use ordinances and other Long Range Planning activities projected to be addressed in 2014. 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 April 15, 2014 at 10:00 a.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 5:00 p.m., March 21, 2014 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) 846-3519.

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Department of Land Use & Transportation · Planning and Development Services

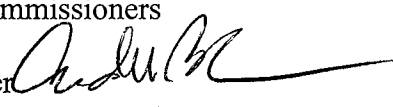
Long Range Planning

155 N First Avenue, Ste. 350 MS 14 · Hillsboro, OR 97124-3072
phone: (503) 846-3519 · fax: (503) 846-4412 · www.co.washington.or.us



February 18, 2014

To: Board of County Commissioners

From: Andy Back, Manager 
Planning and Development Services

RE: **Draft 2014 Long Range Planning Work Program**

RECOMMENDATION

Release the draft 2014 Work Program for a 30-day public comment period ending March 21, 2014. Consider approval of the work program at your April 15, 2014 meeting.

2014 PRIORITIES

Each year, a work program is submitted by Long Range Planning staff for consideration by the Board. The work program identifies tasks that Long Range Planning staff, a section within the merged Planning and Development Services Division ("Division"), will undertake starting in April 2014 through April 2015. 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 update of the Transportation Plan, Area 93 Concept Planning, and the Washington County Transportation Study. Other continuing multi-year projects the Division is monitoring at the regional level are the Urban Growth Report and the next growth management decision, greenhouse gas reduction legislation and planning, and the Southwest Corridor Plan.

Work on the three-year Aloha-Reedville Study is winding down. The summary report for the study, involving the Departments of Land Use & Transportation, Housing Services, and Community Development, is nearing completion. Implementation of the report's recommendations is part of the discussion in this Work Program, with a number of recommended tasks in Tiers 1 and 2. Project goals included working with the community to support job growth, maintain and increase housing options and improve all modes of transportation within the study area. The Aloha-Reedville Study grant expires in March 2014, though a 3-month extension has been requested in order to continue work on ordinance development using grant funding.

In 2013, the first phase of the update of the Transportation System Plan (TSP) was completed. Work in 2013 focused on identification of system alternatives and development and review of a

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draft plan. Policy changes were the subject of A-Engrossed Ordinance No. 768 adopted in October 2013. The second phase commenced in 2013, with changes to system maps to be considered in 2014. Staff will continue coordination of the TSP with the Regional Transportation Plan, ensuring that local projects and needs are included in regional plans and that regional policies are included in the local TSP.

In support of regional efforts, the work program includes continued coordination with the cities of Washington County and Metro to plan for development of urban reserve areas, new urban areas and redevelopment plans for centers and industrial areas. Assuming final approval of the urban and rural reserve legislation by the Court, staff will begin to negotiate Urban Planning Area Agreements (UPAAs) with the cities of Hillsboro and Beaverton to address the expansion of their respective planning areas. This work program does not, however, include potentially significant work by the county that could be required to respond to the Court of Appeals decision, once that ruling is made.

The work program includes several tasks that will support the county's efforts to meet greenhouse gas reduction targets. These include efforts to implement the multi-modal elements of the TSP and look for opportunities to support transit corridors, revisit parking standards and identify incentives for mixed use development through the Community Development Code

At the state level, county staff will monitor or participate in studies proposed by the Land Conservation and Development Department for rural areas, UGB amendment process and other policies and will continue coordination with Oregon Transportation Department.

With the annexation of Area 93 into the county, planning efforts have commenced and will ramp up in this fiscal year. Work to translate the Multnomah County preliminary plan into the county's land use plan designations and to coordinate with the county service providers is underway, and a public process will begin in late spring. It is expected that plan adoption will occur in mid-late 2015. Other significant Tier 1 tasks include addressing several remaining issues in the North Bethany area, possible implementation of Agri-tourism legislation, clean-up of Group Care and Fair Housing requirements, a comparison of county rural area land use regulations to state law requirements, implementation of recent wineries legislation, and development of a Hillsboro Interim Park System Development Charge (SDC) to be collected in the area between the ultimate service area of Tualatin Hills Park & Recreation District (THPRD) and the existing city limits Hillsboro.

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.

With continued work on these and other Tier 1 tasks, staff's ability to take on new tasks in 2014 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 April work program staff report. Other adjustments to the work program will be needed if additional

tasks are added, existing tasks are expanded, tasks are reprioritized, or the Division's proposed budget for FY 14/15 is reduced through the upcoming budget process.

ORDINANCE HEARING SCHEDULE

The first ordinance filed in 2014 was authorized by the Board on January 7. Ordinance No. 780 amends the Sunset West Community Plan to increase height limits in Area of Special Concern #11. This ordinance has been scheduled for a hearing before the Planning Commission on March 5, with Board hearings scheduled to begin on March 18.

A schedule for remaining ordinance topics to be addressed this year will be included as part of the Board approval of the work program.

2014 CITIZEN AND OTHER REQUESTS

Provided below is a summary of new requests from citizens, other county departments, or cities that have been submitted for consideration in 2014 as well as staff response to the request. Copies of the requests are provided to the Board in Attachment D to this report.

1. Request by the Westside Quilters Guild to amend the county's sign regulations to allow the placement of painted plywood quilt blocks on barns and/or other rural outbuildings, in support of an ultimate "Quilt Barn Trail" in Washington County. Current permit requirements and fees limit the ability to make this trail a reality.

Staff response: The proposed painted plywood quilt blocks would be considered signs under the county's existing sign regulations. As such, their size would be limited to 32 square feet without a permit. To obtain a sign permit, a fee of \$100 and a Type I building permit application is required. The City of Portland has addressed public art on buildings through an Original Art Mural Permit, which can be issued for a hand produced work of visual art for which the owner does not receive compensation. A similar type process could be developed for the county so that this type of 'art sign' could be allowed. Staff recommends that the Board consider this request as a Tier 1 item in 2014.

2. 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 Hills/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: This request was not recommended for addition to the work program in 2013. Previous requests were submitted in 2008, 2009 and 2012. Staff does not recommend addition of this item to the work program in 2014. A fuller discussion on this item is included in Attachment C, Item 2.

3. Manning Rock has resubmitted their April 2011 request to amend the requirements for establishing a quarry in Washington County to allow their quarry in Manning to become a

'District A' property. It is staff's understanding that the quarry currently falls short of the two million cubic yards required to obtain a permit. Manning maintains that western Washington County is running out of rock, which will cause construction or logging projects to transport rock from Beaverton. In 2013-14, this work was folded into an overall Mineral/ Aggregate Overlay District update, which was made a Tier 2 task. Manning Rock is requesting that this task, as it relates to their quarry, be elevated to a Tier 1 task.

***Staff response:** The work required on the Mineral/Aggregate Overlay District update to reflect current OARs is required to make the county's Goal 5 program consistent with changes to the administrative rule (see Attachment A, task 2.15.) The primary discrepancies are related to the threshold for what qualifies as significant, and the nature of the impact area. The work associated with this update will require an analysis of the current 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. See Attachment A, task 2.15 for a fuller discussion.*

It appears most appropriate for the Manning Rock request to be considered within the context of this larger task. This task would likely be a consultant led task and could include an examination of the County's future aggregate needs to address concerns raised by Manning Rock. Due to staffing and funding constraints, staff recommends this remain a Tier 2 task.

Reason for Task – Improved consistency with the 1996 Goal 5 administrative rule changes and respond to Manning Rock request.

Staff Resources Needed – **High**

4. Request by Christ United Methodist Church to allow a columbarium as an accessory use to a church. Columbaria 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 columbaria are appropriate accessory uses to churches. The Religious Land Use and Institutionalized Persons Act (RLUIPA), addressed this past year by the Board, 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 recommends investigating the provision of columbaria as accessory uses to churches as a Tier 2 task.

5. The Washington County Department of Health and Human Services, Solid Waste and Recycling Program, made a request to consider updates to the Community Development Code (CDC) regarding the design of the Mixed Solid Waste and Recyclable Storage Facilities (Section 406-6.) Current minimum standards are based on a 1992 Metro model zoning ordinance, and have not kept up with current trends and needs. Changes in the solid waste and recycling industry and future trends toward additional waste diversion programs point toward the need to reconsider our current minimum standards.

Staff response: *Staff concurs with the need to revisit the existing CDC standards. Staff recommends that the Board consider this request as a Tier 1 item in 2014.*

6. The City of Hillsboro made a request to apply an interim Park System Development Charge (SDC) within the area located between the ultimate service boundary of the Tualatin Hills Parks and Recreation Department (THPRD) and the existing city limits of Hillsboro.

Staff response: *An initial analysis indicates that the amount that could be collected by an interim SDC is limited since much of the subject area has been developed or is currently under development. The county currently collects an SDC on behalf of the Tualatin Hills Parks and Recreation District (THPRD) within the District's ultimate service boundary, therefore there is precedent for such action. Establishing an interim SDC could involve a fair bit of staff work, including developing an ordinance to amend the Comprehensive Framework Plan, a Resolution and Order to establish the SDC consistent with state law, and an Intergovernmental Agreement (IGA) between the county and Hillsboro for SDC collection. This item is included as a Tier 1 task (1.22) and is recommended to move forward as long as city of Hillsboro staff is able to assist with much of the up-front work to develop the SDC.*

The remaining elements of this Draft 2014-15 Work Program Staff Report consist of:

- ***Table 1***, which outlines the general timeframes for major Long Range Planning 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 2013, and new tasks are *italicized*.

Tier 1 tasks are the highest priority. These tasks include the major projects shown in Table 1 and other projects that must be addressed this year, including Long Range Planning's on-going responsibilities. Many tasks were continued from 2013. Some Tier 1 tasks will continue into 2015 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 2014 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 Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2015. Their priority in 2015 will be determined as part of next year's work program.

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

- ***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 2014 Work Program
- ***Attachment D***, containing Work Program requests and comments
- ***Provided under separate cover:***
 - Issue Paper 2014-01 Consider Revisions to Standards Regarding Car Washes
 - Issue Paper 2014-02 Agri-tourism

TABLE 1 - General Timeframes for Major Planning Projects

	2014				2015				2016				2017				2018			
	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																			
	<ul style="list-style-type: none"> • Application Review • Provision of Parks, Roads, etc. • Develop Main Street Plan • N. Bethany County Service District 																			
	Aloha-Reedville Study	Possible Aloha Implementation																		
	Area 93 Community Planning																			
	Update Urban Planning Area Agreements to Implement UGB Urban Reserve Decisions and other coordination needs																			
County Transportation Planning	Washington County Transportation Study																			
	Update County Transportation System Plan (TSP)				Metro Regional Transportation Plan and Functional Plan Updates															
<ul style="list-style-type: none"> • Greenhouse Gas • County TSP Update 																				
City Planning	Coordination with City Land Use and Transportation Planning																			
<ul style="list-style-type: none"> • UGB Expansion Area Planning (West Bull Mt., Cooper Mt., No. and So. Hillsboro, etc.) • Urban Reserve Area Planning • City TSP Updates • Industrial Site Readiness • Redevelopment Plans 																				
County, State and Regional Planning	Regional Transit Studies																			
	<ul style="list-style-type: none"> • Southwest Corridor Draft Environmental Impact Study (EIS) and Final EIS • T-V Highway Business Access & Transit Lane • Other Service Enhancements 																			
Greenhouse Gas Reduction Legislation and Planning																				
<ul style="list-style-type: none"> • Monitor Legislation • Countywide Coordination • Update County Comprehensive Plan and/or other implementing actions 																				
Other	Assistance to the Board and CAO about Urbanization Forum Issues and Regional Growth Management Decisions																			
	Monitor Statewide Planning Program / Legislature / LCDC																			
	State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration				State Legislature Consideration			

TABLE 2 - 2014 Work Program Tasks

No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
DRAFT 2014 Task List Summary - Tier 1 (<i>new tasks are italicized</i>)					
1.1	On-going non-discretionary tasks	H			C
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) Greenhouse Gas Reduction Strategies b) Urban Growth Report/Growth Management decision c) Regional Transportation Plan	M			C
1.3	Planning by cities or others Participate in a number of city projects for the planning of UGB expansion areas, urban reserve areas, and redevelopment areas, including: a) West Bull Mountain (River Terrace, Tigard) b) Cooper Mountain (2002 and 2011) (Beaverton) c) 2011 UGB expansions (N. and S. Hillsboro, Cooper Mountain SW) d) Tigard Triangle e) Basalt Creek Concept Plan f) City planning of urban reserve areas	M			C
1.4	North Bethany Issues Address several remaining issues, including: a) Consider allowing development on steep slopes/buffer b) Half-street improvement requirement for parks	M	Y		U

* L = Low, M = Medium, H = High

** C = Countywide, U = Urban, R = Rural, T = Transportation

No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
1.5	Community Development Code (CDC) Sign Standards re: Wooden quilt blocks and trail signs a) Update to allow original art murals on heritage barns b) Examine on-site sign standards relating to trails and recreational facilities	L	Y		R,U
1.6	Area 93 Community Planning	H	Y	Address community planning and public process in 2014; ordinance in 2015	U
1.7	Agri-tourism Implementation	M	Y	Complete scoping and framing exercise and, based on anticipated Board direction, develop program and implementing ordinance for consideration in 2014	R
1.8	Aloha – Reedville Implementation Implement elements of Aloha-Reedville study recommendations. Potential items include: a) Farmer's Markets – CDC amendments to allow b) Transit Corridors – Possible amendment to CDC plan map amendment criteria to enable additional density. c) CBD District development standards for residential/mixed-use d) Housing-related amendments (fair housing) – Issue Paper e) Seek funding for next steps, including Town Center Visioning f) Provide staff support for other implementation efforts	H	Y		U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
1.9	Group Care and Fair Housing clean up	M	Y	<i>Review current CDC language and update to address Group Care and fair housing requirements</i>	C
1.10	Beaverton Urban Planning Area Agreement (UPAA) and Urban Services Agreement (USA)	M		Update of 1988 UPAA; process as ordinance in 2014 after preliminary work is completed. Consider changes to Interim USA.	U
1.11	Transportation System Plan (TSP) Update	H	Y	2 nd phase of TSP update	T
1.12	Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement (DEIS) and Intergovernmental Agreement	M		Participate in DEIS for this Corridor and contribute financially per IGA	T
1.13	Washington County Transportation Study	H		<i>Studies investment scenarios beyond TSP's 20-year horizon. Two year staff/consultant study scheduled to begin early 2014 and be completed by the end of 2015</i>	T
1.14	Grant-funded Projects: a) Industrial Site Readiness Study (Community Planning and Development (CPD) Grant) b) Neighborhood Bikeways (Transportation & Growth Management (TGM) Grant) c) Multi-modal Performance Standards (TGM Grant) d) 170th Avenue/Merlo Corridor Concept Plan (TGM Grant) e) Safe Routes to School (Oregon Safe Routes to School Program Grant)	M	?	c) Possible R & O for Multi-modal Performance Standards	T

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority**
1.15	Sunset West Community Plan amendments	L	Y	<i>Ordinance No. 780 filed in January 2014 makes these changes</i>	U
1.16	Rural regulations State law comparison	M	?	<i>Consultant to do majority of work. Coordination with DLCD rural studies as part of this effort.</i>	R
1.17	Wineries legislation implementation	M	Y	<i>Address changes to State legislation regarding allowed "agri-tourism" uses.</i>	R
1.18	Email –Testimony	L		<i>Develop issue paper on consistent policy regarding email testimony.</i>	C
1.19	CDC Article VII – Minor changes	L	Y		C
1.20	Standing wall remodel/Non-conforming uses	L		<i>Research and prepare issue paper in 2014 to examine legality and justifications for "Standing Wall Remodel" (SWR) development applications, and summarize other non-conforming use regulations and issues.</i>	R
1.21	Solid Waste and Recycling Enclosures	L	Y	<i>Update CDC to revise standards related to the design of mixed solid waste and recyclable storage facilities.</i>	C
1.22	Hillsboro Interim Park SDC Charges	M	Y	<i>City of Hillsboro request. Will rely on Hillsboro to do much of the work.</i>	U
1.23	Housekeeping and General Update ordinance	L	Y		C

