

Final 2015-16 Work Program

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Adopted Work Program Table 2 Tasks

Board Minute Order #15-70 Adopting 2015-16 Work Program

2015-2016 Annual Work Program Staff Report prepared for March 24, 2015 Board meeting

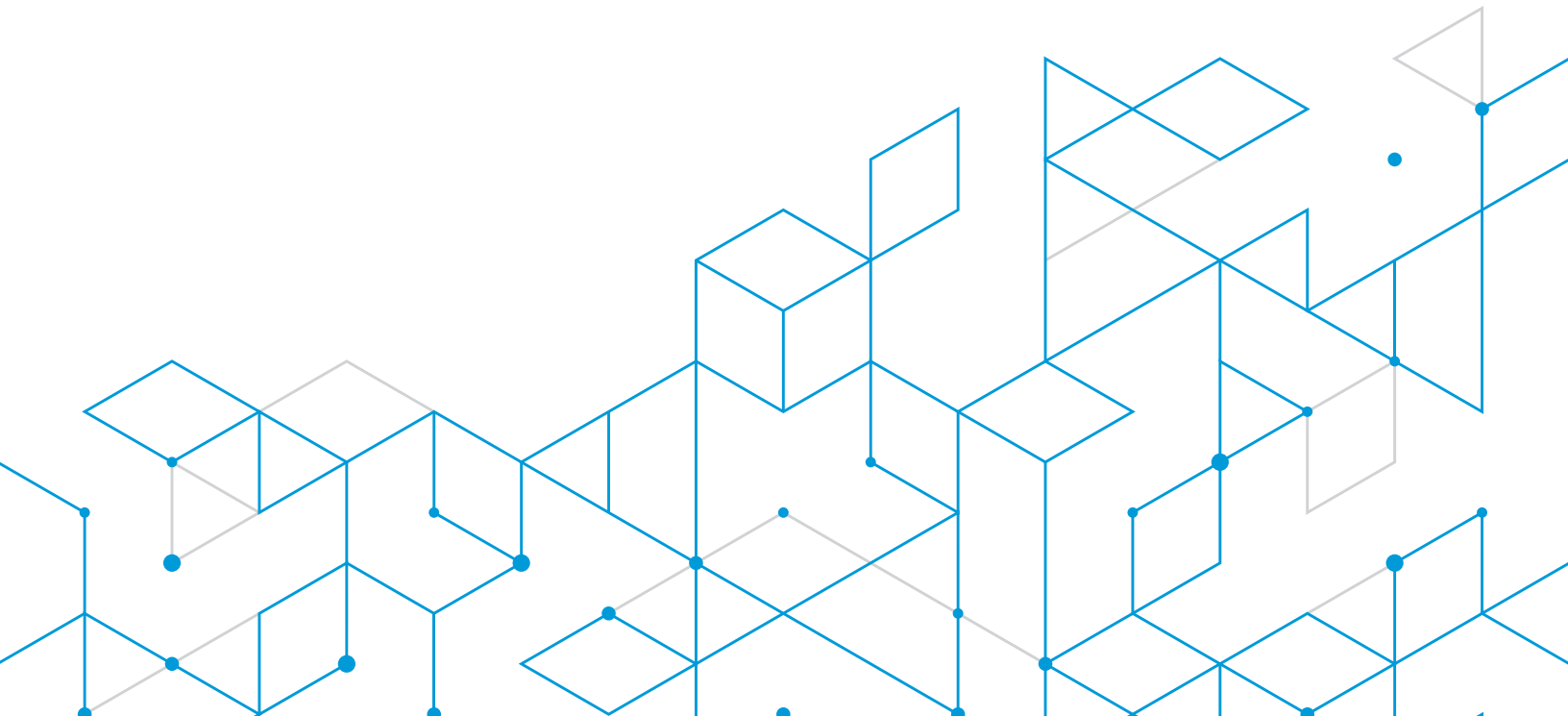


Table 2 –WORK PROGRAM TASKS

TIER 1 (<i>new tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Ongoing Tasks					
1.1	On-going non-discretionary tasks Includes ongoing Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services tasks.	8.5		Tasks include Plan Amendments, Annexations, Trails and Parks coordination, legislation review, grant funding opportunities, participating in MTIP and STIP processes, travel demand modeling, Transportation Development Tax policy support, Washington County Coordinating Committee, etc.	C
Regional Planning					
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) 2015 Growth Management decision b) 2018 Regional Transportation Plan	.8		Requires ongoing analysis of housing preference study results and other data to support Growth Management decision.	C
1.3	Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, 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) d) Tigard Triangle e) Tanasbourne Town Center Plan f) Basalt Creek Concept Plan g) City planning of urban reserve and UGB areas (e.g., Sherwood and recent UGB additions to Cornelius and Forest Grove).	1.75		Ongoing Process IGA with Hillsboro to assign planning authority for new urban areas (may be done before July). Other cities may initiate planning in urban reserves if awarded CET grants in 2015.	C

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.4	Washington County Transportation Study Study to evaluate long term transportation strategies and investments needed to sustain the county's economic health and quality of life beyond the TSP's 20-year horizon.	3		Two-year staff/consultant study scheduled to be completed by mid-2016.	T
1.5	Beaverton Urban Planning Area Agreement (UPAA) Update of 1988 UPAA; process as ordinance in 2015 after preliminary work is completed. Incorporate relevant elements from Interim Urban Services Agreement (USA), now expired.	.25	Y	Beaverton has asked the county to re-start this work. Specifically address participation with the city in public engagement efforts in urban unincorporated Washington County relative to city services and governance options going forward.	U
1.6	Other Urban Planning Area Agreement (UPAA) work Update all UPAA's to support continued county/city coordination, including planning for new UGB areas.	.75	Y	Specifically address consistency among UPAA's, and SB 122 considerations in the area around 209th Avenue.	U
1.7	Southwest Corridor High Capacity Transit Plan Participate in selection of locally preferred HCT alternative, analysis of other multimodal projects and completion of DEIS.	.6		Ongoing.	T
1.8	<i>Economic and Demographic data analysis and publications</i> <i>Preparation of quarterly indicator reports on changes in Washington County's population, built environment and economic conditions, including housing and job.</i>	.1		<i>Takes over and expands efforts currently conducted by CAO staff. Reports are intended for broad distribution.</i>	C
1.9	Industrial Site Readiness Study Community Planning and Development (CPD) Grant-funded project in coordination with partner jurisdictions.	.25		Consultant hired, work underway.	C