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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
DRAFT 2014 Task List Summary - Tier 2 (new tasks are italicized)					
2.1	Amend CDC sign standards Address legislation authorizing digital signs	H	Y	Wait until billboard litigation is over.	C
2.2	<i>Addressing broader Article VII concerns – CDC Sections 421 and 422</i>	M	Y	<i>Addressing broader Article VII concerns - Section 421 and 422. Take care of issues larger than Tier 1, 1.19</i>	C
2.3	Flood Plain CDC updates	L	Y	Facilitated information sharing for new federal floodplain mapping and insurance programs. Final legal settlements relating to ESA at state level may increase priority for floodplain code updates.	C
2.4	Minor CDC Amendments: a) Private Streets b) Rural posting requirements c) Columbarium as accessory use	M	Y		C
2.5	<i>Aloha-Reedville Town Center Visioning</i>	M		<i>Build on the framework plan from the current planning study. Seek funding as Tier 1 activity.</i>	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2.6	North Bethany Main Street Planning	M	Y	CET grant was not awarded for this work. No funding source identified. Must have plan in place before development can occur. Potential for developer to fund work	U
2.7	House Bill (HB) 3460 – Medical Marijuana	M	Y	<i>Amend CDC to address medical marijuana facilities. Wait to see how issue plays out at state level and around the region.</i>	C
2.8	HB 2746 – Replacement Dwellings in EFU District	L	Y	<i>Address case-by-case. Wait to see how it plays out</i>	R
2.9	HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts	L	Y	<i>Possible to fold into work on Rural regulations state law comparison</i>	R
2.10	Streamline Cell Tower CDC standards	L	Y		C
2.11	Update of Auto and Bike Parking Standards	M	Y	Prepare issue paper addressing comprehensive review of existing standards.	C
2.12	Drive-Thru Hours of Operation Limits	M	Y	Continue to move forward on issues identified in the issue paper presented to the Board in July 2013.	U
2.13	Neighborhood meeting potential changes	L			U
2.14	Car wash issue paper implementation	L	Y	Release issue paper with Draft Work Program – decide on priority at end of comment period.	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
2.15	Mineral/Aggregate Overlay District update to reflect current OARs	H	Y	A new request has been submitted by Manning Rock requesting elevation of this task – as it relates to their quarry - to Tier 1 priority.	R
2.16	<i>Regulations governing model homes</i>	L	Y		U
2.17	Canyon Road Redevelopment	M	?	Contingent on outside funding	U
2.18	Adoption of School Facility Plans by high growth school districts	L	Y		C
2.19	Other Urban Planning Area Agreement work	H	Y	The need for UPAA updates will be assessed to support continued county/city coordination	U
2.20	Historic Overlay and map updates	M	Y	Include Oak Hills Subdivision	U

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No.	Tasks	Staff Time (FTE) *	Ordinance	Comments	Area Priority **
DRAFT 2014 Task List Summary - Tier 3 (<i>new tasks are italicized</i>)					
3.1	Transit Corridor Planning	H	Y	Tasks 1.8 and 2.5 may inform future work on this item	U
3.2	<i>Comprehensive Community Development Code Overhaul</i>	H	Y		C
3.3	<i>Airports Clean up</i>	L	Y	<i>Identified during development of Ordinance 772 (2013); need to wait for LUBA appeal to resolve</i>	C
3.4	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan	L			U
3.5	<i>North Bethany – Potential Issues</i>	M	Y	<i>Pending outcome of work on task 1.4, address any additional North Bethany issues</i>	U
3.6	Review Small Lot Subdivisions in North Bethany	M			U
3.7	<i>Noise/Wind Generated Systems</i>	L		<i>Monitor noise levels of wind-generated systems to determine if it's an issue</i>	C
3.8	SB 122 Implementation	L-H			C
3.9	Update of R & O 86-95	L		Verbally expressed interest by Planning Commission to make this a higher priority.	C

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DESCRIPTION OF 2014 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 –

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 25.22 budgeted full time employees (FTE). Due to budget constraints, only 23.22 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 than predicted 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. More specific estimated FTEs will be provided in the April work program report.

1.1 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 include ongoing Community Planning, Transportation Planning, Plan Amendments, Annexations, Trails and Parks coordination, legislation review, grant funding opportunities, and Economic, Demographic and Geographic Information Services tasks. These on-going tasks, constituting a large part of the work of the Long Range Planning section, are described in greater detail in **Attachment B** to the 2014 Work Program staff report.

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

Staff Resources Needed – **High**

1.2. Regional Coordination

Participate in and respond to major Metro initiatives, including:

a) *Greenhouse Gas Reduction Strategies*

Metro is in the final year of a three year effort to develop a preferred approach to meet state legislative mandate to reduce greenhouse gas emissions by 20% by 2035 from light vehicles (cars and small trucks). The emerging draft preferred strategy is based on implementation of adopted land use and transportation plans. A key to this implementation is to work together to seek additional funding for projects needed to leverage land use plans. Policy elements still under consideration include increases in transit services, Intelligent Transportation Systems (ITS) and parking management. County efforts to implement plans, especially in mixed use areas, transit corridors and centers and revise code and incentives to support development in these areas, as proposed in this work program, will help demonstrate county commitment to greenhouse gas reductions. Staff will need to continue to monitor the regional strategy and align county actions with regional direction

b) *Urban Growth Report*

Every five years, Metro is required under state law to prepare an Urban Growth Report that documents available capacity to meet the forecast need for employment and household growth in the region over 20 years. In 2014, Metro will adopt an Urban Growth Report for the year 2035. If the report demonstrates a need for additional capacity, Metro will begin a one – two year process to meet this need through increased capacity within the UGB or UGB expansion. County staff participate in the technical analysis of the forecast for growth and the capacity for meeting the needs in Washington County and in convening and sharing this analysis at with the WCCC, WCCC TAC and County planning director. County staff also participates in specific research studies to support this analysis. These studies include evaluation of buildable land inventory and development trends, industrial lands and housing preferences. The housing preference study is a cutting-edge research effort to better understand the factors affecting housing choice (suburban, urban, multi-family, single family) that will inform the region’s housing need analysis.

Reason for Tasks – To comply with state legislation.

Staff Resources Needed – **Medium**

1.3. Planning by Cities or Others

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

- Continued planning of West Bull Mountain (River Terrace) by the City of Tigard. Tigard has assumed responsibility to complete the planning of this area due to the annexation of Area 64 to the city.
- Planning of Cooper Mountain (2002 expansion area) by the City of Beaverton. Beaverton has assumed responsibility from Washington County to create the Concept Plan this area. Amendments to the County Comprehensive Plan will be needed to implement the Concept Plan for the Cooper Mountain area that has not been annexed by the City of Beaverton.
- City planning of 2011 UGB expansions, particularly the areas known as North Hillsboro, South Hillsboro and Cooper Mountain Southwest.
- Tigard Triangle – Participate in technical advisory committees for Tigard’s redevelopment plan for this area and coordinate with transportation plans for the area.
- Basalt Creek Concept Plan – Participate in work by the cities of Tualatin and Wilsonville as they develop a concept plan for future land uses and service provision in the area between the two cities. Transportation is a key element of this plan.
- City planning of urban reserve areas. Support cities in developing concept plans for urban reserve areas that are currently funded through Metro Community Planning and Development Grants.

Of primary concern to the county will be transportation issues because development of these new areas will impact roads of countywide significance and transportation impacts

may affect more than one city. Staff will also address potential traffic and land use impacts to unincorporated areas. Updates to county and city transportation plans may be needed.

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

Staff Resources Needed – **Medium**

1.4. North Bethany Issues

Since the adoption of the final ordinances implementing the North Bethany Subarea plan in 2012, several issues remain to be addressed to ensure the proper operation of the subarea plan, including:

- a) *Reconsider the policy decision to allow development on steep slopes /buffer.*
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 2014 to seek Board guidance on this issue.

- b) *Half-street improvements requirement for parks.*
Prepare Issue Paper to address issues in North Bethany regarding half-street improvement requirements when parks are adjacent to a primary street. The current code language is unclear on the requirement as it relates to THPRD parks, and linear parks in particular. An ordinance clarifying the intent was considered by the board in 2013, however THPRD and West Hills disagreed on who should be responsible for construction along linear parks and that issue remains unresolved. This issue may also be a concern in Area 93 planning.

Reason for Task – To address remaining issues in the North Bethany area.

Staff Resources Needed – **Medium**

1.5. Amend CDC Sign Standards

- a) *Wooden quilt blocks on heritage barns (new task)*
Request by the Westside Quilters Guild to amend the County's sign regulations to allow the placement of painted plywood quilt blocks on barns and/or other rural outbuildings, in support of an ultimate "Quilt Barn Trail" in Washington County. Current permit requirements and fees limit the ability to make this trail a reality. The proposed painted plywood quilt blocks would be considered signs under the County's existing sign regulations. As such, their size would be limited to 32 square feet without a permit. The City of Portland has addressed public art on buildings through an Original Art Mural Permit, which can be issued for a hand produced work of visual art for which the owner does not receive compensation. A similar type process could be developed for the County so that this type of 'art sign' could be allowed.

b) *Signs for trails and other recreation facilities*

Tualatin Hills Park & Recreation District has asked that its signs for parks, recreation facilities and trails be made exempt from the CDC sign standards. Parks in the Institutional District are subject to the same sign requirements as the Neighborhood Commercial and Office Commercial Districts, including the size of signs. The CDC also requires a Type I permit for new signs. When a building permit is required, the land use approval of that building permit constitutes the required Type I approval. Consequently, a separate permit is not required. For signs that do not require a building permit, a Type I permit is required to ensure the proposed sign meets the CDC standards, including its size and location. Current Planning staff interprets the CDC standards for exempt signs to include interior signage of trails and other recreational facilities. Therefore, a Type I permit is not required for these signs.

Staff agrees with the District's request that on-site directional signage for trails and other on-site recreational facilities should be listed as exempt signs. As noted above, that is how the current standards are applied. Staff recommends the standards for exempt signs should be clarified by adding signs for trails and recreational facilities to the list of exempt signs. However, staff believes that signs along a public road that identify a park or a recreational facility should continue to be subject to the existing standards that are applicable to other institutional uses and uses in the Neighborhood and Office Commercial Districts. The purpose of the Type I permit is to ensure signs are properly placed and are the correct size.

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.

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

Staff Resources Needed – **Low**

1.6. Area 93 Community Planning

Area 93, added to the UGB in 2002, officially transferred from Multnomah County into Washington County effective January 1, 2014. County staff will be responsible for addressing community planning for Area 93. In August 2013, the Metro Council awarded Washington County a \$122,605 Community Planning and Development grant to fund Washington County's concept planning for Area 93. An additional \$82,500 was remaining from the Metro grant funds to Multnomah County and is being transferred to Washington County. The planning effort is expected to begin in Winter/Spring 2014 and Ordinances are expected in 2015.

Reasons for Task – To address a county issue.

Staff Resources Needed – **High**

1.7 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 other events. During discussions about the work program in 2013, 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. Staff began the scoping and framing process in 2013 and presented an Issue Paper on January 31, 2014 summarizing what we found. Based on anticipated Board direction, LUT will develop the program and an implementing ordinance for consideration in 2014.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

1.8 Aloha-Reedville Study Implementation (new task)

Washington County was awarded three grants to help fund the planning of the Aloha Town Center, associated corridors (Tualatin Valley Highway, Baseline Road, Farmington Road, Kinnaman Road and 185th Avenue) and address maintaining and increasing affordable housing. Important components of the Study included broad community engagement to identify issues and aspirations, planning to improve multi-modal travel, work force housing analysis, financing tools, and economic development plans. Most of the work to develop the Aloha-Reedville Study and Livable Community Plan has been completed, in line with the grant requirements.

Recommendations include amendments to elements of the Comprehensive Plan and the CDC which will result in ordinances for consideration in 2014. Additional actions include seeking funding to complete a Town Center Vision and potentially to develop individual Transit Corridor plans. Some items for consideration will be:

- a) Farmer’s Markets: CDC amendments to allow a Type I Temporary Use and expand allowable land use designations for farmer’s markets in Community Business District (CBD), Neighborhood Commercial (NC), Office Commercial (OC), Industrial (IND) and Institutional (INST,);
- b) Amend the Plan Map amendment criteria (CFP Policy 1, f.2) requirement to demonstrate alternative sites within vicinity of proposed use; develop individual Corridor Plans; develop a Parking Management Strategy as part of Corridor Plan; and consider Transit Oriented District (TO) or design overlays as part of Corridor Plan;
- c) Amend CDC in the CBD district development standards to reduce development barriers to existing mixed use construction;
- d) Amend CDC to comply with Oregon’s Fair Housing Council recommendations;
- e) Pursue local, regional, state, and federal funding to continue implementation such as completing the Town Center Visioning effort;

- f) Provide continued staff support for implementation efforts such as managing grants, continuing refinements in inter-governmental agreements, staffing four CAC meetings, and support for continued engagement efforts with historically under-represented community members;
- g) Change the pedestrian overlay on Alexander Street to reflect changes in the Transportation System Plan update (part of TSP amendments);
- h) Clarify distinctions between accessways and greenways in CDC Section 408 and elsewhere;
- i) Retrofit bicycle parking facilities in existing developed commercial applications.

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

1.9 Group Care Clean-up and Fair Housing (new task)

Update to County's Group Care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443. Changes would include reflecting current trends/types of group care uses and to identify additional land use districts where they may be appropriate. An Issue Paper is being developed in the context of the work being done in Aloha-Reedville. This item would address any amendments requiring an ordinance for implementation.

Reason for Task – Improve the operation of the Community Development Code.
Staff Resources Needed – **Medium**

1.10 Beaverton Urban Planning Area Agreement Update

The County's urban planning area agreements (UPAAs) with each city in Washington County were adopted in the 1980's. The City of Beaverton and the County have identified coordination procedures in the UPAA that should be updated to reflect current practice, facilitate smooth transition during annexation and in the planning for areas brought into the UGB since 2002 and urban reserve areas identified in 2011. As part of the county-Beaverton UPAA update, the need to update the Interim Beaverton Urban Service Agreement (USA), set to expire in December 2014, will be assessed.

Reason for Task – Required maintenance of the county-city UPAAs.
Staff Resources Needed – **Medium**

1.11 Transportation System Plan Update

The first phase of the update of the Transportation Plan concluded in 2013. Phase two work focuses on identification of system needs, 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. Updates to the Transportation System Plan are anticipated to be adopted in October 2014, the close of the annual ordinance season. Work in 2014 includes preparing an ordinance for adoption of the Plan, staff support through the ordinance process, assistance at public hearings and possible revisions to the Plan.

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**

1.12 Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement (DEIS) and Intergovernmental Agreement

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. In 2014, a Draft Environmental Impact Statement (DEIS) process will begin for this corridor. Staff participates in analysis and community outreach as needed to ensure the county's needs are met, particularly in the draft EIS for this project. The county will be asked to contribute financially to the DEIS and enter into an IGA early in the fiscal year.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **Medium**

1.13 Washington County Transportation Study – (new task)

At the close of its 2013 session, the Oregon legislature provided \$1.5 million for the Washington County Transportation Study to evaluate long-term transportation strategies and investments needed to sustain the county's economic health and quality of life. Building from the County's TSP and other available studies, this study will define transportation needs and choices for future decisions beyond the 20 year horizon. As a study, it will not result in recommendation of a preferred scenario or adopted plan. Staff will support consultant analysis of development and transportation conditions, scenario development and evaluation. This two-year staff/consultant effort will be inclusive and comprehensive, involving the community and agencies to ensure that diverse viewpoints are considered. Work is scheduled to begin early 2014 and be completed by the end of 2015.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **High**

1.14 Grant-funded Projects:

a) *Industrial Site Readiness Study (2013 CPD Grant):*

County staff are partnering with five Washington County cities and the Port of Portland on a study to identify the development readiness for 15 large lot industrial sites. This effort will 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. The County will serve as the fiscal agent and project manager for this work, allowing greater economies of scale and consistency.

b) Development of a Neighborhood Bikeway Plan (2012 TGM Grant):

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.

c) Development of Multi-modal Level of Service Standards (2012 TGM Grant):

Washington County will investigate Multi-Modal Performance Measures and Level of Service Standards in conjunction with the Transportation System Plan update. This grant involves 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. 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. County staff is coordinating with affected and interested parties on multiple efforts to develop multi-modal performance standards.

d) 170th Avenue/Merlo (2014 TGM Grant):

The purpose of this TGM project is to develop a conceptual design for these two connecting arterial roadways in urban Washington County, based on a detailed analysis of existing conditions, opportunities and constraints; a broader look at surrounding neighborhood context; an evaluation of best practices and innovative designs; and an inclusive public involvement process. The conceptual design will provide Washington County and corridor stakeholders with a higher level of certainty as to how the corridor will look and function in the future, and will better prepare the county for designing, engineering and constructing improvements in the corridor.

e) Safe Routes to School (Oregon's Safe Routes to School Program Grant):

The Safe Routes to School (SRTS) program brings transportation and education leaders together to encourage children to walk and bike safely to school as part of a healthy daily routine. In September 2013, Washington County was awarded a \$150,000 non-infrastructure grant from the Oregon's Safe Routes to School Program to fund a SRTS coordinator for three years. This coordinator (within Long Range Planning) will help boost the number of SRTS programs and activities throughout the County while building valuable SRTS partnerships among city and county agencies, schools,

community organizations, and neighborhoods. The Engineering and Construction Services Division provides grant management and support for this effort.

Reason for Tasks – To address county transportation and development issues.

Staff Resources Needed – **Medium**

1.15 Sunset West Community Plan Amendments (new task)

The county received a request to amend the Sunset West Community Plan to address height allowances for the Nike campus. Ordinance No. 780 was filed on January 14, 2014 to address this issue; public hearings are scheduled in March.

Reason for Task – To address a request from Nike.

Staff Resources Needed – **Low**

1.16 Rural Regulations State Law Comparison (new task)

Prepare study by third party consultant to compare the county's requirements for rural land development with relevant state requirements. Study would identify areas where county requirements differ from state requirements and attempt to identify the reasons for the differences. This work will result in the identification of differences, but the decision on whether or not to address these differences will be part of a future work program. Staff will coordinate with DLCDC's rural code analysis and provide information needed to respond to future legislative proposals in the rural areas. Tied in to this work is coordination with DLCDC to seek legislative changes to allow parcels in EFU that are separated by the UGB to be developed, even when the remaining EFU parcel is less than 80 acres.

Reason for Task – To address county issues and meet state regulations.

Staff Resources Needed – **Medium**

1.17 Wineries Legislation (new task)

Address changes to state statutes in 2011 and 2013 regarding uses allowed at wineries, including allowed agri-tourism uses (Senate Bill 841.) Develop internal procedures as well as Community Development Code changes for ordinance adoption in 2014. Work can dovetail with other agri-tourism work to be done under Task 1.7.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

1.18 Email Testimony Policy (new task)

Develop consistent policy regarding email testimony throughout the divisions of the Department of Land Use & Transportation and other county departments, as appropriate.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

1.19 Minor Amendments to CDC Article VII (new task)

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make minor amendments to CDC Article VII, Public Transportation Facilities-- in particular process requirements -- to more easily allow smaller projects e.g., turn lanes in rural areas, minor betterment, and stream restoration. The request is outlined in an interoffice memorandum included in Attachment D. Additional, more time intensive amendments are broken out and included in Work Program Tier 2 Task 2.2.

Reason for Task – To improve interdepartmental cost and efficiency.

Staff Resources Needed – **Low**

1.20 Standing Wall Remodel / Non-conforming Uses (new task)

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

Reason for Task – To address county issues.

Staff Resources Needed – **Low**

1.21 Solid Waste and Recycling Enclosures (new task)

A request was made by the Washington County Department of Health and Human Services, Solid Waste and Recycling Program to consider updates to the Community Development Code (CDC) regarding the design of the Mixed Solid Waste and Recyclable Storage Facilities (Section 406-6.) This Section was last updated in 2009 (Ordinance No. 708) to make changes to the design standards for waste and recyclable storage facilities. HHS has identified additional revisions that are needed to further improve the collection and pick-up of mixed solid waste and recyclables. Current minimum standards are based on a 1992 Metro model zoning ordinance, and have not kept up with current trends and needs. Changes in the solid waste and recycling industry and future trends toward additional waste diversion programs point toward the need to reconsider our current, minimum standards.

Reason for Task – To address county issues.

Staff Resources Needed – **Low**

1.22 Hillsboro Interim Park System Development Charges (new task)

The City of Hillsboro made a request to apply an interim Park System Development Charge (SDC) within the area located between the ultimate service boundary of the Tualatin Hills Parks & Recreation Department (THPRD) and the existing city limits of Hillsboro. Establishing an interim SDC could involve a fair bit of staff work, including developing an ordinance to amend the Comprehensive Framework Plan, a Resolution and Order to establish the SDC, and an Intergovernmental Agreement (IGA) between the

county and Hillsboro for SDC collection. This item is recommended to move forward as long as City of Hillsboro staff was able to do much of the up-front work to develop the SDC.

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

1.23 Housekeeping and General Update ordinance

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

Reason for Task – 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**

TIER 2 PRIORITIES

Tier 2 tasks are projects and ordinance topics that are not scheduled to begin until late in 2014 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 Long Range Planning’s resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2015. Their priority in 2015 will be determined as part of next year’s work program.

2.1 Amend CDC Sign Standards - Digital 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 2011 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 it may be prudent to delay work on the county’s sign codes until the litigation is resolved.

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

2.2 Addressing Broader Article VII Concerns – CDC Sections 421 and 422 (new task)

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities. This task would entail additional review of Article VII, Public Transportation Facilities, to examine and update Article VII processes related to meeting challenging federal, state and local environmental standards for projects. See also Tier 1 Task 1.19.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.3 Flood Plain CDC Updates

This amendment would allow applicants or staff to use the best available data for development applications, rather than maps referenced in CDC Section 421, which 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. Final legal settlements relating to Endangered Species Act at state level may increase priority for floodplain code updates.

Reason for Task – To address county issues.

Staff Resources Needed – **Low**

2.4 Minor Code Amendments:

a) *Private Streets in rural area*

Amendments to the CDC to make a distinction between the requirements of private streets in the urban vs rural areas. Consider reductions in the signage and sight distance requirements for rural private streets that are driveways to dwellings.

b) *Rural Posting Requirements*

Amend posting requirements to increase time period for posting notice / providing affidavit of posting. 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.

c) *Columbarium as Accessory Use*

Address request from Christ United Methodist Church to allow a columbarium as an accessory use to a church. Columbaria 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.

Reason for Tasks – To address county issues.

Staff Resources Needed – **Medium**

2.5 Aloha-Reedville Town Center Visioning (new task)

Town Center visioning effort would build on the framework plan outcome of the current three-year Aloha-Reedville study, and would be managed by a consultant. Currently there is no funding for this work. Visioning would include charrettes and extensive community engagement. A Town Center vision that is supported by the community and affected stakeholders could provide the catalyst for future private investment (developers, property owners, and realtors all have noted a lack of supported vision is a barrier to their investment.) Included would be considerations of a multi-cultural community center, public gathering places, design standards, Area of Special Concern (ASC) overlay of Alexander Street and Alton Street to allow “main street” type of development treatment, and pedestrian and bicycle friendly roadway improvements. Again, this work would require outside funding in order to be undertaken. Funding will be sought as a Tier One activity (Task 1.8)

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.6 North Bethany Main Street Planning

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 to develop the Main Street Plan. CET funds were not granted for this work and no other funding source has been identified. Staff recommends this item remain in Tier 2 until funding can be found.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **Medium**

2.7 House Bill 3460 - Medical Marijuana (new task)

HB3460 was adopted in 2013 and is currently in effect. The bill allows marijuana dispensaries in certain areas and under certain conditions. Oregon Health Authority regulations are expected to be released March 1, 2014. This task would amend the CDC to address medical marijuana facilities, pursuant to State law. Should it pass, proposed Senate Bill (SB) 1531 regarding local regulation of dispensaries will inform this work.

Reason for Task – To address a community plan requirement.
Staff Resources Needed – **Medium**

2.8 House Bill 2746 – Replacement Dwellings in EFU District (new task)

In 2013, the Oregon Legislature passed House Bill 2746, which became effective on January 1, 2014. HB 2746 was intended by its sponsor to enable farm properties with deteriorated dwellings to replace them even after they are no longer structurally sound. A mechanism was needed to ensure that those dwellings were once structurally sound; it was decided that the prior residential tax assessment of such a dwelling is a way to do this. This task would amend the CDC to address this state law change. Until the CDC is amended, the county will implement HB 2746 directly.

Reason for Task – To comply with state requirements and address a county issue.
Staff Resources Needed – **Low**

2.9 House Bill 3125 - Parcel sizes in EFU, AF-20 and EFC Districts (new task)

BH 3125 enrolled in 2013, provides for the adoption of smaller lot sizes in the rural zones under certain circumstances. Technically, Washington County has no minimum lot size for EFU & AF-20 properties, however state statute has established an 80-acre minimum. In EFC minimum lot size is 80-acres. This law authorizes counties to go through the process to authorize minimum lot sizes smaller than 80-acres in EFC--which would help a small number of land owners (LUT have processed an average of one EFC partition every 1.5-2 years.)

Since we do not have a minimum lot size acknowledged by DLCD in EFU/AF-20, implementation of this legislation would provide an opportunity to consider the cost/benefits. There may be pent up demand for this type of land division, but unless the standards were loosened considerably, the benefits to land owners would be negligible. This task would amend the CDC to address this state law change. Until the CDC is amended, the county will implement HB 3125 directly.

Reason for Task – To comply with state requirements and address a county issue.
Staff Resources Needed – **Low**

2.10 Streamline Cell Tower standards in Community Development Code

Cell tower standards were last updated in 2004 (Ordinance No. 623) and since that time, suggestions for clarifying and streamlining the standards have been suggested by Current Planning staff and applicants tasked with implementing the standards. Minor clarifying changes can be made in the annual housekeeping ordinance, but this task would undertake a more substantive update to the county's current regulations.

Reason for Task – To address a county issue and improve the operation of the Community Development Code.
Staff Resources Needed – **Low**

2.11 Update of Auto and Bike Parking Standards

Prepare an Issue Paper addressing a comprehensive review of the County's auto and bike parking standards. The County's standards were based on Metro standards which are now out of date and not aligned with transit service availability and transit goals. This Issue Paper would compare County standards to other jurisdictions and may result in recommendations for CDC amendments in 2015. The Issue Paper would include, but not be limited to, parking issues that have been raised in other contexts, including amendments related to boat and RV parking (2013-14 Work Program Tier 2 task 17), shared parking in both the urban and rural area, and allowing off street parking to count toward parking requirements in Transit Oriented (TO) Districts.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.12 Request to allow limitation on hours of operation for drive-through facilities

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. In July 2013, staff presented an Issue Paper to the Board summarizing the issue and presenting other jurisdictions' standards for drive-through uses. The Board directed staff to work with CPO 7 and other stakeholders to develop code language for consideration as an ordinance in 2014.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.13 Neighborhood Meeting Changes

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 researched the CPO's request and returned later in 2013 with an issue paper outlining the proposed changes, their implications and offering options for the Board's consideration. The Board directed staff to bring forward two issues for consideration in the 2014-15 Work Program:

- a) Whether or not to require neighborhood meetings for Type II and III Commercial, Institutional and Industrial uses located across the street from a residential district; and
- b) Whether or not to require a neighborhood meeting be required for Type II land use review for detached single family dwellings when proposing a Future Development Plan?

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.14 Car Wash Issue Paper implementation

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 prepared an issue paper which is included with this Work Program report to frame this issue for the Board and offer options for resolving issues raised by the parties that submitted comments. For now, this issue is listed as Tier 2, pending the results of the public comment period.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.15 Mineral/Aggregate Overlay District update to reflect current OARs

The county's Goal 5 program is generally inconsistent with changes to the State 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.

Related to this work, Manning Rock has resubmitted their April 2011 request to amend the requirements for establishing a quarry in Washington County to allow their quarry in Manning to become a 'District A' property. That quarry currently falls 16% short of the two million cubic yards required to obtain a permit. Manning maintains that western Washington County is running out of rock, which will cause construction or logging projects to transport rock from Beaverton. In 2013-14, this work was folded into the overall Mineral/ Aggregate Overlay District update, which was made a Tier 2 task. Manning Rock is requesting that this task, as it relates to their quarry, be elevated to a Tier 1 task.

This work would be prepared by a consultant, and could include an examination of the County's future aggregate needs to address concerns raised by Manning Rock.

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

Staff Resources Needed – **High**

2.16 Regulations Governing Model Homes (new task)

Amend the CDC to provide for processes to allow model homes in new subdivisions. The Code is currently silent on these uses.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

2.17 Canyon Road Redevelopment

Prepare Issue Paper to better define issues relating to the redevelopment potential on the eastern portion of Canyon Road near the Walker Rd. intersection. Redevelopment could include changes to provision of mixed use or transit oriented zones and streetscape improvements to encourage redevelopment in the area. Work would be contingent on receiving outside funding.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.18 Adoption of School Facility Plans by High Growth Districts

The 2007 Legislature adopted legislation requiring larger school districts to adopt school facility plans. Counties and cities are required to assist school districts to develop these plans. Once School Districts adopt School Facility Plans, State law requires the County to adopt them into our Comprehensive Plan. The Beaverton School District has updated its facility plan and Hillsboro is in the process, both of which could result in a potential ordinance in 2014.

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

Staff Resources Needed – **Low**

2.19 Other Urban Planning Area Agreement Work

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. Agreements with Beaverton are addressed under Task 1.10. The need for UPAA updates will be assessed to support continued county/city coordination.

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

2.20 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. Work would include amending Cultural Resources data to reflect new Oak Hills Subdivision's National Historic Register status.

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 – **Medium**

TIER 3 PRIORITIES

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

3.1 Transit Corridor Planning

Transit Corridors form the backbone of Metro's 2040 plan. To date, no comprehensive specific planning has been undertaken to address particular corridors. This is primarily a land use planning exercise to allow more transit supportive land uses in these locations. These corridors include land uses along arterials such as Murray, 185th, Canyon, and Walker Road. This would be a tremendous effort from a staff resources standpoint, but is likely ultimately needed to implement the 2040 plan.

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

3.2 Comprehensive Community Development Code (CDC) Overhaul (new task)

Overhaul the CDC beyond housekeeping to address consistency and archaic language. Much of the CDC is more than 25 years old. The nature of development and how development gets implemented has changed over that time. Archaic language comes to

light sporadically and can cause problems (for example, car washes). It would be more prudent to proactively address.

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

3.3 Airports Clean-up (new task)

Update Summary Findings and Conclusions section of Policy 28 to reflect ODA’s recent recognition of Skyport Airport (4S4). Update findings relating to the boundary of the Portland-Hillsboro Airport. The current language states that the airport is located solely within the City of Hillsboro. However during development of Ordinance No. 772 staff learned that there are a few small unincorporated county islands within the boundary of the airport. Staff elected to defer to a future housekeeping ordinance as these updates were not germane to the proposed residential airpark.

Reason for Task – Clean up existing references
Staff Resources Needed – **Low**

3.4 Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment Plan

As part of the intersection study for this area, a redevelopment plan was developed to examine opportunities for parcel consolidation, land-use redevelopment, improving multi-modal circulation and public/private financing. The plan is intended to enhance the relationship between local land uses and proposed transportation improvements. This Tier 3 task includes the presentation of the redevelopment plan to the Board for its consideration of potential ordinance changes in 2014 or beyond. This study would be undertaken if funding was made available.

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. Preliminary work was completed to fulfill the grant.
Staff Resources Needed – **Low**

3.5 North Bethany – Potential Issues (new task)

Pending outcome of work in Tier 1, item 1.4, address any additional issues in North Bethany, potentially including:
a) Defining “top of slope”; and
b) Tree protection in buffer

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

3.6 Review Small Lot Subdivisions in North Bethany

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 3 task to monitor the new developments constructed in North Bethany to evaluate the effectiveness of the new standards, once sufficient development has occurred. 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**

3.7 Noise/Wind Generated Systems (new task)

The Planning Commission requested that the Board examine their concerns about noise levels of wind-generated systems. Since the new regulations have just gone into effect, staff recommends that this item be addressed in the future once more systems are in place and can be reviewed.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

3.8 Senate Bill 122 Implementation

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

- a) Adopting the King City Urban Service Agreement and make implementing amendments to the Comprehensive Plan.
- b) 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.
- c) 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

3.9 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

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 & 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 Community Planning and Development Grants, 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, Long Range Planning 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 and staff from the Office of the Director monitor 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, Tigard Triangle, 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 Council Creek Trail and Salmonberry Corridor
- Monitoring the Yamhelas Westsider Trail planning work
- Implementation of the Fanno Creek Greenway, Ice Age Tonquin, and Westside Trails
- 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

Annual Reporting to Metro and DLCD

Long Range Planning Staff send Metro notifications required by Metro's Urban Growth Management Functional Plan and demonstrate that changes in zoning do not reduce residential capacity and document the Tualatin Basin Program implementation. Staff are also required to report land use application activity to DLCD annually.

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.

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).

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.

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, his staff, and Planning and Development Services Division staff support these entities.

Northwest Area Commission on Transportation (NWACT)

Monthly NWACT meetings are held 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 staff monitors the NWACT meetings and supports the County Engineer, who represents the county at these meetings.

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. Other efforts include coordination of growth forecasts and the allocation between Metro, Washington County and the cities of Washington County.

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 Resolution & Order 86-95 refinement, traffic modeling, review of land development applications, Intelligent Transportation System (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.

GIS Program

Geographic Information System - Project Development and Maintenance

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, 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), and Urban and Rural Reserves. GIS staff also is responsible for the updates to the county's Comprehensive Plan elements.

Demographic Analysis and Growth Projections

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.). 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, 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.

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.

REQUESTS NOT RECOMMENDED FOR INCLUSION IN THE 2014 WORK PROGRAM

There are several requests that have been made for which staff recommends no further action be taken. The requests and reasoning behind exclusion are described below

1. 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. A number of issues have been addressed through issue papers and other implementation efforts. In addition, 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. Planning Commissioner Manseau researched the outcomes of the report and submitted a draft document of the remaining issues that she feels haven't been addressed.

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). Several of the issues will be taken up in conjunction with other work tasks (neighborhood meeting requirements and addressing fragmented sidewalk systems). Other items require minor additional follow-up work within LUT which can be done as part of our on-going work. 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 2014. This item was included as an item to be removed from consideration in the 2013 Work Program but is being considered again due to the request from Planning Commissioner Manseau.

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

Neighborhood property owners have requested this change in 2009, 2011 and 2012 and again in 2013. 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). As an alternate, they are asking to designate Glenridge as an area of special concern. 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.

2014

Work Program

Requests and Comments

Received as of
February 14, 2014



WESTSIDE QUILTERS GUILD

charity+education+expression+community

RECEIVED

JAN 24 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

To: Andy Duyck, Chairman
Washington County Commissioners
155 North First Ave., MS-21
Hillsboro, OR 97124

From: Julie Mason, President
Westside Quilters Guild

Re: Sign regulation and the Quilt Barn Trail Proposal

On behalf of the Westside Quilters Guild, and myself, we respectfully request that the sign regulations in the Washington County be changed or amended to permit the placement of painted plywood quilt blocks on barns and/or other rural outbuildings. Ultimately, we propose to place enough blocks to provide a "trail" in Washington County. Currently there are permits with fees, and size requirements that would severely limit our ability to make this proposed project happen.

Our guild of approximately 120 members supports this public art project and will provide some of the monies to fund it, as well as much of the labor. Other funding will come from grants, donations, and fund raising events, not county monies. The movement of quilt barn trails is not new; 47 other states have them. A study by Ohio State University indicates that tourism increases in counties with a quilt barn trail. Nearby Tillamook County has experienced that effect with their trail.