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Community Plans					
1.10	Bonny Slope West (Area 93) community planning and funding/financing Plans Complete community planning and public process, with an ordinance in 2015 for plan adoption. An infrastructure funding/financing plan will require Board action to finalize, and may include possible adoption of supplemental system development charges or other funding mechanisms.	4	Y	This will be one of the primary discretionary tasks the Board will be undertaking in the 2015 ordinance season.	U
1.11	North Bethany work to support development consistent with Plan Address several remaining issues, including: a) Consider allowing development on steep slopes/buffer b) Half-street improvement requirement for parks c) <i>CWS request for legislative amendment for P2</i> d) <i>Review North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98</i> e) <i>Seek developer contributions and support for completing Main Street Plan.</i>	.75	Y	a) Issue Paper discussion continued to spring – potential ordinance. b) Issue Paper. c) <i>New request.</i> d) <i>R&O requires review of funding plan no later than FY 2015-16.</i> e) <i>Search for funding moved to Tier 1 due to increased development activity. Plan must be in place before commercial development can occur.</i>	U,T
1.12	Aloha – Reedville implementation Continue implementation efforts. Potential items include: a) Housing-related amendments (fair housing) b) Seek funding for next steps, including Town Center Plan c) Provide staff support to continue capacity building with Aloha and Reedville Community Council (ARCC) d) Support for other implementation efforts.	.15		a) Underway – see Task 1.28, fair housing. b) Underway – CDPG grant application. c) Underway. Request from ARCC for minimal ongoing support. d) E.g., ongoing grant applications.	U

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Transportation					
1.13	<i>Transportation System Plan (TSP) update follow-up and implementation</i> <i>CDC amendments to be consistent with new TSP designations and policies; TSP spot amendments to be consistent with new city growth area TSP amendments; potential revisions to county Road Design & Construction Standards; performance measure monitoring; other minor revisions.</i>	.5			T
1.14	Grant-funded projects – Transportation: a) <i>Right sizing the Parking Code (TGM Grant)</i> b) <i>Neighborhood Bikeways Wayfinding (RTO Grant)</i> c) <i>Transportation Demand Management (TDM) Plan county-wide (RTO Grant)</i>	.75	?	a) <i>Grant awarded.</i> b) <i>Grant submitted.</i> c) <i>Grant submitted.</i>	T
1.15	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. SRTS coordinator will help boost the number of SRTS programs and activities throughout the county while building valuable partnerships among city and county agencies, schools, community organizations, and neighborhoods.	.5		SRTS Coordinator currently partially funded by Oregon Safe Routes to School Program Grant from ODOT. Ongoing – second year of a three-year grant.	T
1.16	<i>Transportation project development and funding</i> <i>Project development and scoping for next round of MSTIP, Gain Share, potential state transportation funding package. Develop new transportation funding program for growth areas. Develop interactive Transportation Improvement Master List (TIM).</i>	.5			T

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TIER 1 (new tasks are italicized)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.17	<i>Multi-modal performance measures implementation/update of R & O 86-95</i> <i>Update the procedures used to determine the transportation safety related conditions of development approval. The current procedures were last updated in 1986. The 2014 update of the Transportation System Plan calls for a review and update of these procedures to consider the multimodal transportation system.</i>	.5		<i>Land Development, Traffic Engineering and County Counsel would be involved in developing the update. Verbally expressed interest by PC to make this a higher priority.</i>	T
1.18	<i>Urban/Rural Roadways</i> <i>Develop Issue Paper to identify major rural roads that serve urban traffic (including cars, freight and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users.</i>	.25	?	<i>CCI requested Issue Paper during 2013-2014 TSP update process.</i>	U,R,T
Long Range Planning Issues					
1.19	<i>Rural tourism study and potential implementation measures (formerly agri-tourism)</i> <i>Complete consultant-led study. Potential implementation measures could include CDC changes and legislative proposals.</i>	.75	Y	<i>Board directed Rural Tourism study is underway.</i>	R
1.20	<i>Rural regulations State law comparison</i> <i>Coordinate with outcomes of DLCD study of rural regulations and rural tourism study. Review county standards and processes against results of the DLCD study and prepare report for Board consideration. Recommend consultant-led study.</i>	.25	Y	<i>Task will depend on outcomes of DLCD rural regulations study and Rural Tourism study. Likely ordinance changes in 2016.</i>	R

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.21	<i>Schools outside the UGB</i> <i>Follow up on 2010 Board minute order adopting an interpretation of CDC Section 430-121.3 regarding how to determine whether a school outside the urban growth boundary is "scaled to serve the rural area." The interpretation has not been codified in the CDC.</i>	.1	?	<i>Potential current issue in Verboort. Lay out options by June 2015.</i>	R
1.22	Incorporate high growth school district Facility Plans As required by state law, incorporate these plans in the Comprehensive Plan. Beaverton School District has adopted their facility master plan and Hillsboro is expected to adopt their plan soon, therefore this issue is timely. This task includes negotiating cooperative agreements, as required by state law.	.4	Y	Current issue in Bonny Slope West planning. Item has been in Work Program for several years. FTE assumes no real change in current policy.	C
1.23	New tools for eliminating sidewalk gaps Finish Issue Paper. Consider any CDC changes that result from issue paper to address funding and regulatory obstacles to eliminating sidewalk gaps in the urban unincorporated areas.	.25	?	Issue paper underway.	U
1.24	Plan amendment procedures update Update to R&O 84-24 and 87-145 regarding plan amendment procedures to incorporate current process and billing structure.	.1		2013 WP item that was inadvertently not carried forward to 2014.	C
1.25	<i>Murray/Cornell</i> <i>Plan changes that might result from consultant study exploring development options at corner of Murray/Cornell.</i>	.25	?	<i>County owned property. Coordinate with CAO Office.</i>	U