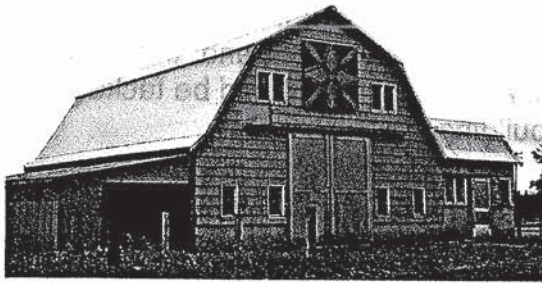
We have reached out to several individuals and groups in Washington County who also support this project and would like to see it succeed. The following endorse this project:

Westside Quilters Guild Granges: Kinton and Dixie Mountain Restore Oregon Washington County Visitors Association Cultural Coalition of Washington County Oregon Arts Commission Bag&Baggage Productions – Scott Palmer Bienestar – Karen Shawcross The Artfull Garden – Kay Mattson	The Argus newspaper – G. Rede, editorial City of North Plains City of Beaverton JoAnn Wellner, Glass Artist Board of Directors, Sequoia Gallery Metropolitan Patchwork Society Columbia Fiber Arts Guild North Plains Community Garden Club North Plains Historical Society
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Sincerely,

Julie Mason

Enclosed: Editorial written by George Rede, *The Argus*; Letter from *Restore Oregon*.



The Barker Farm barn north of Tillamook features one of 99 (and counting) quilt blocks mounted on the sides of barns and commercial buildings that make up the Tillamook County Barn Quilt Trail. (*Xiomara Gard/Imago Dei Photography*)

Hillsboro Argus Opinion Piece
on August 08, 2013

A civic-minded group of quilters is stitching together a public art project that seeks to showcase Washington County's agricultural heritage and scenic countryside and give tourism a boost.

Though in the early stages, the notion of a Washington County Quilt Barn Trail has immense appeal and county officials should do all they can to make it happen next year.

Here's what's shaking:

The Westside Quilters Guild wants to create a self-guided tour where people could follow a map to dozens of historic barns displaying large, mounted murals of decorative quilt patterns. The aesthetics of such a project are appealing, and the potential for generating tourism dollars is obvious, springing from a partnership involving artists, rural property owners, and -- one hopes -- local government officials.

There's plenty of precedent for the idea. Quilt barn trails are popular in eastern states and across America's mid-section. A 2008 study by the Ohio Arts Council ([OAC-Quilt-Barn-Impact-Report.pdf](#)) found that quilt barn projects have made a "significant economic impact" on 19 participating Ohio counties in three key areas: increasing tourism; building local entrepreneurship through merchandising and quilt sales; and leveraging resources offered by local businesses, corporate sponsors, and grants.

Closer to home, drive west and you'll come across the Tillamook County Quilt Trail, a four-year-old project featuring 99 quilt blocks, spreading outward from downtown Tillamook, stretching north and south along U.S. 101 and eastward on Oregon 6.

Fittingly, there's a facsimile of a quilt on the Tillamook Area Chamber of Commerce building. And within the Tillamook city limits, there are 37 quilt blocks constituting a "Walk Our Blocks" self-guided tour. Organizers plan to add two more this summer, which would result in 101 quilt blocks on or near U.S. 101.

Westside Quilters Guild President Julie Mason, of Banks, hatched the idea for a Washington County quilt trail after a 10-week trip last fall with her husband that took them to the Midwest and beyond. The guild has formed a committee with a goal of making Washington County the second county in Oregon with a quilt barn trail.

Members have reached out to several groups and rapidly gained support from local granges, arts and culture organizations, and the Washington County Visitors Association.

But there's a snag. When Mason sent an email recently to county board chairman Andy Duyck to ask if there might be any regulatory issues, he referred her to the Department of Land Use and Transportation. To her dismay, a department spokesman informed her that the county's attorneys determined the images would fall under the county's sign ordinance and, thus, be subject to a permitting process and fees of \$100 per mural. Additional fees could be tacked on if engineering review is required for objects attached to a building wall.

According to the county, a sign is defined as, "A name, identification, description, display or illustration, which is affixed to, painted or represented directly or indirectly upon a building, or other outdoor surface which directs attention to an object, product, place, activity, person, institution, organization or business..."

Though mural-like images are typically painted onto a plywood block and mounted onto a structure, Mason argued that they are not signs that give directions or information, but simply pieces of artwork. County attorneys looked at the ordinance a second time and said they stand by their interpretation.

And that's where things stand. Duyck said he spoke informally to both Mason and past guild president Jean Lasswell at last month's county fair. The board chairman expressed interest in the idea but said the sign code would need to be reviewed, perhaps as part of a 2014 work program prepared by land-use staffers. In the meantime, Duyck and other county officials have advised the quilters to reach out to the community to build support for the quilt trail idea.

In an email this week, Duyck said that based on his conversations with the women and what he has seen on the Internet, "I believe our sign code is written too expansively and am in complete agreement with the quilters... I do not think these murals pass the straight face test as true signs, and should not need a permit."

Count the Argus as among those in the community who believe this is a great idea. From what we've seen on websites from the Oregon Coast to Ohio, the quilt blocks are beautifully done, a source of pride for artists, and a not-to-be-missed attraction for both local and out-of-state tourists.

We call on the county to work with the Westside Quilters Guild and other supporters to cut through the red tape and help make this project a reality.



August 21, 2013

Andy Duyck, Chair
Washington County Board of Commissioners
155 N. First Avenue #300
Hillsboro OR 97124

Dear Chairman Duyck,

Restore Oregon, a statewide nonprofit organization whose mission is to preserve, reuse, and pass forward the historic places that make Oregon, OREGON, enthusiastically supports an initiative of the Westside Quilters Guild to increase visibility and support for Washington County's iconic barns. The proposed Quilt Block Trail initiative would install wooden quilt blocks on heritage barns throughout rural Washington County as an expression of art and culture. Recently, the Westside Quilters Guild was informed that the proposed quilt blocks fall under the County's sign ordinance—a set of regulations and fees that may halt this well-meaning initiative.

In recent months, Restore Oregon's expert Heritage Barn Taskforce has assisted the Guild in identifying heritage barns in Washington County that would be ideal candidates for the Quilt Block Trail. In Oregon, heritage barns are stymied by a lack of financial incentives for promoting maintenance and rehabilitation of these important agricultural landmarks. Educational and promotional programs for heritage barns are far and few between, making the Guild's efforts a unique initiative worthy of support from Washington County.

We encourage County leaders to collaborate with the Westside Quilters Guild to find a solution to the hurdles presented by the sign ordinance. The proposed instillations are cultural, not commercial, and should be given special consideration for the historic and artistic expression they would provide.

Thank you for considering this request,

Peggy Moretti
Executive Director

cc. Stephen Roberts, Jane Foust



Kinton Grange

c/o Joe Peter, Grange Master
24270 SW Farmington Rd
Beaverton OR 97007

503-628-1912
971-235-3367 cell
rmrjoe@aol.com



September 2, 2013

Stephen Roberts
Washington County Land Use & Transportation
155 N. First Ave MS-16
Hillsboro, OR 97124

RECEIVED

SEP 06 2013

**OFFICE OF THE DIRECTOR
LAND USE & TRANSPORTATION**

Dear Stephen,

The Kinton Grange of Washington County strongly encourages you to help make the Washington County Quilt Block Trail a reality by amending or clarifying the county's sign ordinance so that these beautiful works of art will not be considered subject to the limitations of that ordinance.

Over 47 states and 2 Canadian Provinces have at least one quilt trail and many states have several trails. Tillamook County has established a very successful quilt trail with 98 beautiful quilt blocks hanging on barns or on businesses. This is an opportunity to showcase Washington County's agricultural heritage, add grassroots art to our communities and support local businesses. The purposes of the project are many, including a celebration of the agricultural roots and cultural arts. The Grange is the oldest American agricultural advocacy group in the United States. We are a fraternal organization "which encourages families to band together to promote the economic and political well-being of the community and agriculture." This fits well with the quilt trail's goal to "celebrate our agricultural heritage." This project can also bring attention to the endangered status of century-old family barns as well as historic buildings in our communities. Educational opportunities include educating children, citizens and visitors about our rich agricultural roots as well as about the history of quilts as an art form.

We believe that one of the most important outcomes of this kind of project will be to bring communities together. A quote from the Quilt Trails of North Carolina says it best. "The Quilt Trails Project has brought our community together in a way I never dreamed possible, helping to build bridges, mend fences, and tell the many rich stories of our community."

A quilt trail would be an asset to our county. Please cut the red tape and support the Washington County Quilt Block Trail.

Sincerely,

Joe Peter, Grange Master



www.KintonGrange.org

Kinton Grange #562 is a 501 (c) (8) non-profit Fraternal organization.

In rural Washington County Oregon, on Scholls Ferry Road

Federal Tax ID Number: 93-0941487



RECEIVED

AUG 23 2013

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

August 21, 2013

Andy Duyck, Chair
Washington County Board of Commissioners
155 N. First Avenue #300
Hillsboro OR 97124

Dear Chairman Duyck,

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In recent months, Restore Oregon's expert Heritage Barn Taskforce has assisted the Guild in identifying heritage barns in Washington County that would be ideal candidates for the Quilt Block Trail. In Oregon, heritage barns are stymied by a lack of financial incentives for promoting maintenance and rehabilitation of these important agricultural landmarks. Educational and promotional programs for heritage barns are far and few between, making the Guild's efforts a unique initiative worthy of support from Washington County.

We encourage County leaders to collaborate with the Westside Quilters Guild to find a solution to the hurdles presented by the sign ordinance. The proposed installations are cultural, not commercial, and should be given special consideration for the historic and artistic expression they would provide.

Thank you for considering this request,

Peggy Moretti
Executive Director

cc. Stephen Roberts, Jane Foust

RECEIVED

JAN 24 2014

2405 A St
Forest Grove OR 97116-1407

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

January 23, 2014

Andy Duyck, Chairman
Washington County Board of Commissioners
155 North First Ave. MS-21
Hillsboro OR 97124

RE: Washington County Sign Regulation

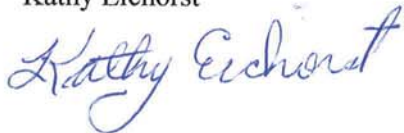
Dear Chairman Duyck,

I would like to see Washington County Board of Commissioners change the current sign regulation to allow for the placement of painted plywood quilt blocks without permits and size limits. This change would allow the quilt barn trail in Washington County to proceed. Quilt barn trails have been shown to increase tourism in the counties where they are placed (Ohio State Study, Tillamook County), and no county funds will be used. Since these signs are on private barns, they do not obstruct traffic visibility nor detract from the scenery. When I see them, it shows me that the owners take pride in how their property looks.

Please consider changing the current sign regulation and make Washington County a leader in the metro area.

Thank you

Kathy Eichorst



RECEIVED

JAN 24 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Judy Goldmann

52455 N.W. Padgett Rd., Hillsboro, OR 97124

Tel: 503 648-9597 e-mail gate756@gmail.com

Mr. Andy Duyck
Chairman

Washington County Board of Commissioners
155 North First Avenue MS-21
Hillsboro, Oregon

Wednesday, January 22, 2014

Dear Commissioner Duyck:

As a historian, and life long resident of Washington County, I have long been interested in the preservation of history as well as the beautification of all areas of the county. I feel that the addition of a Quilt Barn Trail to the agricultural areas will bring pride to the communities, as well as attention from casual observers. Tourists will be reminded that the owners of handsome old barns are proud of their property, and that Washington County has a long and profitable history in agricultural endeavors.

The Westside Quilters Guild of Washington County has proposed a Quilt Barn Trail project for Washington County, and are ready to put forth time, effort and real artistic gifts to design and put up the Quilt Barn murals. I feel that the paintings are works of art, and should be allowed as an exception the agricultural sign ordinances of the county at no cost. The designs put up in Tillamook County are attractive, and for the most part pretty good examples of American folk art. I want to urge that complications be avoided by enacting rule changes to make this all possible.

Please make it possible for this project to move ahead in the summer of 2014. Thank you for your consideration.

Sincerely yours,



Judy Goldmann

Ellis Mason

January 22, 2014

Andy Duyck, Chairman
Washington County Board of Commissioners
155 North First Ave. MS-21
Hillsboro, OR 97124

RECEIVED

JAN 24 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Re: Community Development code 106 – 193 sign

Dear Sir:

It has come to my attention that the "Westside Quilters Guild" would like to assist property owners in placing sheets of plywood painted like "quilt blocks" on their privately owned buildings. However, your attorneys have stated that these are considered to be "signs" under Community Development code 106-193 and as a result would be subject to a building permit fee. After reading code 106-193 I believe it to be exceedingly far-ranging and all-encompassing.

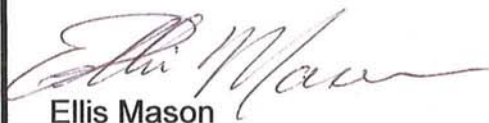
It is the intent of the "Guild" to create a quilt barn trail in Washington County. This would be done without using any taxpayer money and would, in fact, create revenue for the County. It has been found that other counties where quilt barn trails exist, tourism has increased. A Tillamook County commissioner once said that they had spent thousands of dollars on tourism and the quilt barn trail did what they were trying to accomplish and at no taxpayer expense.

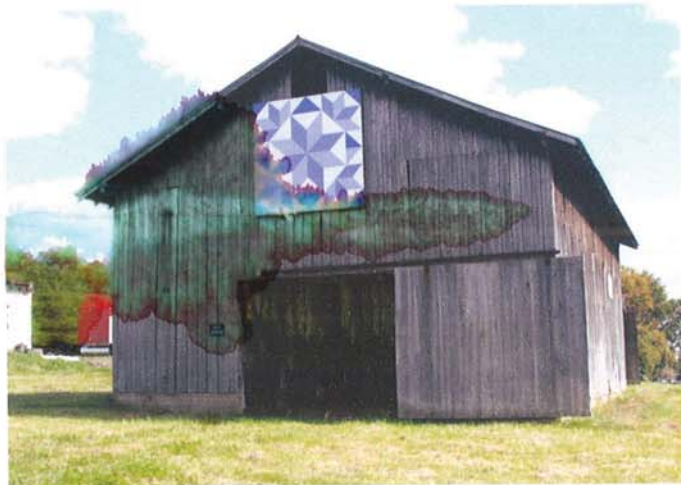
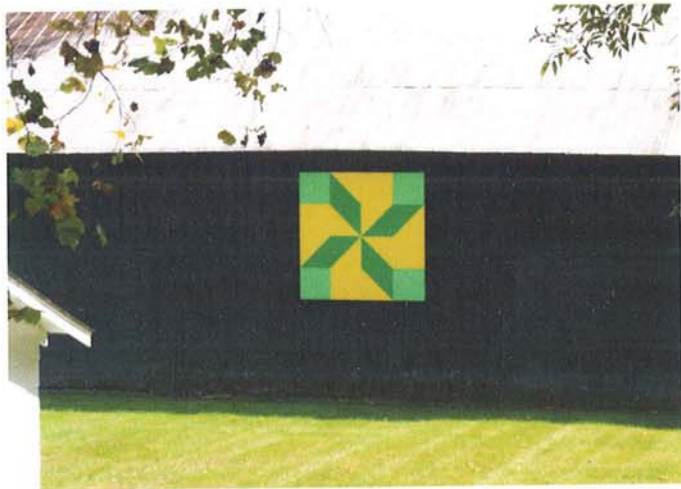
I can see no downside to the county changing the code to allow the "quilt blocks". They are artfully done, a reminder of our historical past, and another reason for tourists to visit and spend money in Washington County.

I urge you to revise the current code to make the "quilt barns" acceptable and without size restrictions and without requiring any county fees.

I have attached photos of some quilt barns we visited in various states.

Thank you for your consideration in this matter.


Ellis Mason



RECEIVED

JAN 24 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

23 January 2014

Dear Commissioner Andy Duyck,



When my husband and I were in Asheville, North Carolina, last year, we toured one of the six barn quilt trails offered in the area. Along the way we saw over 50 barn quilts. These were not only on barns, but on various buildings in the small towns we passed through. On this drive we bought gas, had lunch, and purchased fabric and notions at several quilt shops. Thus we brought tourist dollars to the area.

Since we live in the shadow of Portland with all its attractions, we have to come up with a new way to draw tourists to Washington County. I believe that a good barn quilt trail would do much to bring these tourists and their dollars to the county. Thus I urge you to change the current sign regulation to allow for the placement of painted plywood quilt blocks without permits or size limits.



Thank you for your consideration of this matter.

Carolyn Penner

Carolyn Penner
14712 SW Woodhue Street
Tigard, OR 97224
503-579-5822
carolynpenner@comcast.net

North Plains Historical Society

RECEIVED

January 20, 2014

JAN 28 2014

Chairman Andy Duyck
Washington County Commissioners Office
155 North First Ave. MS-21
Hillsboro, OR 97124

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Dear Chairman Duyck:

We, the members of the North Plains Historical Society, wish to express support for the Westside Quilters Guild in their endeavor to create a Barn Quilt Trail in Washington County.

By means of a self-guided tour map in a brochure, the tourist would not only view the artistic quilt blocks, but also be introduced to Washington County's scenery, agriculture, and rural architecture. The Barn Quilt trail would also promote tourism, small business, and preservation of local rural architecture and history.