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.26	<i>Title VI (Civil Rights) compliance and DLUT Civil Rights plan</i> <i>Prepare a Civil Rights (Title VI) Plan for LUT that meets federal requirements. Title VI prohibits discrimination on the basis of race, color, religion or national origin. Jurisdictions must adopt a Title VI plan identifying how they will ensure non-discrimination in the provision of services and programs. This task will also address environmental justice, Americans with Disabilities Act of 1975 and other related federal regulations.</i>	.25		<i>A consultant will assist with developing the plan. Work is anticipated to begin in early 2015 and be completed by the end of the year.</i>	C
Potential Code Changes					
1.27	<i>Recreational marijuana land use regulations</i> <i>Develop Issue Paper laying out options for how to address land use issues arising from passage of Measure 91 by the voters of the state. If necessary, develop CDC language and implementation measures for recreational marijuana outlets pursuant to this recently passed ballot measure.</i>	.5	Y	<i>Related to Ord. No. 792. Potential for development applications to be submitted after January 1, 2016.</i>	C
1.28	Group care and Fair Housing clean up Issue papers to be completed in FY 2014-15. CDC amendments to occur through 2015 ordinance.	.4	Y	Moved up from Tier 2.	C
1.29	<i>Potential building height amendments on Nike campus</i> <i>Placeholder requested by Nike to amend ASC 11 of the Sunset West Community Plan to allow additional height in a portion of the Nike campus.</i>	.1	Y		U
1.30	Digital signs Complete work on Ordinance No. 791, continued to 2015 Ordinance Season.	.1	Y		C

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TIER 1 (new tasks are italicized)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.31	<p><i>Minor Code Amendments</i> <i>Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</i></p> <p>a) <i>Regulations governing model homes</i> - Develop standards, process and timing for model home permits for development prior to plat recordation.</p> <p>b) <i>Solid waste and recycling enclosures</i> - Revise design standards for mixed solid waste and recyclable storage facilities.</p> <p>c) <i>Minor changes to CDC Section 429 - parking</i>, including minor revisions to on and off street parking requirements and changes to enable conversion of an existing auto parking space to bike parking in certain circumstances.</p> <p>d) <i>Minor revisions to "Lot of Record" standards</i></p>	.5	Y	New Subtasks c) and d) identified by LUT staff.	C
1.32	<p>Flood plain CDC updates Federally mandated changes to existing state and local regulations regarding development within and adjacent to floodplains are expected as part of anticipated changes to the National Floodplain Insurance Program (NFIP). The extent of these regulations will not be known until the National Marine Fisheries Service (NMFS) releases a Biological Opinion for impacts to federally listed anadromous fish (salmon and steelhead).</p>	.25	?	<p>This item is a placeholder until the extent of changes is known. While the county will have several years to achieve compliance with the new rules, the work will be complex and time consuming.</p> <p>No date has been given for release of the final Biological Opinion (though anticipated in 2015).</p>	C
1.33	<p>Email Testimony Policy Potential code and policy changes in 2015 to achieve consistency on written testimony by email. At Board direction, an additional potential Issue Paper will address alignment of all procedures regarding opportunities for testimony.</p>	.2	Y	Issue paper on consistent policy regarding email testimony is included with the Work Program, under separate cover.	C

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.34	Housekeeping Ordinance Non-substantive changes to elements of the Comprehensive Plan, particularly the Community Development Code (CDC). Intended to maintain the Plan's consistency with federal, state, regional and local requirements and to improve the efficiency and operation of the Plan.	.25	Y		C

Full time Equivalent (FTE) staff needed for Tier 1 tasks: 28.5 (25.72 in LRP 2015/16 budget)

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.1	Aloha-Reedville Town Center Plan/Corridor Planning Build on the framework plan from the Aloha-Reedville Livability Study by preparing a Town Center Plan that sets the stage for the multi-cultural, active, safe and accessible town center envisioned by the community. Seek funding as Tier 1 activity. Include in this work consideration of possible amendment to criteria in CDC for plan map amendments to enable additional density relative to Transit Corridor. Consider broader transit corridor/node regulations as part of this work.	H	Y	Will become a Tier 1 item if CPDG funding is awarded in late 2015. If this occurs, other Tier 1 items may shift to Tier 2. Outcomes would likely necessitate CDC changes in 2016.	U
2.2	North Bethany Main Street planning Plan must be in place before commercial development can occur. North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. No funding source identified.	M	Y	Priority may rise as NB development proceeds. Try for grant or developer funding?	U
2.3	North Cooper Mountain Planning <i>Develop community plan and implementing regulations for North Cooper Mountain. Consider how to address Urban Reserve area. Possible to include community plan updates that were not included with the TSP amendments in 2015. Begin with Issue Paper regarding policy and timing issues on land use, transportation and natural resources.</i>	M	Y	<i>Issue Paper included with Work Program under separate cover. Timing may be issue of staff resources or Board priority.</i>	U
2.4	Wineries legislation implementation Amend CDC to address state law changes adopted in 2011.	M	Y	Related to Rural Tourism study but can be added to CDC in 2015.	R

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.5	Streamline cell tower CDC standards and address recent FCC rule changes Ongoing need to streamline current regulations. Additionally, FCC released a report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.	L	Y		C
2.6	<i>Addressing broader Article VII concerns – CDC Sections 421 and 422</i> <i>Addressing broader Article VII (Public Transportation Facilities) concerns - Section 421 and 422.</i>	H	Y	<i>Tier 2 in 2014 – minor amendments made already. May be folded into Task 2.1.</i>	C
2.7	HB 2746 – Replacement dwellings in EFU District and HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts Prepare Issue Paper assessing state law language and implications for the CDC. Currently apply state law directly case-by-case and have been waiting to see how it plays out.	L	?	Possible to fold into work on Rural regulations state law comparison.	R
2.8	<i>Minor CDC amendments</i> <i>Address a number of minor code changes, including: updating CDC definitions section, adding sign regulations in FD-10 and FD-20 (CDC is currently silent on sign regulations in FD-10 and FD-20), private streets regulations and rural posting requirements</i>	M	Y	<i>Several of these items are carried over from the 2014 Work Program.</i>	C

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.9	Mineral/Aggregate Overlay District update to reflect current OARs 2014 request submitted by Manning Rock requesting elevation of this task – as it relates to their quarry - to Tier 1 priority.	M	Y	Carry over from 2014-15.	R
2.10	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	H	?		U
2.11	New infill tools to protect existing neighborhoods CPO 7, Eric Squires and Mary Manseau request from 2014. Likely to include urban design standards.	H	Y		U
2.12	Standing wall remodel/Non-conforming uses Issue paper to examine legality and justifications for "Standing Wall Remodel" (SWR) dev. applications, summarize other non-conforming use regs. and issues.	M			C
2.13	<i>North Cooper Mountain tree preservation review</i> <i>Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the county to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB).</i>	M	Y	<i>Requested by Beaverton as part of Cooper Mountain implementation.</i>	U

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.14	<p>Neighborhood meeting potential changes Based on 2013 Issue Paper, Board asked staff to return on two issues:</p> <p>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</p> <p>b) Whether or not to require a neighborhood meeting for Type II land use review for detached single family dwellings when proposing a Future Development Plan?</p>	L	?	In addition, while issue was addressed in 2013 there is still community concern regarding neighborhood meetings occurring on the same date.	U

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TIER 3 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
3.1	Comprehensive Community Development Code overhaul	H	Y		C
3.2	Airports Make changes identified during 2013 development of Ord. 772 related to the Residential Airpark Overlay District. Monitor the city's work concerning the Hillsboro Airport; initiate amendments to the Rural/Natural Resource Plan as appropriate. The county would apply state airport planning requirements to affected lands outside Hillsboro's city limit.	L	Y	Depends on City of Hillsboro's schedule – their work likely to begin in late 2015.	C
3.3	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	H			U
3.4	North Bethany – potential issues Pending outcome of Task 1.11, address any additional North Bethany issues.	M	Y		U
3.5	Review small lot subdivisions in North Bethany	M			U
3.6	Noise/wind-generated systems Monitor noise levels of wind-generated systems to determine if it's an issue.	L			C
3.7	Historic Overlay and map updates Not to include Oak Hills subdivision.	M	Y	Moved down from Tier 2.	U

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3.8	<i>Vacation Rental by Owner (VRBO) regulation request</i> <i>Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes being rented as short term rentals. Work could include preparing an issue paper regarding short term rentals (e.g., VRBO and Air BnB) to explore issues and opportunities in response to regulatory and code compliance issues raised.</i>	M	Y	<i>Submitted by CPO 3 residents and LUT Code Compliance due to complaints.</i>	C
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WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: CONSIDER THE 2015 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 January 27, 2015 work session, staff received direction to send the draft 2015 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 2015. Tier 2 priorities are additional projects and ordinance topics proposed to be addressed in 2015 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 2015.

- The final work program staff report will be provided to the Board prior to the March 24 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 (click to access electronic copy)

DEPARTMENT’S REQUESTED ACTION:

Approve the work program outlined in the staff report prepared for the March 24, 2015 meeting and authorize the filing of ordinances for Tier 1 and Tier 2 tasks where prior authorization does not exist.

COUNTY ADMINISTRATOR’S RECOMMENDATION:

APPROVED WASHINGTON COUNTY BOARD OF COMMISSIONERS MINUTE ORDER # 15-70 DATE 03-24-15 BY [Signature] CLERK OF THE BOARD

Agenda Item No. Date: 03/24/15



March 16, 2015

To: Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

RE: **2015-16 Long Range Planning Work Program**

RECOMMENDATION

Approve the attached 2015-16 Long Range Planning 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.

OVERVIEW AND SUMMARY

Each year the Board provides direction on the work of the Long Range Planning Section in the Department of Land Use & Transportation. During the 30-day public review period for the draft work program, 16 comment letters were received. In addition, 21 comment letters plus a petition signed by 41 people were received on the Cooper Mountain and Email testimony issue papers issued with the work program. Based on these comments, several changes are proposed to the list of tasks for 2015-16, as detailed in this staff report. Also included in this report are recommendations for Issue Papers to be completed this year and the draft ordinance hearings schedule for 2015.

On January 28, 2015, 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 February 26, 2015. In addition, comments were received on three 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>

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

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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 1.18 – Urban/Rural Roadways Issue Paper –Move up from Tier 2 to Tier 1 to address CCI request (formerly Task 2.6).
2. Task 1.29 – Add potential Community Plan amendment to allow a building height increase on the Nike campus.
3. Task 1.31 – Group several minor code amendments into one omnibus ordinance, including model home regulations, solid waste and recycling enclosures, minor parking changes (new), and clarifications to lot of record standards (new).

2015-16 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 are being/will be developed on the following issues:

1. Evaluate changes that would allow development on steep slopes / buffer in North Bethany (Task 1.11 a) – Underway, potential 2015 ordinance.
2. Evaluate half-street improvement requirements when parks are adjacent to a primary street in North Bethany (Task 1.11 b).
3. Rural/Urban Roadways design/operational practices and policies (Task 1.18).
4. Evaluate new tools for eliminating sidewalk gaps (Task 1.23) - Underway.
5. Consider revisions to Community Development Code (CDC) related to Group Care and Fair Housing (Task 1.28) – Underway, 2015 ordinance recommended.
6. Comprehensive review of testimony requirements for consistency (Task 1.33).