Barn Quilt Trails have sprung up around America, painted by individuals or groups of people from all different walks of life. The Barn Quilts movement has evidently become quite a public art project not seen since the WPA, according to an article on page 88 of the 2014 Harris' Farmer's Almanac. The decorated barns' owners are compelled out of pride to keep their aging barns in good shape for the passers-by who stop for photos. This, in turn, promotes preservation of buildings and barns, swapping of stories, showing of family quilts, and even preservation of family histories of the farms involved.

All of these things can only result in good for Washington County, and for all counties in Oregon. At Tillamook, one only has to look at Latimer Quilt Center, the Barn Quilt Trail, and the nearby well-visited Tillamook Cheese factory—but whether or not the two are directly connected, both have benefited Tillamook County.

We hope you will consider changing the present county ordinance concerning the definition of signs, and come to view the painted quilt blocks as artistic expression and a community project with positive side benefits.

Sincerely,

Carol Gutmann

Carol Gutmann, Secretary-Treasurer, North Plains Historical Society
19087 NW Dairy Creek Rd., North Plains OR 97133
(503) 647-5472

To: Andy Dwyde
WA County Commissioner,
Chairman
155 N. 1st Ave
MS-21 Hillsboro, OR 97124

From: Mary Reilly
246 NE Bondson St.
Hillsboro, OR 97124
zu_keeper@yahoo.com

Re: Quilt Barn Trail

RECEIVED

JAN 31 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Jan. 29, 2014

Dear Mr. Dwyde:

I am writing in support of the proposed Washington County Quilt Barn Trail. This is an exciting project which will add charm and interest to country driven for residents and visitors alike. The quilt block "signs" are artistic, not commercial in nature, and the current regulation regarding signage should not apply. Please allow a variance for this project, and help Washington County promote community pride and awareness of our beautiful countryside.

Thank you
Mary Reilly

RECEIVED

JAN 31 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Washington County Commissioner
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Mr. Andy Duyck,

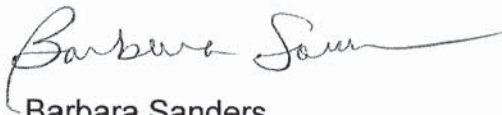
I respectfully request that the sign regulations be changed to allow painted quilt blocks to be placed on barns or other outbuildings. Currently there is a requirement for a permit, size restrictions and fees. I understand that the board will be considering this change this year, in March.

This change would allow the start and eventual completion of a Quilt Barn Trail in Washington County. No county funding is being requested, and there is evidence from studies and conversations with the Tillamook County Quilt Trail committee that tourism increases in counties with quilt barn trails.

There are several supporting and endorsing groups requesting this change. Granges, arts groups, Restore Oregon, historical societies are among them.

Thank you for your consideration in this matter.

Sincerely,



Barbara Sanders
Westside Quilters member

RECEIVED

JAN 31 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Andy Duyck, Chairman

Washington County Board of Commissioners,
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Mr. Duyck,

I have been to several communities where there are beautiful painted quilt blocks on barns and businesses. There are pamphlets given to tourists mapping where the signs are and places for children to draw what they find there. This is not only an addition to the landscape, but a way to bring tourists to the area.

I know the Westside Quilt Guild is hoping to bring such a project to Washington County, perhaps along the scenic roadway. I think this would be a wonderful addition to our community.

However, I understand there is a sign regulation that would prevent this from being completed – or even started! This is a project that will cost the taxpayers no money and will surely add to the interest and beauty of the county

I respectfully request that the sign regulations be changed when you discuss this matter at the March board meeting. Surely “signs” that have no writing or advertising, that add to the beauty of an area, and bring business to the community have a value that is worth considering.

There are several supporting and endorsing groups requesting this change. Granges, arts groups, Restore Oregon, historical societies are among them.

Thank you for your consideration in this matter.

Sincerely,



Ann Laffin
1244 SE Roundelay St.
Hillsboro, OR 97123

Jan 29, 2014

RECEIVED

JAN 31 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Washington County Commissioners,
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Sirs:

I support the plan which would allow sign regulations to be changed to allow painted quilt blocks to be placed on barns or other outbuildings in rural Washington County.

I have seen the Quilt Barn Trail in Tillamook County and have seen pictures and articles about similar trails in the Mid-west. These projects are attractive and well in keeping with the rural character of the areas where they are placed. It appears that tourism has increased in the counties hosting the Quilt Barn Trails.

No county funding is being requested as the Westside Quilters Guild will handle costs. I am aware of endorsements from a local historical society, Restore Oregon, an arts group and 2 granges.

The Board will be considering this change this year, in March. Please vote to allow this attractive and beneficial project to proceed.

Thank you for your consideration in this matter.

Sincerely,



Emmer Holbrook
217 NW Prescott Place
Beaverton, Or 97006

RECEIVED

FEB 03 2014

3203 NE 1st Place
Hillsboro, Or 97124
January 31, 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Andy Duyck, Chairman
155 North First Ave, MS-21
Hillsboro, Or 97124


Dear Chairman Duyck:

I request that the current sign regulation be changed to allow for the placement of painted plywood quilt blocks without permits and size limits. This change would allow the quilt barn trail in Washington County to proceed. Other communities in the country, including Tillamook County, have experienced an increase in tourism with a quilt barn trail. This public art project can engage tourists from around the state and beyond. There would be no cost to the county, which is another bonus for the county.

Several art, historical and other groups have indicated an interest in this project moving forward. They include: Westside Quilters Guild, the Dixie Mountain Grange, the Kinton Grange, Washington County Visitors Association, Cultural Coalition of Washington County, Restore Oregon (a non-profit dedicated to restoring historic barns), Oregon Arts Commission, City of North Plains, City of Beaverton, Board of Directors of Sequoia Gallery, North Plains Historical Society, etc.

Thank you for considering this request which will benefit Washington County.

Sincerely,



Sue Ring

RECEIVED

FEB 03 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Jean Lasswell
5232 SE Coot Way
Hillsboro, OR 97123
503-642-7735

January 29, 2014

Andy Duyck
Chairman
Washington County Board of Commissioners
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Chairman Duyck:

I am writing to ask for your continued support of the requested change to the Washington County sign ordinance. The current sign regulation needs to be altered to allow for the placement of painted plywood quilt blocks without permits and size limits. Making these needed changes to lessen the restrictions on signage will enable our county to become part of the national movement to create Quilt Barn Trails, thereby increasing exposure to public art and telling Oregon's history of the settling of the west from a new perspective, along with highlighting our area's wealth of farming history.

I feel that this is an important step in growing tourism in our county, and through this, expanding our county's economic wellbeing. Since Westside Quilters Guild has begun planning for this project, we have received nothing but positive comments from those who have learned about it. The Cultural Coalition of Washington County has recently awarded a matching grant that when combined with WQG funds, will support the creation and installation of the first twelve Quilt Barn Blocks. Without the sign ordinance change, we cannot continue this project. Please give this request the serious consideration it deserves.

Thank you in advance for your support.

Sincerely,



Jean Lasswell

RECEIVED

FEB 03 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

January 30, 2014

Dear Commissioner *Duyck*,

I am very much in favor of a Quilt Barn Trail being established in Washington County. I see this as having a positive effect on our county with exceptional support from a variety of interest groups. It is my understanding that the only reason this has not already moved forward is that there is a problem with its compliance with the current sign ordinance. I understand that the board is considering a change in the ordinance that would address the specific issues that have prevented the Quilt Barn Trail from being started already. This is the time to make the necessary adjustments to the sign ordinance so that it allows for this art to be available to the public in the form of painted blocks on barns. Please consider what can be done to rewrite the ordinance so that it more clearly reflects the intent of the board.

Respectfully,

Julia Shepard

RECEIVED

FEB 03 2014

Dear Washington County Commissioners,
155 North First Ave. MS-21
Hillsboro, OR 97124

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

I respectfully request that the sign regulations be changed to allow painted quilt blocks to be placed on barns or other outbuildings. Currently there is a requirement for a permit, size restrictions and fees. I understand that the board will be considering this change this year, in March.

This change would allow the start and eventual completion of a Quilt Barn Trail in Washington County. No county funding is being requested, and there is evidence from studies and conversations with the Tillamook County Quilt Trail committee that tourism increases in counties with quilt barn trails.

There are several supporting and endorsing groups requesting this change. Granges, arts groups, Restore Oregon, historical societies are among them.

Thank you for your consideration in this matter.

Sincerely,

Beverley J Hess
Cornelius, OR

RECEIVED

FEB 03 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

LoisMarie Mayer
17059 SW Seely Lane
Sherwood, Oregon 97140

Washington County Commissioners,
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Commissioners;

I would like to respectfully request that you consider changing the regulations pertaining to allow the painted quilt blocks that has been presented by the Westside Quilters Guild. These Quilt Barn Trail blocks require no additional county funding, and will promote tourism increases.

There are several groups that support and endorse this endeavor. The Grange, art groups, Restore Oregon, and several historical societies are among the groups that support this project.

Thank you for your consideration in this matter.

Sincerely,

LoisMarie Mayer

RECEIVED

FEB 03 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Barbara Rodriguez
13200 SW Whitmore Rd.
Hillsboro, Oregon 97123

Washington County Commissioners
155 North First Ave, MS-21
Hillsboro, OR 97124

Dear Washington Country Commissioners,

I respectfully request the Washington County Commissioners change the sign regulations in Washington County that currently restrict the painting of quilt blocks on barns and outbuildings. Changing these regulations will help the formation of a Quilt Barn Trail in Washington County.

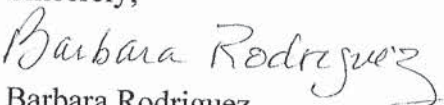
My experience of seeing quilts painted on old tobacco barns in Kentucky inspired me to learn more about the rich historical and cultural traditions of that area. I am sure that a Quilt Barn Trail in Washington County would also promote cultural heritage tourism and honor our community and its many traditions.

Quilts have a long history in Kentucky. During a work project in Owsley County to restore some historic buildings, our group honored a citizen of the area by painting a picture one of her quilts on an outbuilding. Her children and their families grew up in that area and were touched that she and her family could be remembered in this way. Although there is not a Quilt Barn Trail in Owsley County, we did see part of the Quilt Barn Trail in neighboring Boone County. Here is a link to a site with history and other information about Kentucky quilt trails:

http://artscouncil.ky.gov/KentuckyArt/QT_History.htm

Please consider this request and honor the historical traditions of Oregon!

Sincerely,


Barbara Rodriguez

1-31-14

Dear Mr. Duyck -

Please allow the sign regulations to be changed to allow painted quiet blocks to be placed on barns or other outbuildings.

I think a quiet barn trail would be a great tourist attraction for Washington County.

Thank you.

Marcia Gulliland
3423 SE Willow St.

Hillsboro, OR 97123

RECEIVED

FEB 02 2014

RECEIVED

FEB 03 2014

Andy Dayck, Chairman
Washington County Commissioner

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

The Barn Quilt Project is an innovative, creative approach to encourage Heritage Tourism, Agri Tourism and share the art of the Quilt.

We request that the Washington County Commissioners approve change to the ^{sign}regulatory requirements so the Barn Quilt Project can move ahead.

Our 3 acres, 1890 Historic Haag-Shute Home, our 1904 barn are listed on the Washington County Historic Inventory. We have lived here 51 years and have maintained buildings and property.

Thank you for your consideration.

Rag & Carol Haag
4825 NW 253rd Avenue
Hillsboro, OR
97124-5701

503 648 7499

ragmondahaag@Frontier.com

RECEIVED

FEB 06 2014

Jan. 28, 2014

Andy Duyck, Chairman
Washington County Commissioners
155 North First Ave. MS-21
Hillsboro, OR 97124

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Dear Mr. Duyck:

As a member of the Westside Quilters Guild, I would like to direct your attention to a project called the Quilt Barn Trail that would benefit the county, and urge you to act in its favor by relaxing current sign regulations to allow public artworks to be mounted on structures.

The Quilt Barn Trail project consists of painting quilt blocks on plywood and mounting them on barns and other outbuildings so people driving by can see and enjoy them. Tourists and others will be able to get a map listing them and will be able to "collect" them all.

As with all quilts, these will be works of art, NOT signs, and should not come under signage regulations at all. There will be no wording on the blocks, only the quilt patterns.

The current sign regulations are too broad to allow public art, such as these quilt blocks. The permits, fees and size restrictions could prevent this project from getting started at all, and would certainly be detrimental to its completion.

It has been shown, by a study done in Ohio and here in Oregon's Tillamook County, that projects similar to this have a positive effect on tourism in the area.

There will be no public monies involved. All we ask is a relaxation of the signage regulations so the project can get started.

Many other local groups, including granges, other quilt guilds, historical societies and individuals have all indicated that they are in favor of this particular project.

Your help will be greatly appreciated. We would like to see the first quilt blocks up soon, to be enjoyed by all.

Thank you for your attention and help.

Sincerely,



Katherine A. Hinshaw
Member, Westside Quilters Guild

RECEIVED

FEB 07 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

February 3, 2014

Andy Duyck, Chairman
Washington County Commissioners
155 North First Ave. MS-21
Hillsboro, OR 97124

Dear Mr. Duyck,

As an active member of the Westside Quilters Guild, I support the current Barn Quilt Project that is currently being planned by the Guild and others. The pride that will be reflected in our community and county when these symbols of an American craft movement are accessible to citizens will be great. The fact that many people will be coming together to create this endeavor speaks highly for our area and calls to mind the spirit and resourcefulness of the original pioneers that came over the Oregon Trail.

There is a "rock in the road", however, for this project to go forward; namely, a sign regulation that is being misinterpreted to prevent painted quilt blocks from being placed on farm outbuildings or barns. There is currently a requirement for certain size restrictions, permits and fees. We have been told that the Board of Washington County Commissioners will be reviewing this restriction and considering a change at a vote in March 2014.

I respectfully request to the Board that the sign regulations be updated to allow painted quilt blocks be placed on barns or other outbuildings. This change would allow the start and eventual completion of a Quilt Barn Trail in Washington County. No county funding is being requested, and there is evidence from studies by the Tillamook County Quilt Trail committee that tourism increases in counties with quilt barn trails.

There is considerable support and endorsement from multiple groups throughout Washington County. Some of the supporters include local businesses, art groups and artists, Restore Oregon, Washington County Visitors Association, the Cultural Coalition, Oregon Arts Commission and The Argus newspaper among others. I'm sure that the Westside Quilters Guild would provide you with a complete list.

Making a small change in the current sign regulation (these are not signs but artistic symbols of an American craft) would make a great impact to our County at no cost to the County.

Thank you for your consideration in this matter.

Sincerely,



Barbara C. Turner
Member, Westside Quilters Guild
5300 W. Baseline Road
Hillsboro, OR 97123

Cc: Westside Quilters Guild membership
Commissioner Dick Schouten – District 1
Commissioner Greg Malinowski – District 2
Commissioner Roy Rogers – District 3
Commissioner Bob Terry – District 4

February 2014

Mike & Sally Duyck

3365 NW Ashland Dr

Beaverton, Or 97006

RECEIVED

FEB 11 2014

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Washington County Commissioners:

Andy Duyck, Chairman

Dick Schouten

Greg Malinowski

Roy Rogers

Bob Terry

155 North First Ave. MS-21

Hillsboro, OR 97124

Subject: Quilt barn trail in Washington County

Gentlemen,

We request that the current sign regulation be changed to allow for the placement of painted plywood quilt blocks without permits and size limits to allow the quilt barn trail in Washington County to proceed. This will increase tourism in Washington County and no county funds will be used.

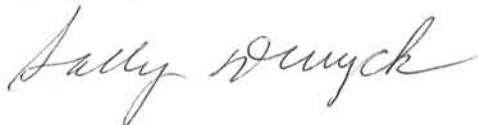
This will come up at the next meeting of the Aloha Grange who will then probably be listed as also supporting this proposal. The Aloha Grange currently has quilts on display as part of our art decorations.

Respectfully,



Mike Duyck

Sally Duyck



RECEIVED

FEB 14 2014

February 12, 2014

Dear Washington County Commissioners,
155 North First Ave. MS-21
Hillsboro, OR 97124

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

I respectfully request that the sign regulations be changed to allow painted quilt blocks to be placed on barns or other outbuildings. Currently there is a requirement for a permit, size restrictions and fees. I understand that the board will be considering this change this year, in March.

This change would allow the start and eventual completion of a Quilt Barn Trail in Washington County. No county funding is being requested, and there is evidence from studies and conversations with the Tillamook County Quilt Trail committee that tourism increases in counties with quilt barn trails.

There are several supporting and endorsing groups requesting this change. Granges, arts groups, Restore Oregon, historical societies are among them.

Thank you for your consideration in this matter.

Sincerely,



Nancy Schaefer
10430 SW Cormorant Dr
Beaverton, OR 97007

13345 N.W. Glenridge Drive
Portland, OR 97229
November 1, 2013

RECEIVED

NOV 04 2013

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Chairman Andy Duyck
Washington County Board of Commissioners
155 N. 1st Avenue, Suite 300
Hillsboro, OR 97124

Dear Chairman Duyck,

The Glenridge community respectfully submits its Planned Unit Development (P.U.D.) of detached, single family homes was mistakenly zoned TO R9-12. The Board of Commissioners did not name it an area of special concern in August of 2000, while other similar areas were so named.