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 11%. 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:

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

Work may, however, move more slowly as a result of being over programmed. 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 2015 Work Program may be needed if additional tasks are added, existing tasks are expanded, or Long Range Planning's proposed

budget for Fiscal Year 2015/2016 is reduced through the budget adoption process. Staff will come back to the Board for refinements to the work program as needed.

2015 CITIZEN AND OTHER REQUESTS

Provided below is a summary of new requests from citizens or other county departments that have been submitted for consideration in 2015, as well as the staff response to the request. Copies of the requests are provided to the Board in Attachment D to this report.

New Comments Received During Public Comment Period (January 28 – February 26)

1. The City of Beaverton submitted a letter indicating their support for various tasks that integrate with the city's work, as follows:
 - 1.3 – Planning by cities and others.
 - 1.5 – Beaverton UPAA update.
 - 1.14 – Parking grant – noting interest in participating.
 - 2.6 - Urban/Rural Roadways – noting this is an issue in South Cooper Mountain and indicating city support for county efforts.
 - 2.11 – Canyon Road redevelopment – noting interest in participating if funded.
 - 2.14 – North Cooper Mountain Tree Preservation – noting this is an important issue to the city, and an interest in participating should the county move forward with this task.
 - 3.3 – Beaverton-Hillsdale Highway/Scholls Ferry/Oleson Road Redevelopment –noting an interest in participating if funded.

Beaverton also requested that the Board add an SB122 task linking county participation in governance discussions in the urban unincorporated area to the city's public engagement efforts.

Staff response: *These comments do not require changes to the Work Program. The county will work with Beaverton on these tasks as they move forward. The SB122 request can be addressed through UPAA discussions currently underway.*

2. The CCI Steering Committee submitted a letter requesting that the Work Program focus more on urban unincorporated issues. Specifically, they requested that the following tasks be moved to Tier 1:
 - 2.14 – Tree Code
 - 2.13 – Standing Wall Remodel
 - 3.8 – Vacation Rentals by Owner
 - 2.6 – Urban/Rural Roadways
 - 2.12 – Infill Tools
 - 2.15 – Neighborhood Meeting Rules

The letter also requested that LUT fill the remaining vacant Long Range Planning budgeted position.

Staff response: *Staff recommends that Task 2.6, Urban/Rural Roadways, be moved from Tier 2 to Tier 1 and be addressed in 2015-16. Due to staffing constraints and competing*

Board priorities, however, staff does not recommend elevating the other requested changes to Tier 1. Regarding the unfilled staff position in Long Range Planning, this position is in Transportation Planning and is primarily funded through the Road Fund, therefore filling this position would not likely address the ability to work on community planning projects. Additionally, the Department prefers to maintain flexibility and the possibility of cost savings by sometimes holding a position vacant.

3. On behalf of Scott Picker, a nursery operator in Washington County, attorney John Bridges submitted a request for amendment of Community Development Code (CDC) Section 348. The intent is to add CDC provisions to allow a landscaping business in the AF-5 District through a Type II Land Use Review. Mr. Bridges suggests use of language borrowed from CDC Sections that currently allow landscaping businesses in conjunction with farm uses on AF-20 and EFU resource lands. Letters of support were received from PGM Landscape and Construction and McQuiggins, Inc.

Staff response: Currently, Type III standards of CDC Section 348-4.1.D (Contractor's Establishment) are applied to requests for landscaping businesses in the AF-5 District. That section allows up to 3,000 square feet for use as a contractor's establishment, including indoor and outdoor space combined. Mr. Picker gained Type III approval for a landscaping business on a 3.27 acre site at 25470 SW Gimm Lane via Casefile 10-236-SU/D.

Current Planning staff understands, however, that Mr. Picker does not want to be limited to the 3,000 square foot maximum contractor's establishment area prescribed by his existing land use approval and CDC Section 348. Staff notes that Mr. Picker has expanded beyond that limit already, by outfitting an agricultural building with what appears to be commercial space. County permitting notes indicate that further inspections and permits are on hold until this issue is corrected.

After reviewing pertinent state legislation, and verifying findings with Current Planning staff, it appears that several conflicts exist in terms of implementing the requested CDC amendment, as follows:

- *Mr. Picker's nursery and contractor's establishment are located on a site within the Rural Reserve. OAR 660-027-0070 states, "Counties that designate rural reserves... shall not amend comprehensive plan provisions or land use regulations to allow uses that were not allowed... at the time of designation as rural reserves unless and until the reserves are re-designated... as land other than rural reserves..." A landscaping business, as allowed under Washington County provisions for EFU and AF-20 lands, would constitute a new use if applied to AF-5 properties in the Rural Reserve. Mr. Picker's existing nursery site, within the Rural Reserve, therefore, could not take advantage of his proposed CDC amendment even if it were adopted.*
- *AF-5 properties are non-resource/exception lands – lands that were granted exceptions to Statewide Planning Goals that govern farm and forest resource lands (AF-20, EFU, EFC). OAR 660-004-0018 specifies that exceptions to a goal or a portion of it "do not authorize uses... or activities other than those recognized or justified by the applicable*

exception [and] are intended to recognize and allow continuation of existing types of development.” The OAR indicates that “when a local government changes the types or intensities of uses... a new ‘Reasons’ exception is required.” Were the county to pursue a reasons exception, however, it would benefit only those AF-5 properties outside of reserve areas as indicated in the prior bullet point.

For the reasons discussed above, staff does not recommend consideration of the requested CDC amendment.

4. A request was received from a representative of Nike, Inc., to include a placeholder to allow for the potential adjustment of the building height allowances on the Nike campus. This would require a legislative plan amendment to modify the text of Area of Special Concern #11 in the Sunset West Community Plan.

Staff response: *Amendments to the text as well as maps in a Community Plan are typically addressed as legislative rather than quasi-judicial plan amendments. We understand the request is to address a building currently under review, therefore it is timely to address the task this ordinance season. Staff recommends including this as a Tier 1 task as a placeholder in the Work Program.*

5. A request was received from Westview High School in the Beaverton School District, to amend the CDC to allow a digital electronic reader board at Westview High School. The school would like to place such a sign in the front of the school along 185th Avenue. The intent would be that this message board would light up all at once, have a static message for 8 to 10 seconds, and then change to a new message.

Staff response: *Currently, a digital electronic reader board that would have moving letters or figures is not allowed by the county’s Community Development Code. These signs would fall under the definition of a “flashing” sign found in Section 106-193.3. CDC Section 414-6 Illumination states that “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...” Section 414-7 Prohibited Signs includes “Signs or lights which:...Have blinking, flashing or fluttering lights or other illuminating devices which exhibit movement....”*

In initial discussions, County Counsel has indicated that the county could have Constitutional problems if we changed the sign code provisions to allow a flashing digital electronic reader board just for schools. Constitutional prohibitions against regulating signs for content would mean that any change to allow flashing digital electronic reader boards would likely be applicable throughout the zoning district for any type of allowed use.

The county might be able to limit the land use districts where such signs would be allowed. Since this school is in the R-5 land use district, however, the county would be faced with allowing digital reader boards in the lowest density residential district in order to allow

this school to have their sign. While many schools are zoned Institutional, many others are still in residential land use designations.

Ordinance No. 791, currently under Board consideration, narrowly focused on digital billboards as discussed in SB639. This ordinance does not also address digital reader boards, which have different issues and options and are not specifically addressed in SB639. For context, digital billboards are proposed to be allowed only in General Commercial districts and only if they meet specific requirements. Should this digital reader board issue move forward, however, certain provisions of the new regulations related to length of time between change of copy and possibly illumination standards could inform the discussion.

There are wide ranging safety and community character concerns that would arise and would need to be considered if the Board is interested in having staff explore this potential change further. Additionally, staff remains concerned with opening the Sign Code when there is litigation underway. At this time, staff does not recommend undertaking this task. Should this task move forward, staff recommends any changes be very limited in scope. Should the Board wish to have this item considered as a Tier 1 task, staff recommends that at least one other ordinance related Tier 1 task be moved to Tier 2 to offset the staff time needed to analyze the issues and formulate an ordinance.

6. A letter was received from the Bicycle Transportation Alliance (BTA) in support of several Tier 1 tasks and making specific suggestions regarding the work on individual tasks as staff moves forward on them. This includes support for CDC amendments that implement last year's TSP update; including a dedicated, physically protected bike route along TV Highway in our efforts to implement the Aloha-Reedville Plan; Safe Routes to School; and creating an interactive Transportation Improvements Master list, among others.

***Staff response:** Staff will consider these comments and keep the BTA informed as we perform work on these specific tasks going forward. With regard to TV Highway, LUT is committed to working with ODOT to support current and future improvements to increase safety on this important route through Washington County. LRP's role in these efforts is to work with ODOT and other partners to identify future projects that could be funded through STIP and MTIP, and to look into the feasibility of potential county contributions. On Neighborhood Bikeways, while the RTO project was not funded, staff is looking into ways to implement neighborhood bikeways using other funding sources.*

7. A letter was received from Lori Manthey-Waldo representing CPO 7, requesting that the North Bethany Main Street Planning (Task 2.2) be moved from Tier 2 to Tier 1. No supporting reasoning was offered.

***Staff response:** Residential development in North Bethany is well underway, and glimmers of interest in commercial development are starting to surface. Prior to commercial or mixed-use development in the core area, however, a Main Street Urban Design Plan is required to be developed. Such a plan would include establishing parking requirements, designing vehicular movements and operations, establishing design criteria including*

building orientation, entrances, setbacks and dimensional standards as well as potential streetscape improvements. This work is to be done in conjunction with design for NW Kaiser Road. The North Bethany Subarea Plan requires the Main Street Urban Design Plan to be developed through a public process and in coordination with the property owners. The North Bethany Subarea Plan does provide for the possibility that the Main Street Urban Design Plan could be prepared by a developer in consultation with the county and other property owners. Another possible option would be developer funding of a consultant hired and managed by the county.

We expect this work to be performed by a consultant at a preliminary estimated cost of \$110,000. Several grant applications have been made over the last several years, including a Metro CET grant application in 2013 (not awarded) and an ODOT Transportation and Growth Management (TGM) pre-application (not awarded). Currently, no new funding source has been identified to fund the preparation of the Plan, therefore staff recommends that the task remain in Tier 2 until funding can be identified.

8. A request was submitted by Jim Long, CPO 4K, requesting that the county develop a tree preservation code. A second letter was sent during the comment period reiterating the request. The letter also requested that the Department fill the remaining Long Range Planning position to be able to adequately address urban unincorporated issues such as this.

***Staff response:** This task would likely be a major undertaking to conduct background research, gather data on the county's tree canopy, conduct meetings with the various interests, coordinate with the various interested agencies and departments, and ordinance development. This is also likely to be a controversial subject that would require extensive time and energy in public meetings. Given other Board priorities, staff does not recommend undertaking this task at this time. This task may be more appropriately undertaken at the city level. Regarding the unfilled staff position in Long Range Planning, this position is in Transportation Planning and is primarily funded through the Road Fund, therefore filling this position would not likely address the ability to work on this community planning project. Additionally, the Department prefers to maintain flexibility and the possibility of cost savings by sometimes holding a position vacant.*

9. A comment letter was submitted by Mr. Eric Squires requesting only minimal ongoing support from the county for the continuing Aloha-Reedville work.