Glenridge homeowners petitioned the Commissioners for the correction of that re-zoning to R-5 in 2008. Alternatively, we requested that the Glenridge community be designated an area of special concern with re-development conditioned upon the prior approval of an overall master plan as set forth in Engrossed Ordinance 536 (No.13a, area of special concern). The Commissioners' rezoning of Glenridge to TO R9-12 was a mistake.

Glenridge was swept into the TO R9-12 zone by the Commissioners change in the Zoning map in August 2000, The Glenridge area was not considered by itself in an open hearing or in a study session at that time.

It should not have been determined to be a transit oriented, TO R9-12 zone (Transit Oriented) because Glenridge is entirely located outside the designated half mile radius from the transit station boundary which is defined as the Transit Oriented District.

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

TO R9-12 is defined as transitional zone, however, the Glenridge area is not transitional because the Beaverton Science Park is located to the west and Highway 26 is located to the south.

Most of Glenridge is located more than 1/4 mile from the nearest bus stop.

The TO R9-12 zone designation for Glenridge is a unique, "spot zone" in Washington County. It is the proximate cause of the planned destruction of our PUD of 60 years. Glenridge should not be singled out for this treatment by Washington County.

Glenridge has remained a detached, single family home development without change since it was re-zoned in 2000.

On April 28, 2009 Chairman of the Board, Brian requested a feasibility study from the Planning Department for correction of the zoning of Glenridge. Unfortunately, the planning staff recommended the Long Range Planning section ignore our community and, de facto, summarily reject Chairman Brian's request.

That is the planning staff which has totally supported lower cost, higher density housing in the center of Glenridge without considering the certain demolishment of our devalued Glenridge homes.

The planning staff's application of the laws, ordinances, rules was misguided

It gave homeowners no choice but to appeal the County's decision to the Land Use Board of Appeals (LUBA). The LUBA panel found the Hearing Officer for the County failed to consider the impact of Glenridge Commons Apartments. LUBA overturned her decision, because she failed to consider the damages that would be suffered by the homeowners.

The Applicant did not intervene in the appeal. However, the County took the applicant's place by responding to our petition. We offered an agreed upon hearing settlement with remand of the case to the County for a new hearing. The County Attorney refused to settle the case until we submitted our brief. The County Attorney's tactic, forced us to spend money needlessly for attorney's fees. It was a waste of taxpayers' funds by the County Attorney.

LUBA found that granting the applicant a variance without establishing that it will not be materially detrimental to other property in the vicinity is reversible error. The principal is that the County will have a duty to protect neighboring owners' vested rights and property values. The County planning staff, County Attorney, and County Hearing have clearly failed to do so.

The Glenridge homeowners request the Board grant our petition for correcting the present zoning to R5, or designate Glenridge as an area of special concern pursuant to the protections set forth in Zoning Ordinance 536, Section 13a.

Finally, the small community respectfully contemplates reimbursement of their LUBA attorney fees which were needlessly necessitated by errors and omissions of the Planning Department, County Counsel and County Hearing Officer.

Respectfully,

Gene Duncan



RECEIVED

JAN 21 2014

Land Development Services
Land Use & Transportation

Andy Back, Planning and Development Services Manager
Washington County Planning and Development Services
Department of Land Use and Transportation
155 N First Avenue, Suite 350
Hillsboro, OR 97124-3072

January 17, 2013

Dear Mr. Back,

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 and a copy of a letter sent to Andy Duyck last March requesting that that project be prioritized. At the meeting of the Board of Commissioners that item was elevated to a priority 2.

We now request that the project be elevated to a priority one. Western Washington County is running out of rock. We understand that Westside Rock will be running out of rock within two years. That will leave Baker Rock in Beaverton as the only quarry in the county. That means that any construction or logging project will be required to transport rock from Beaverton. The toll that that will take on county roads alone justifies that the county do what it can to develop alternate resources.

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

Thank you for your consideration,

A handwritten signature in black ink that reads "Doyle Garrison". The signature is written in a cursive style.

Doyle Garrison
Manning Rock



RECEIVED

JAN 21 2014

Land Development Services
Land Use & Transportation

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



RECEIVED

JAN 21 2014

Land Development Services
Land Use & Transportation

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

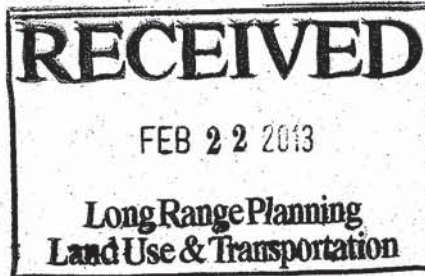
Manning Rock, LLC
P.O. Box 58, Banks, OR 97106
Phone (503) 324-3560



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.

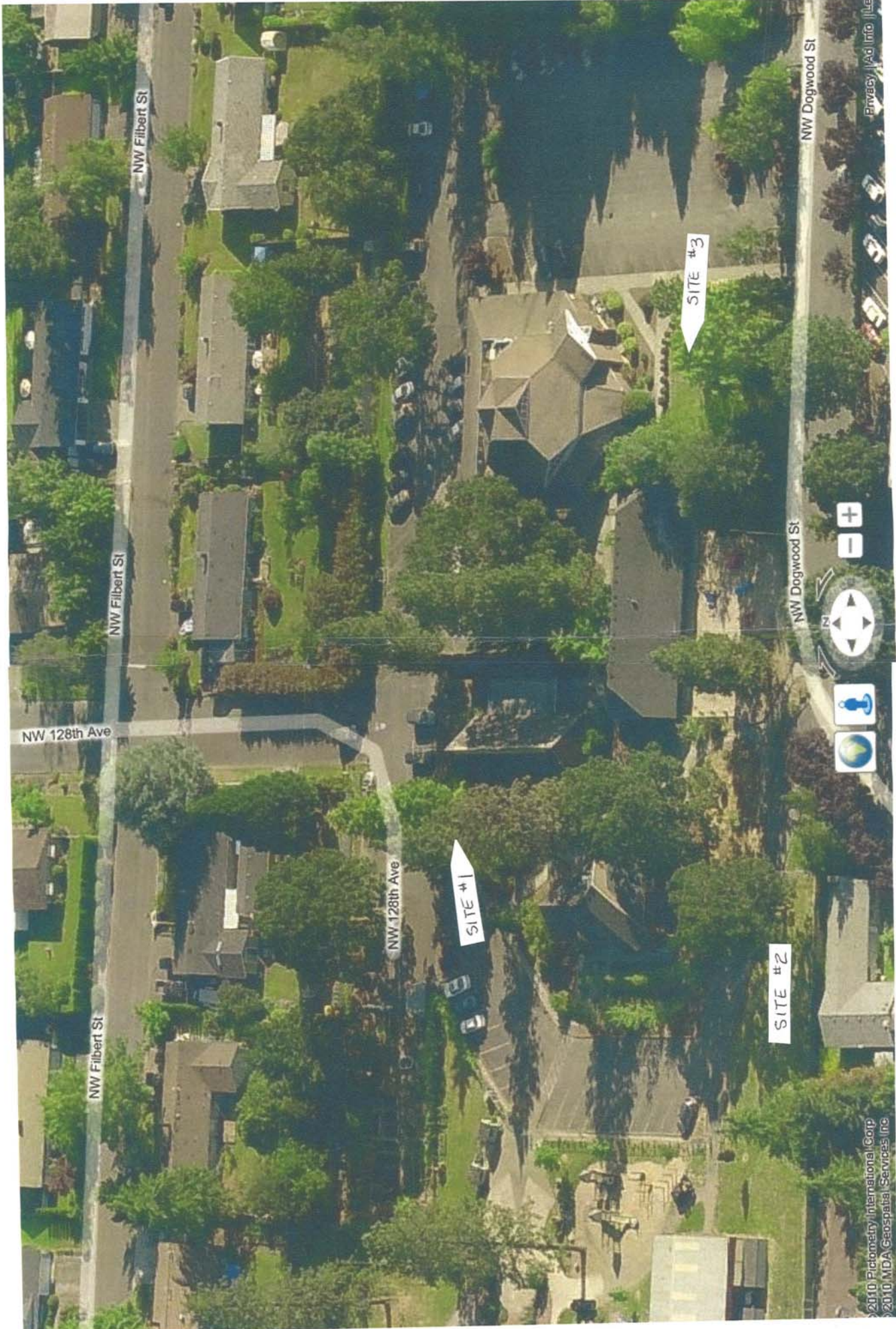
Sincerely,

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.

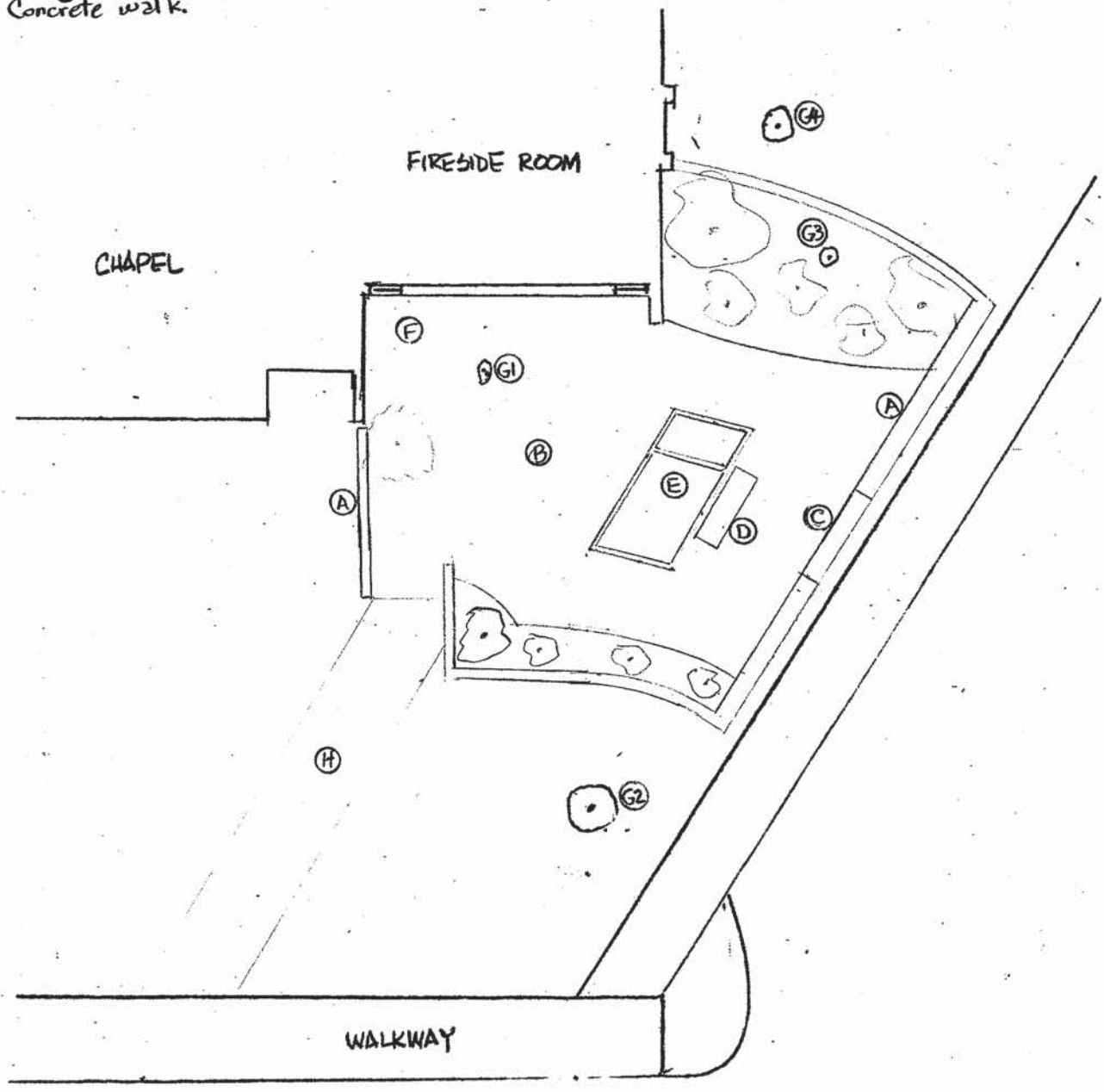


ALTERNATIVE #1 CUMC MEMORIAL GARDEN

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.



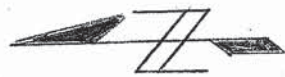
TO NW 128TH AVE

WALKWAY

PARKING LOT

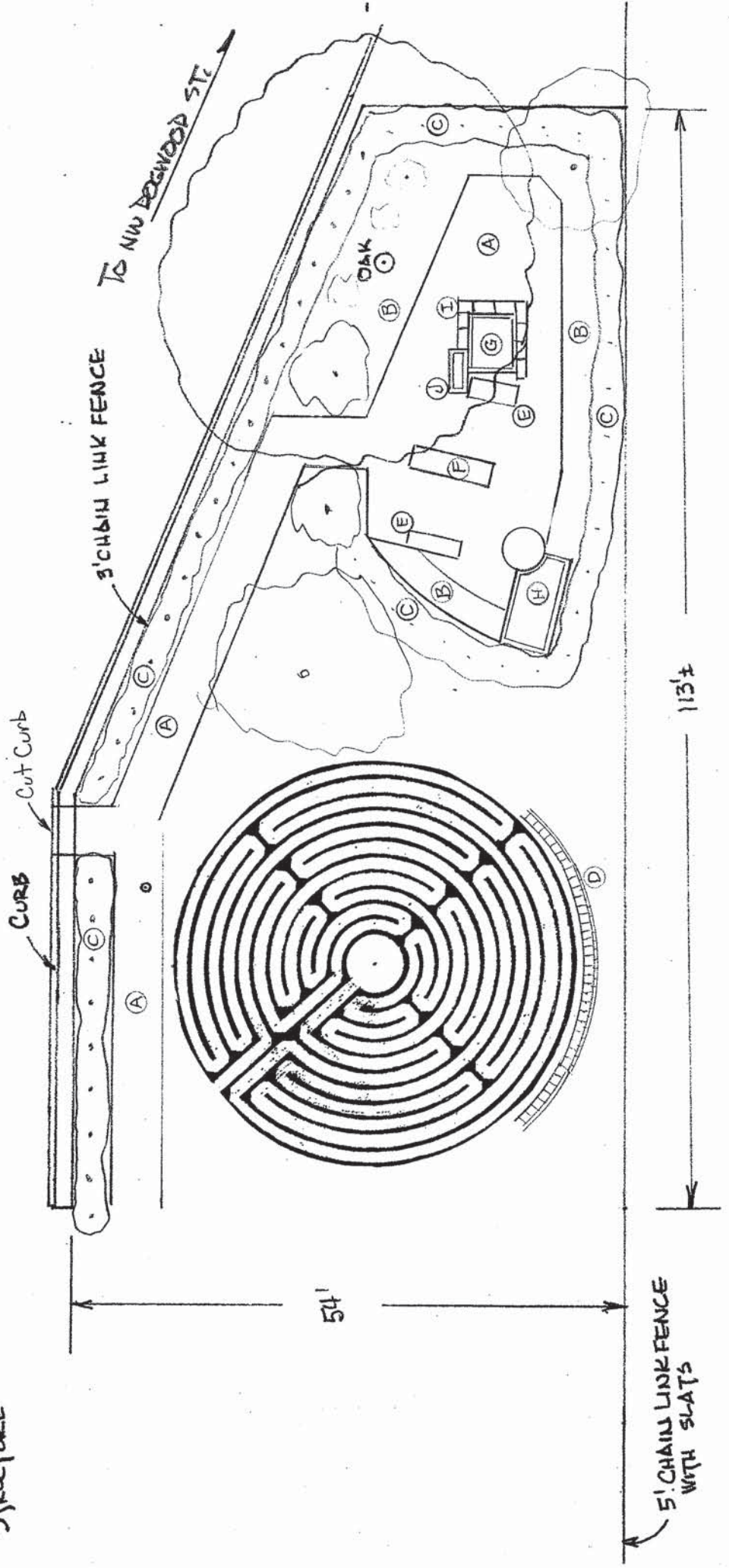
ALTERNATIVE #2 CUMC LABYRINTH & MEMORIAL GARDEN

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



1"=15'

- EDGE OF PLAY
STRUCTURE



113'

5' CHAIN LINK FENCE
WITH SLATS

54'

PICTURES OF COLUMBARIA AT
CHRIST CHURCH - EPISCOPAL - LAKE OSWEGO





RECEIVED WASHINGTON COUNTY

DEC 26 2013

OREGON

Long Range Planning
Land Use & Transportation

DATE: December 26, 2013

TO: Andy Back, Planning and Development Services Manager

FROM: Theresa Koppang, Solid Waste & Recycling Program Supervisor

RE: Request for consideration of an update to CDC 406-6: Mixed Solid Waste and Recyclables Storage Facilities

Summary

The HHS Solid Waste & Recycling Program (SWRP) is requesting that the Department of Land Use and Transportation (LUT) consider updating the Community Development Code (CDC), in particular Section 406-6 as it pertains to the design of Mixed Solid Waste and Recyclable Storage Facilities. Based on field experience, communication with the hauling community and research into the standards established by CDC 406-6, it is the opinion of the SWRP that the current codified standards regarding minimum mixed solid waste and recyclable enclosure size are insufficient and warrant reconsideration.