***Staff response:** Only minimal staff support is being proposed for ongoing Aloha-Reedville work, though grant funding is being sought for Town Center and transportation corridor planning. No change is recommended to the proposed work program.*

10. Vacation Rentals by Owner: Issues regarding vacation rentals by owner were raised by several county residents prior to release of the draft work program. Six additional letters were received regarding the issue during the public review period, asking the Board to elevate the issue to Tier 1 on the work program and craft regulations to address it. Letters were from residents who are impacted by short-term rental activities in their neighborhoods as well as an organization called Neighbors for Overnight Oversight.

Issues that were raised in one or more of the letters included additional parking and traffic impacts, noise complaints, safety concerns, number of people in one house at any one time, impacts to property values and neighborhood livability, and concerns with operating a de facto business/ 'motel' in a residential zone.

Staff response: *This issue has also been raised by the LUT code compliance officer based on these and other complaints he has received both in the urban and rural areas. In the rural area, complaints have focused on use of vacation rentals by owner as a way to host large events such as weddings and circumvent other county regulations. The City of Portland and other jurisdictions are currently wrestling with this issue as well and it does not appear that there is an easy solution to address the variety of concerns. Enforcement of regulations has been an issue for Portland and other jurisdictions.*

In the rural area, this issue will be explored in the rural tourism study, currently underway. Given other priorities in the work program, however, staff is recommending that this item be placed on Tier 3 for possible consideration in a future year. Work could include an Issue Paper exploring issues and options. If the Board wished to move this item to Tier 1, staff would recommend that an item be removed from Tier 1 to offset the additional workload.

11. Minor Code Amendments: Current Planning has submitted work program requests to address several minor code issues, including minor revisions to on and off street parking and clarifications to "Lot of Record" regulations. These items would correct or clarify minor operational issues but are substantive and therefore don't qualify for inclusion in the Housekeeping ordinance.

Staff response: *Each year minor changes are identified for amendments to the Community Development Code (CDC), however, if they are not "major" enough to include in the Work Program as a separate ordinance they often do not get completed. The changes are minor, but important. Staff has coordinated with County Counsel to propose an 'Omnibus' minor code amendment ordinance that could include the issues identified by Current Planning above, as well as model home regulations (Task 1.27 in Draft Work Program) and the recycling enclosure changes (Task 1.29 in Draft Work Program). These items would come forward in one ordinance and be described in one staff report, in order to consolidate noticing requirements, reduce hearing times and staff work to prepare all ordinance related documents.*

COMMENTS ON ISSUE PAPERS

Three issue papers were distributed along with the draft Work Program to solicit review and comment from the public. Numerous comments were received on the two Cooper Mountain Issue Papers (2015-01A Land Use and 2015-01B Transportation). Several comments were received on the Email testimony issue paper (2015-02). These various comments are summarized below:

North Cooper Mountain Land Use Planning: Issues and Options (2015-01A)

This issue paper was developed to consider various options for the county regarding community planning in the North Cooper Mountain area subsequent to Concept Planning by the City of Beaverton. The issue paper concluded with the following recommendation: *Upon deliberation of land use and natural resource options for North Cooper Mountain, provide direction to staff. Staff's preliminary recommendation is not to consider a land use ordinance in 2015. As part of next year's Work Program, staff recommends the Board consider any public input on the land use options and seriously consider leaving the area FD-20 as a holding zone until the area eventually annexes to Beaverton or until there is significant interest from property owners to develop.*

A total of 17 letters of comment were received regarding this issue paper, including a petition signed by 41 residents of the North Cooper Mountain area. All of the letters requested the Board to enact a one-acre land use district now across the entirety of North Cooper Mountain. There were no letters of support for leaving the existing FD-20 in place, as recommended in the issue paper.

Two letters from Mr. Boyce Smith specifically asked for application of a one-acre land use district for all of North Cooper Mountain in order to maintain the current neighborhood look and feel. A petition submitted by Mr. Clayton Abel and signed by 41 individuals supported points made in Mr. Boyce's letters. Eleven additional letters referenced and supported Mr. Boyce's view point. Although staff's proposal to leave the FD-20 District in place would maintain the current neighborhood look and feel noted in Mr. Smith's letters, all letters requested the land use "issue" be addressed now. Mr. Ken Seymour proposed a new R-2CM District that would allow two lots/acre.

In addition, staff received several inquiries during the public comment period about the possibility of rezoning property in the northern 1/3 of North Cooper Mountain from FD-20 to R-6 through a quasi-judicial plan amendment process. At least one property owner has requested a pre-application conference to discuss the possibility for such an amendment.

Staff Response: *Due to staffing constraints and other competing priorities, staff continues to recommend that this issue not be addressed in the 2015 Work Program. Staff has estimated this task at 0.5 - 0.75 FTE, so moving it to Tier 1 this year would require shifting that much work to Tier 2. In Work Session discussion on this issue on February 10, 2015, the Board indicated its desire to leave the property as FD-20 until the City of Beaverton was prepared to annex the area. Should the Board wish, this task could be considered as part of work program discussions in 2016.*

Staff notes that we have met with some individuals within North Cooper Mountain about processing plan amendments for their particular property going from FD-20 to R-6. Property owners maintain the right to apply for plan amendments, and such applications could possibly be approved if they met all of the criteria. To date no one has changed from FD-20 to another urban land use district through a quasi-judicial process. It could be difficult for the applications to meet the criteria and to make the required findings.

Cooper Mountain Transportation Planning: Issues and Options (2015-01B)

This issue paper was developed to outline the various options for the county regarding transportation planning in the entire Cooper Mountain Concept Plan area subsequent to Concept Planning by the City of Beaverton. The issue paper concluded with a recommendation that the Board provide direction to include **transportation** elements of the South Cooper Mountain Concept Plan as part of a Transportation System Plan (TSP) update in 2015.

Four comments from the public were submitted on Transportation Issue Paper 2015-01B during the comment period.