Current Standards

CDC 406-6: Mixed Solid Waste and Recyclable Storage Facilities, appears to be based on a 1992 Metro model zoning ordinance that provided language to local jurisdictions regarding standards for on-site storage for mixed solid waste and recycling. This section of the CDC allows developers to demonstrate adequate mixed solid waste and recycling enclosure space by one of three methods: minimum standards, waste assessment, or comprehensive recycling plan. Based on discussions with Washington County's Current Planning Department it is the understanding of the SWRP that developers over the past two decades have solely relied upon the minimum standards method, with very few exceptions.

Since the development of the model ordinance in 1992 much has changed in the solid waste industry. Curbside, or on-route, recycling was a new line of service in 1992 and little field experience was available. Today on-route pick up of mixed recycling, glass, garbage, used cooking oil, and in the near future food scraps – all in separate containers – is becoming common practice throughout the County. SWRP staff has experienced multiple problems with the provision of adequate mixed solid waste and recycling collection services for commercial establishments due to insufficient enclosure space.

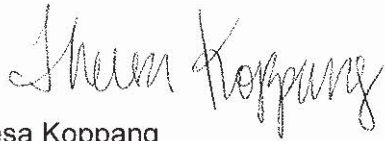
Future Trends

In February, 2010, the Washington County Board of Commissioners (Board) adopted an ordinance requiring businesses to recycle certain materials. Additionally, in March of 2013 the Board directed the SWRP to further investigate and ultimately carry out a Commercial Food Scraps Collection Pilot Program. These actions reflect the current regional trends toward increasing the diversion of wastes from the landfill to higher and better use, often resulting in the separating of materials at the point of collection. SWRP staff anticipates continuing to be confronted with numerous factors that limit the ability of a business to participate in waste diversion programs; one such factor is an inadequately sized mixed solid waste and recycling storage facility.

Request for Consideration

Based on this information, the SWRP is requesting that the Department of Land Use and Transportation consider updating the Community Development Code, Section 406-6 as it pertains to the design standards for Mixed Solid Waste and Recyclables Storage Facilities. Should Land Use and Transportation determine that it will reconsider this section of the Community Development Code the Solid Waste & Recycling Program will assist in a thorough analysis of alternative methods and standards.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Theresa Koppang".

Theresa Koppang
Solid Waste & Recycling Program Supervisor



January 8th, 2014

Washington County Board of Commissioners
c/o Dept. of Land Use & Transportation
Andy Back, Planning and Development Services Division
155 N First Avenue, Suite 350-14
Hillsboro, OR 97124



Dear Commissioners,

The City of Hillsboro would like to request that the Board of Commissioners consider including the implementation of an interim park SDC as part of the 2014 Planning and Development Services Work Program. The proposed fee would encompass the area between Tualatin Hills Park & Recreation District's ultimate service boundary and the existing city limits of Hillsboro. At the City's request, County staff reviewed the development potential for the area, which is west of the Beaverton School District boundary and east of existing Hillsboro city limits, and determined the following:

- There is slightly more than 94 acres of vacant land not located in floodplain areas
- In residential and transit oriented areas, approximately 90 acres translates to a minimum of 1,136 units and a maximum of 1,527 units.
- Of the 1,136 units under minimum density requirements, 851 are on lots already platted and/or currently under development.
- 787 of those 851 lots are within the development currently underway at the former Baseline Woods site.

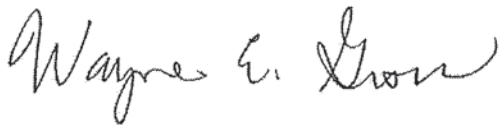
County staff also determined that the current Interim Park SDC collected for THPRD serves as a model for the City of Hillsboro's potential park SDC, but must be structured differently due to the former's requirement to annex to THPRD in the event development beyond a single family dwelling is proposed. The City was informed that the following actions would be needed to establish a County/Hillsboro Interim Park SDC:

- An ordinance to amend the Comprehensive Framework Plan for the Urban Area (see Ordinance No. 624 for an example) to establish the City of Hillsboro as the long-term provider of park services to the identified area. Potentially applicable policies to review:
 - Policy 14, implementing strategy b.3
 - Policy 15, implementing strategies c., e.10., f.7, p., q. – need map of area for Policy 15
 - Policy 33

- Policy 34 (particularly implementing strategies c and d, which provide guidance on preservation and acquisition of land)
- A Resolution and Order to establish the SDC for Parks and Recreation in the identified area (see R&O 04-149 for an example). The R&O should include five primary items:
 - A map of the identified collection area
 - The city's collection methodology for SDCs
 - The city's master plan
 - Administrative review procedures
 - SDC fees (*should be tied to the city's rates in effect at the time of collection, rather than a number that must be adjusted by amendment of the R&O – this is a different approach than was taken with the THPRD SDC*).
- An Intergovernmental Agreement between the county and City of Hillsboro for system development charge collection in the identified area (see BCC Contract #04-1101 for an example).

Because this area will ultimately be served by the City of Hillsboro, the collection of these SDC's will greatly enhance our ability to provide parks and facilities to both current and future residents. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Wayne E. Gross".

Wayne E. Gross
Director of Parks and Recreation
City of Hillsboro



Save Helvetia
www.SaveHelvetia.org
13260 NW Bishop Road
Helvetia, OR 97124
503.647.5334



*Protecting Helvetia's farmland, forestland,
cultural heritage and natural resources*

January 27, 2014

Ms. Michelle Pimentel
Department of Land Use and Transportation
Washington County
155 N. First Street, Suite 350
Hillsboro, OR 97124-3972

Re Agri-tourism Advisory Committee - Comments

Dear Ms. Pimentel,

Thank you for giving Save Helvetia representatives the opportunity to participate in the Agri-tourism Citizens Advisory Committee. The meetings held in December 2013 and January 2014 were informative and useful in formulating a basis for evaluating the implementation of SB 960 in Washington County. Below are comments from Save Helvetia which outline our concerns and recommendations for any proposed ordinance.

Agri-Tourism Position Paper

Save Helvetia is a 501(c) 4 advocacy organization that advances policies, leaders, and actions that protect Helvetia's treasured agricultural, natural, and cultural resources for our and the region's present and future generations. We have been invited by Washington County to be represented among a "technical advisory committee" for the possible implementation of SB 960 in Washington County. SB 960 is the 2011 bill that

allows counties to implement “agri-tourism” within certain parameters set by the legislature.

We recognize the mutual benefit and relationship between the surrounding rural farmlands and our neighboring urban centers and suburban neighborhoods. We recognize the economic benefit of bringing buyers to farms as well as facilitating produce to markets. We recognize that Washington County’s services delivery to the rural, unincorporated areas is based on the anticipation that rural areas do not require an urban level of service. Subsequent property taxes and county service delivery have been structured accordingly. The rural unincorporated areas are likewise outside of the enhanced sheriff patrol districts and this is reflected in lower taxation and service delivery.

SB 960 of 2011

There are many details but in essence, this is “permissive” legislation that counties may or may not take up, depending on their determination and local context. Washington County has begun their determination phase and the technical advisory group is a step in collecting perspectives in anticipation of the commissioners taking this up during the ordinance season of 2014.

Upon approval of all or parts, counties could create a permit process for public events in the Exclusive Farm Use (EFU). It is required that permitted events be subordinate to agriculture and not harm farm soils through compaction, grading, paving, or building of permanent structures. The legislation offers limits on quantity, duration, hours, attendance, and construction of structures. A minimum parcel size of 10 acres is required, and applicants must plan for traffic, parking, sanitation, and solid waste in permit applications. Periodic review of permits occurs at different frequencies. Regulations increase with intensity and frequency of events.

Historic Context

In the late 1800s, Portland built a road to the fertile Tualatin Valley to help bring farm goods to market, supplying that center’s developing population. Later, people occasionally/seasonally came out to farms for u- pick and u-cut opportunities. Later still and with the advent of automobile travel, farms created “farm stands”, marketing their seasonally harvested produce/products on site to the traveling public: berries, corn, nuts, and honey. More recently, Community Supported Agriculture (CSA) farms offer subscription produce that may include coming to the farms for pick- up, collaboration with the farm/farmer, and/or coming to the farm for related events. Some farm enterprises offer participatory experiences: lavender, wine grapes, corn, among others.

Rural roads were built for “farm to market” connectivity, less for “market to farm” connectivity. Roads are single lane in either direction and come with drainage ditches

and gravel shoulders. The movement of agricultural machinery and equipment in the EFU is critical to the success of farm operations as with the passage of time, farmers are more apt to lease tracts that are disconnected from one another. The practice of agriculture can include spraying, plowing, and other activities that might come into conflict with events: noise; dust; herbicides; insecticides. Recreational users of farm areas can bring obstacles to the practice of farming: importation of noxious weeds, threats of fire, possible driving under the influence, trespassing, traffic obstacles, among others.

Newer Developments

In the past 15 to 20 years, we have witnessed a spike in demand by urban and suburban residents seeking rural settings for a range of non-agricultural event activities: weddings; corporate picnics, concerts. Public event venues in the metro area are limited. Private event venues are costly, limited, and competitive. Some events are also limiting by urban ordinances for noise, for example.

Outdoor and/or rural settings can be preferable during summer months. We have witnessed an increase in event offerings by area farmers on farm land: Christmas tree related events, Halloween related pumpkin events, lavender festivals and tours, winery events and tours, garlic harvest events, corn festivals, among others. The interaction between grower and purchaser provides recreational outlets on the one hand and supports the agricultural economy on the other. Urban meets rural, in the rural.

We have also observed some trying to build event parks and wedding mills, whose operations are substantially income related to business plans but whose ties to active agricultural operation is thin or suspect. We have experienced farm land being taken out of production, compacted and paved, with permanent structures built. We have observed some event venues bringing substantial negative impacts to the surrounding rural communities: traffic, noise, dust, importation of noxious weeds, traffic obstacles to farm equipment, obstacles to emergency vehicle access and egress, threats of fire, trespassing onto private lands, alcohol use at events with impaired driving, and health and safety dangers at the venue awaiting an unwitting public.

We have observed some who are in persistent non-compliance to permitting conditions. We have learned that county staff are understaffed and underfunded to provide periodic monitoring. It seems to take a lot of non-compliance before enforcement ensues. The county calls its system “complaint driven”, relying on citizen complaints to initiate their activity. On some occasions neighbors have sensed the need to hire attorneys to

promote compliance and/or enforcement. County commissioners have spoken about “bad apples in the barrel” with regard to those that seek to exceed the farm stand traditions. Some commissioners pride themselves on keeping county staffing low and on not creating excessive regulation.

During several iterations of other incidents involving non-compliance, the “soil fill” debates, citizens typically argued for increased county staffing, increased county monitoring, and increased county enforcement. The majority will of the county commissioners instead relied on the subjective judgment of the applicant landowners, and monitoring was through applicant self report, notwithstanding the huge financial temptations of receiving development soils.

Living in a major metropolitan area with a rapidly growing population, we understand the increasing demand for rural venues. One farmer put up a website several years ago in anticipation of Washington County passing this implementation at an earlier time. The website was immediately booked up with weddings for a solid year. Those events could not be fulfilled however, given the timeline of implementation.

The tri-county area is of special concern given its population base and penchant for the out-of-doors during summer months, the demand for events during this summer window is expected, if allowed, to cause a crush of events all summer long. How is this to be balanced with the repose of those living and working in the EFU rural areas?

Considerations and Context

- **Seasonal:** The warm weather months of the year are typically May through September. The demand for some types of events also coincides with summer months: weddings for example. The **desire** to be at an out-of-door event in the country is substantially a warmer weather pursuit although not always. Farmers are typically quite busy during the spring, summer, and fall. This is parallel to those times of year when outdoor events adjacent to a large urban area during the summer months are predicted to be incessant. It will be a rare farmer who has time to host agri-tourism. Rural residents expect some privacy and outdoor repose for themselves, during this timeframe.
- **Economic Impacts of Agri-tourism:** Some property owners might recognize that the income to be made from events could be more lucrative than from agriculture itself. This might create a distraction to farming. As with the ongoing “soil fill conflict”, some property owners found that they could make more money covering their soils with development fill than by bringing a crop to market. Land speculators might purchase farm land as “venue land” and structure their event

center operations, camouflaged as farms with farm stands. Property owners might hire event coordinators and wedding planners to manage the event operations. What Washington County allows will structure the financial temptation.

- **Taxes and Services:** From a tax base point of view, those residing in EFU rural areas pay a rate based on an anticipated level of county service: lower tax, decreased services. If the demand on service (monitoring, enforcement) goes up, will this generate demand for an increase in taxes to those living in the EFU? Not all EFU rural residents will be beneficiaries of agri-tourism, in fact likely only a select few. Should permit fees then cover the cost of any increased service demand? It is also likely that the county may permit agri-tourism, elect not to charge higher permit fees, and not deliver any added service levels for monitoring or enforcement. The past decade leads us to be most concerned about this approach, one we would term “strategic neglect”. Without any change in service levels, agri-tourism events would place a higher burden on neighbors to either tolerate nuisances and dangers or become complainants against neighbors, possibly straining community relations in the rural areas. In Helvetia, sheriff deputy FTE is shared with the large expanse of Western Washington County. The response to “nuisance” complaints is understandably low in the 4 tiered response matrices. While much of the demand for events will come from urban, incorporated residents, there is no ready way to have them pay for the service demand change. Maybe Washington County might create an event tax. On Sauvie Island, Multnomah County requires parking permits to offset the cost of parking enforcement. The Oregon Snow Park Permit offsets the cost of road enforcement.
- **Event-Related Service Requirements?** Some events (Helvetia Half Marathon) require the purchase of a level of sheriff FTE to help monitor roads and junctions during the event. Perhaps event promoters will be expected to pay for enhanced weekend patrol in the EFU. In Oregon, traffic fatalities are greater in rural areas due to a number of variables: response time is longer; no dividers on rural roadways; urban traffic tends to be “velocityized” compared to the requirements of rural roads.
- **Are We Ordinance Ready?** Some county ordinances were designed for rural dwellers and have not been updated to meet the growing population and growth demands of today’s circumstances, much less for agri-tourism. The urban unincorporated population has grown significantly, yet our county noise ordinance is an historic and largely unenforceable ordinance that requires the

physical presence of a deputy to personally witness any violation. Outside of enhanced sheriff patrol districts, there are not personnel to respond to type 4 complaints.

Noise carries longer distances in rural areas without urban structures to absorb it or break it up. We are concerned that any use of amplification in rural areas outside of structures has been and will continue to be a primary conflict. The current noise ordinance also treats Sunday and national holidays as days of quiet. Will the implementation of SB 960 and the possible use of county “variances” take these days of quiet away? Without 100% good neighbor agreements within one mile radius, we don’t think so.

We have communicated noise concerns to the City of Hillsboro from hearing bands play at the Hillsboro Stadium on Sunday mornings up to 2 miles away. The current county noise ordinance requires that noise be witnessed (by the deputy) from inside of a “noise sensitive unit”, meaning residence, hospital or school. Yet in the EFU, many have outdoor areas where they relax. Will they be evicted from their outdoor “living room”?

Washington County’s Noise Ordinance is 8.24.030. Certain noises are exempt from it with farming being one exemption. If the event is supposedly subordinate to agriculture, will that then make wedding event noise exempt? We do not think so.

The Washington County Noise Control Task Force, a subcommittee of the Committee for Citizen Involvement, made up of volunteers from across the CPOs, authored an assessment of our noise management in 2004. Recommendations for change were presented to the then Board of County Commissioners. That report and its recommendations are available at www.wcnctf.org. Subsequently, Sheriff deputies began encountering amplified Rave gatherings in the rural areas and sought an intervention tool. The Sheriff sought authority to confiscate amplification equipment. The Board of County Commissioners amended the noise ordinance for this but would not open the remainder of the ordinance for further amendment. At one point, Commissioner Brian had an ordinance revision drafted by the Office of County Counsel. It offered the highest decibel level of any jurisdiction in the county, made noise a citizen-based complaint process, created a higher fine for an unsubstantiated complaint than for a noise infraction, among other items. The task force objected. Nothing has followed since.

- **Rural Relations:** In some rural areas, families have lived for generations and have close relations with rural neighbors. Violating a neighbor's trust or privacy or repose is often self correcting and does not require government intervention. However, we have experienced some residents who would maximize profit at the expense of neighbor relations. As agri- tourism is implemented, unfortunately, you must consider a system that does not rely on the event sponsors' empathy, trust, or ingrained good neighborliness. You might also require a system that does not rely on the self control of neighbors in the face of persistent violations.
- **Permit Conditions:** Will there be general permit requirements that the county DLUT would attach to any issued permit? What conditions would be included in those, if any? Recently the DLUT required a permit for those not wanting their frontage sprayed with herbicide but instead to maintain the frontage along their property themselves. It came with multiple pages of regulations. What generic regulations will be passed along to agri-tourism permit applicants?
- **Liability Protection:** Shouldn't attendees expect that they will have liability protection for themselves while attending an agri-tourism event? Neighbors might require liability protection from event goers in the event of damage or loss. Washington County should require permit holders to hold the county harmless in the event of a tragedy, unless the county is somehow negligent.
- **Advertising:** Events in the rural area typically use signage along the roadways or utility poles to advertise and/or provide directions to an event, however there are only so many poles and frontage. This can become unsightly and detract from the ambiance sought by all. Some might not remove signage in a timely way, the right of way might be impacted, and utility poles compromised.

Recommendations

1. We recommend the required use of written **good neighbor agreements** to assure a feedback loop between event operators and surrounding neighbors, and Washington County. Compliance to agreements should become part of any permit review.
2. **Permit review should be annual** for all level of permit holders, allowing for prompt feedback and adjustment of conditions. Only after an operator has a clear record of compliance and absence of neighbor complaint should a multi-year permit be considered.

3. **Limitations** should be placed on events, May through September. Recognize that the summer months are limited and that it is reasonable to expect that neighbors should not be subjected to a full summer of weekend events. Once per month but not as long as 72 hours each: day events only. Sunday should remain a day of silence. On Saturdays, as per most noise ordinances across the nation, noise stops at 7:00 pm.

4. **Amend the county noise ordinance.** Without the availability of a deputy or code enforcement officer and without the high priority of a noise complaint, these nuisances will likely go without response. Citizens should be empowered to take an objective measure through a reliable noise instrument, measured at the property line of the event venue. Noise carries in the rural areas and a reasonable decibel should be arrived at for agri-tourism events. Amplification outside of structures should not be allowed. The county should purchase noise monitoring equipment that event facilitators might use to monitor their noise levels and self regulate. Neighbors might also check one out for monitoring of events. Periodic training might be required and offered.

5. Besides deputies, the county has few code enforcement officers and they typically work weekdays, day hours. Yet these events will cluster on weekend evenings. If these events are permitted, we recommend that a **citizen complaint line** be established or arrangements made with the 911 system? An **on call or standby code enforcement personnel** should be on duty. Coordination with the sheriff's office should occur, recognizing that many of the event attendees are from cities and/or enhanced patrol districts.

6. Dust is known to be detrimental to certain crops, seed crops among them. Dust abatement is protective of crops. Privately maintained road beds need consideration for agri-tourism impacts. Permit applicants should be made responsible for **dust abatement** during events utilizing gravel roads.

7. Noxious weeds can contaminate seed crops. Continual traffic from outside the area can become a conduit for the importation of noxious weeds, creating damage and loss to farm operations. The county should consult with the Oregon Department of Agriculture and the state Farm Bureau for solutions about how operators should **mitigate for weeds.**

8. The county should **not create any "event overlay district"** that creates a protective bubble around event venues that takes rights away from neighbors. Adjacent farm activity should not be hindered and the movement of farm equipment should not be slowed. The repose of neighbors should not be diminished by hours or days or decibels.

9. The County Sheriff and the Washington County Alcohol and Drug Program should provide a **written impact assessment** of the risks of increased alcohol use at events in the rural area. Our non-shouldered roads are without dividers and are treacherous to unwary outsiders. Accidents in the rural areas can be more predictive of poor medical outcomes as they are further from emergency access and triage, more likely to be metal on metal accidents, and/or rollover into the rural ditches.

10. As taxpayers, we are concerned that our county government not create taxpayer liability for event mishaps. We recommend that permit applicants be required to agree to hold the county harmless, unless the acts or omissions are clearly those of the county. We recommend that permit holders be required to show **proof of liability insurance** to protect attendees from harm during the event. The insurance should also protect the neighboring area of the event venue from damage and loss.

11. If the county does not anticipate monitoring or enforcing the permit conditions, neighbors should be given a **clear idea of what the conditions are** and where they can turn, what they can expect, and how to seek reasonable and timely relief. Will there be access to a hearings officer, for example? Will the county have a website for agri-tourism permits, conditions, and processes?

12. A **code enforcement officer should be made available** to randomly arrive at an event like OLCC does to enforce and assure compliance with the serving of alcohol. This might also hold for the health department responsible to check on food management.

13. We recommend that any applicant that already has **an established history of non-compliance** to county permitting (X 2), **not be permitted to facilitate events** under this county's implementation of SB 960.

14. We recommend that **event permits be allowed under 2 categories**, have separate fees, limit to a maximum of one individual event that lasts no more than 3 days or 72 hours. Then for shorter events, limit the total number of event days per year.

15. Even 10 acres tracts can produce noise in the rural area. We recommend that event **venues less than 1 mile from neighboring parcels be required to submit written good neighbor agreement** that includes all adjacent neighbors.

16. We recommend some testing for the subordination of the agri-tourism event to the existing farm operation: the county might devise a matrix of **events that are reasonably subordinate to certain agricultural practices** to help define to the event public what might grow out of this.

17. **Signage standards should be addressed in permits.** The rural utility poles are only so many and the rural serenity can become blighted by signage never removed or excessively placed. Signage pick-up should not become the domain of county volunteers picking up debris along the rural roads.

18. **Plan to revisit the ordinance** within a time certain: 2 years. This will allow for evolution from what is learned. In this way, it will not be a burden to residents already suffering from impacts to seek improvements.

Thank you for this opportunity to contribute perspectives. We know from the past decade in Helvetia that this will remain an active item of concern for some time to come.

Respectfully,

Robert Bailey
Save Helvetia Board of Directors

DEPARTMENT OF LAND USE AND TRANSPORTATION
OPERATIONS AND MAINTENANCE DIVISION

Interoffice Memorandum

RECEIVED

DEC 06 2013

Long Range Planning
Land Use & Transportation

DATE: December 5, 2013

TO: Andy Back, Planning and Development Services Manager

FROM: Dave Schamp, Operations Division Manager
Gary Stockhoff, Engineering and Construction Services Manager

RE: Departmental Efficiency, CDC Amendments to Article VII

Land use review of Minor Betterment, safety, and bicycle projects are highlighting issues with the current Article VII. We believe it is time to amend and update the CDC to improve inter-departmental cost and efficiency.

Operations and Maintenance and Engineering and Construction Services divisions have extensive federal, state, and local environmental standards to meet on virtually every project. These standards stem from the Clean Water Act, Endangered Species Act, Army Corps 404 permits, NPDES [Storm water] requirements, Tualatin Basin Water Quality Standards (TMDL's), Fish Passage requirements, SLOPES-IV [Standard Local Operating Procedures for Endangered Species], Erosion and Sediment Control Standards, etc. We have successfully adjusted to these various regulations, and meet or exceed the protective environmental practices, often through "programmatic" approaches. As we meet the high standards of U.S. EPA, NMFS, Army Corps, U.S. Fish & Wildlife, and Oregon DEQ, DSL, ODFW, as well as Clean Water Services, we have more trouble satisfying and/or fitting into proper Article VII processes of the County Land Use Division.

Examples range from inconsistent definitions (between the CDC and the Transportation Plan, as well as inconsistent definitions between Article VII and customarily used definitions under federal and state law), the inability to utilize Article VII for urban neighborhood projects, to cost overruns due to Article VII processes being too big for smaller projects.

Particularly evident, but not a new problem, is the fact that a simple right-of-way acquisition can trigger land use review for routine operational or maintenance projects. This is efficient for neither Planning and Development Services nor the transportation divisions, and triggers costs out of scale with the project. We believe there is room for improvement.

Additionally, many of our typical transportation activities (such as slope stabilization) are approved at the federal and state level, but are not addressed in Article VII, and thus are forced to fit into other articles (such as grading and drainage) that are more applicable to private development. Examples of this range from no criteria for stand-alone bicycle-pedestrian projects, to no criteria nor identification of fill sites for routine maintenance material.

**DEPARTMENTAL EFFICIENCY, CDC AMENDMENTS TO ARTICLE VII
DECEMBER 5, 2013
PAGE 2 OF 2**

As mentioned at the November 5 meeting, a working group with representatives from Planning and Development Services, Operations and Maintenance, Engineering and Construction Services, and our environmental compliance consultant, could be a productive way to necessitate solutions.

c: Steve Franks
Todd Watkins
Rocky Brown
Stephen Cruise
Donna Hempstead
Janet Oatney
c/file

March 7, 2013

Washington County Board of Commissioners
155 N First Avenue
Hillsboro, OR 97124
ATT: Chair Duyck

RECEIVED

MAR 11 2013

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Dear Chari Duyck,

I am writing to ask for your support to modernize Washington County's sign ordinance in order to bring important new benefits to the county and its 540,000 residents. As Washington County is home to so many technology companies here in Oregon, it makes sense for Washington County to use the latest outdoor digital technology to provide new advertising opportunities to businesses located in the County and enhance the safety of your residents.

It is important to realize that more than 450 municipalities in 43 states already benefit from digital signs. Here in Oregon, the state adopted legislation to allow for digital signs in 2011, and many of our local jurisdictions including Hillsboro, Gladstone, Salem and Springfield already allow digital signs to the benefit of businesses and residents.

While the Washington County sign code does not expressly prohibit digital signs, amending the code to specifically permit digital signs with the appropriate restrictions as outlined in the state sign code. While the changes needed to be made to the current county code are minor, it is critical to have clear language in the County sign code so all sign companies adhere to the appropriate restrictions and requirements. One example is in the state code that states that digital signs cannot change more often than 8 seconds, cannot have any motion, and must shut down if it is too bright compared to the ambient light.

As the sign company with the largest presence in Oregon, we want to reassure public officials, residents, community groups and law enforcement that digital signs will bring considerable benefits. Washington County would potentially get enhanced public safety, and potentially new revenue.

Digital signs have a proven track record here in Oregon and around the country of supporting local, state and national law enforcement agencies in keeping the public safe. At Clear Channel Outdoor, we have national agreements with the FBI and U.S. Marshals Service to aid them in searching for and capturing dangerous fugitives. The FBI has credited digital signs with helping catch 51 fugitives. Another critical public safety benefit is supporting Amber Alerts. Clear Channel Outdoor gives the Department of Justice and National Center for Missing & Exploited Children top priority when a child goes missing because nothing is as important as our children.

Here in Oregon, Clear Channel Outdoor has formed a partnership with the WA County Sherriff's Department and Oregon State Police to provide critical emergency alert information via donated space on our digital signs in Hillsboro and throughout the state. Critical public safety messages can be posted on our digital signs within minutes. On a local level in 2010 Salem Police Chief Jerry Moore personally thanked the industry for its support of the department's Most Wanted program. The Salem Police Department captured 22 of the 37 suspects featured that year one of which turned himself in because of the exposure he was receiving on digital signage.

Public safety benefits of digital signage include supporting local and state governments during natural disasters. CCO has partnered with the Oregon Office of Emergency Management to issue information during emergencies and natural disasters including earthquakes and tsunamis. A couple of recent examples that could apply to Oregon include our partnership with the Massachusetts Emergency Management Agency to communicate with Massachusetts residents before, during and after the recent Nor'Easter snow storm that dropped nearly three feet of snow on much of the state. Our boards we used to warn residents of the storm and used by the Governor to declare a state of emergency and ban driving ahead of the storm. Washington County certainly knows the chaos caused by a significant snow. Another



great example is from Minneapolis a few years ago when the I35 bridge over the Mississippi River collapsed. Our digital signs were used to warn commuters of the disaster. It helped drivers avoid the affected area which was credited to clearing the road for emergency vehicles to reach the site faster and help the victims.

Additionally, as part of its ongoing commitment to serve the communities it works in, CCO donates advertising space to local non-profits, public service organizations, community groups, and government agencies. Typically the Oregon and SW Washington office of CCO donates over \$500,000.00 in space on its boards annually to these groups. Donating space on digital displays to these organizations eliminates the cost of the printed material used. We have letters of support for digital technology from local chapters of Susan G. Komen, American Cancer Society, Cascade Aids Project and others.

Finally, while there are sign companies who have challenged the county's code on technicalities to attempt to proliferate the area with new signage, that is not the desire of CCO. CCO's goal through an ordinance change would be to allow for the use of digital technology on existing signs, or those permitted to be built under the current code.

I hope that you will support the effort to revise the sign code to allow Washington County to benefit from the latest digital technology on outdoor advertising signs.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dan Dhruva'.

Dan Dhruva
VP of Real Estate and Public Affairs

DEPARTMENT OF LAND USE AND TRANSPORTATION
OPERATIONS AND MAINTENANCE DIVISION

Interoffice Memorandum

RECEIVED

DEC 06 2013

Long Range Planning
Land Use & Transportation

DATE: December 5, 2013

TO: Andy Back, Planning and Development Services Manager

FROM: Dave Schamp, Operations Division Manager
Gary Stockhoff, Engineering and Construction Services Manager

RE: Departmental Efficiency, Land Use Ordinance Amendments

With yet another mandatory environmental requirement looming on the horizon, we believe it is time to amend the CDC to improve inter-departmental cost and efficiency, particularly updates to Sections 421 and 422.

Floodplain development review requirements are expected to be in need of amendment at the local level, due to settlement of an environmental lawsuit that challenged the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program's (NFIP's) protection of salmon and habitat under the Endangered Species Act (ESA). The Department of Land Conservation and Development (DLCDD) is working with FEMA to propose model ordinance elements that will be acceptable to the National Marine Fisheries Service (NMFS). FEMA and NMFS are in formal consultation and will publicize their findings (Biological Opinion) in the next two months. These changes could significantly affect transportation projects by drawing a wider boundary around any floodplain of any size, and through mitigation requirements. It will likewise affect private development projects, which will need a new standard of land use review.

Code changes to Sections 421 or 422 have been rare since 1972. The transportation side of the department continues to meet challenging environmental standards at the federal, state and local level: (Clean Water Act, Endangered Species Act, Army Corps 404 permits, NPDES [Storm water] requirements, Water Quality Standards (TMDL's), Fish Passage requirements, SLOPES-IV [Standard Local Operating Procedures for Endangered Species], Erosion and Sediment Control Standards), etc. We have successfully adjusted to these imposing standards, and meet or exceed the protective environmental practices, often through "programmatic" approaches. Yet the fact remains that the most challenging and/or inefficient part of the process is often the County land use review. As we meet the high standards of U.S. EPA, NMFS, Army Corps, U.S. Fish & Wildlife, and Oregon DEQ, DSL, ODFW, as well as Clean Water Services, we stumble to meet lower standards of the County Land Use Division.

DEPARTMENTAL EFFICIENCY, LAND USE ORDINANCE AMENDMENTS
DECEMBER 5, 2013
PAGE 2 OF 2

We believe this may be due to unintended circumstances of outdated processes under Sections 421 and 422. (There are many examples such as: a Type 3 Land Use review for Minor Betterment projects adds unnecessary time and costs; inconsistent definitions between the Code and State law; reliance on a 1970's Natural Resources Report; inability for expanded environmental measures "while we're out there" approaches due to expense and process of Sections 421 and 422, et al). Since public transportation applications are processed via Article VII, which mimics the larger flood plain development and natural resource standards within the Code, we are requesting corresponding amendments at the same time.

For private development review, to participate in the NFIP, communities will need to update their codes based on a Model Ordinance developed by FEMA with assistance from DLCD. As the Model Ordinance is relative to the floodplain, it impacts revisions to Sections 421 and 422, which are process-oriented as opposed to standards-driven.

With regard to promoting environmentally-friendly projects, as an otherwise proactive environmental County, there is a process disincentive in the current Code for voluntary stream restoration projects. Citizen groups have been known to avoid Washington County for grant projects, where they can have a more streamlined and modern approach elsewhere.

As mentioned at the November 5 meeting, a working group with representatives from Planning and Development Services, Operations and Maintenance, Engineering and Construction Services, and our environmental compliance consultant, may be the most effective course of action to ensure compliance with the upcoming NFIP requirements. At the same time we will be creating efficiency, by correcting the outdated processes that are out of sync with how we meet federal and state environmental compliance programs.

c: Steve Franks
Todd Watkins
Rocky Brown
Stephen Cruise
Donna Hempstead
Janet Oatney
c/file



Save Helvetia
www.SaveHelvetia.org

13260 NW Bishop Road
Helvetia, OR 97124

503.647.5334



Protecting Helvetia's farmland, forestland,
cultural heritage and natural resources

February 14, 2014

Ms. Theresa Cherniak, Principal Planner
Washington County Planning and Development Services Division
Department of Land Use and Transportation
155 North First Avenue, Suite 350-14
Hillsboro, Oregon 97124

Re: Agri-tourism Issue Paper Review and Comment

Save Helvetia submitted earlier remarks, dated January 27th and directed to Michelle Pimentel. We send those comments again, and after review of the Long Range Planning Issue Paper No. 2014-02, also submit these comments.

We could find no reference to the impact of alcohol and drugs in the issue paper. We referenced this in our earlier submittal and would reiterate it here. We have experience with increased event-related use in our area and think it would be an oversight not to reference this but also to act soon to cause an assessment to take place so that this can be factored into planning and decision making.

While event saturation was referenced, there was no discussion about the potential for seasonal saturation in the summer. Being within "Portland's Playground", rural Washington County has shown and has further potential to be a big draw for warm weather events. We encourage the concept of seasonal saturation be referenced in the issue paper.

The existing noise ordinance treats Sunday as a day of quiet, as it does Saturday after 7PM. We think it wise to bring this out front in the issue paper as noise is referenced as a leading concern to many. The existing noise ordinance is, we believe, ill prepared for agri-tourism. The hours of quiet are but several we

referenced in our earlier submittal. There must be a defined noise control process in order for an agri-tourism program to be successfully managed.

On page 8 there is reference to “grandfathering-in” smaller parcels with already a history of events. We think this deserves fuller discussion as this was not raised in the discussions. We are concerned that events on smaller parcels will lack the space to mitigate traffic, dust, noise, and other aspects of agri-tourism.

Last, there is no mention of private non-profit charitable events sponsored in tandem with a farm operation. This should be referenced in the issue paper.

Respectfully,

Robert Bailey
for the Board