Mr. Soren Petersen submitted comments supporting an around-the-mountain alternative to existing proposals, and provided reasoning for future potential improvements to Tile Flat and Grabhorn Roads. A letter submitted by Mr. Paul Robertson supported points made in Mr. Petersen's letter.

Staff Response: *Regarding the Tile Flat extension and an around-the-mountain alternative, current state rules and regulations limit the county's ability to amend the TSP to show new road facilities outside an urban growth boundary, especially within Rural Reserves. This issue will be considered over the next 18 months as part of the Washington County Transportation Futures Study. Staff recommends that these issues not be addressed as part of the TSP update in 2015, as outlined in the Issue Paper.*

Staff believes that no revision is necessary to the Transportation System Plan (TSP) to make improvements to realign Tile Flat and Grabhorn Roads.

Ms. Dorothy Cofield, attorney for Cooper Mountain resident Mr. Ken Seymour, submitted a letter that takes exception to the issue paper's draft alignment corridor for a future road connection between 175th and 185th Avenues. Mr. Seymour's property is within the alignment area. He does not want a future road on his property and does not want maps to show an alignment area that includes his property. Mr. Seymour hired the McKenzie engineering firm to conduct transportation analysis and their conclusions are included in the submitted letter.

Finally, Mr. Eric Squires submitted a letter that is far-reaching and addresses multiple points regarding transportation issues in the Cooper Mountain area and beyond. Key opinions expressed include:

- Concerns that roads within Aloha-Reedville cannot handle the traffic from future development on Cooper Mountain.

- The opinion that expanding density and development without expanding road capacity on Cooper Mountain is poor planning.
- The impression that the county's recent TSP update was large and, in his opinion, not coordinated with Beaverton's update.
- Issues with both Metro's and Beaverton's planning processes for Cooper Mountain – particularly regarding pass through money/allocation/priorities among others.
- Concerns about safety issues on 175th – he supports the 175th Citizen group.
- Concerns that TriMet won't be able to serve the area due to fiscal problems.
- Suggested roadway solutions that would improve traffic flow and safety (e.g., right in/right out at the new high school site and building in enough right-of-way along 175th for a frontage road for residents).

Staff Response: *Staff believes that these issues can be addressed through the work to develop amendments to the Transportation System Plan (TSP) update in 2015, as outlined in the issue paper. The specific issues to be considered as part of the TSP update include:*

- *Designating 185th Avenue Extension as a Refinement Area;*
- *Designating Scholls Ferry Road between 175th Avenue and Tile Flat Road as 4/5 lanes;*
- *Designating 175th Avenue from Scholls Ferry Road to Horse Tail Drive as 4/5 lanes;*
- *Adopting new Collectors and Neighborhood Routes in South Cooper Mountain Annexation Area (SCMAA), inside the UGB only; and*
- *Adopting Cooper Mountain Regional and Community Trails.*

2015 Requests already addressed in the January 27, 2015 Staff Report:

1. Clean Water Services (CWS) has requested a legislative amendment to the North Bethany Subarea Plan to make changes to the alignment of Road P2 east of Kaiser Road in order to accommodate the presence of wetlands and associated vegetated corridors. CWS has indicated their intent to provide additional flow attenuation and ecosystem function by restoration and enhancement of the wetland and vegetated corridor area. This potential amendment would likely include changes to the trail alignment and creek crossings in this area.

Staff response: *Staff recommends that the Board consider this request as a Tier 1 item in 2015.*

2. A letter was submitted in 2014 by John O'Neil of K & R Holdings regarding reduction of the North Bethany Natural Features Buffer. K&R Holdings requested that the Board consider a reduction from the current variable buffer width of from 150 to 465 feet from the Urban Growth Boundary and surrounding Rural Reserve area. They have proposed a buffer of 30 feet.

Staff response: *An issue paper was prepared and discussed by the Board in fall of 2014, and discussion was continued to Spring 2015. Staff expects to return to the Board in early*

April 2015 with options for addressing this issue, including Plan and/or CDC changes. If desired by the Board, an ordinance could be considered in the 2015 ordinance season.

3. A letter was submitted by Anthony Mills, Chairman, on behalf of the Aloha & Reedville Community Council Executive Committee, requesting ongoing county support for the Aloha & Reedville Community Council. The request is to help with communications support and staff attendance at approximately four meetings throughout the year.

***Staff response:** Following completion of the three-year Aloha-Reedville Study and Livable Community Plan, LRP staff has provided a moderate level of assistance to the new Aloha & Reedville Community Council to help with capacity building and organizational development support. Less than 40 hours of staff time has been spent over the past year. Tasks have included assisting in the design and development of this community-led organization in order to support recommendations from the A-R Study and enable them to take the lead on several identified actions. Staff recommends that this level of support be continued this year to assist this new community group to get up and running and help ensure successful implementation of the many community-led recommendations in the A-R Study.*

4. A letter was submitted by Denise Brem and Bill Yaeger, residents located at 7700 SW 67th Avenue in the Raleigh Hills/Garden Home community, registering concerns with an adjacent property that is being rented out nightly and weekly as a Vacation Rental by Owner (VRBO). Complaints include traffic, parties and other disruptive activities occurring at the rental. The request is to consider licensing or use permits for VRBO's to include requirements for neighbor notification, inspections, enforcement and fines, and collection of transient occupancy tax.

***Staff response:** This issue is addressed in Item 10 under New Requests, above.*

5. A request was submitted by Jim Long, CPO 4K, requesting that the county develop a tree preservation code.

***Staff response:** This issue is addressed in Item 8 under New Requests, above.*

DRAFT ORDINANCE HEARING SCHEDULE

The first ordinance filed in 2015 was considered by the Board during the 2014 ordinance season. Ordinance No. 791 proposes amendments to the Community Development Code related to digital billboards. The Board is scheduled to consider a possible B-engrossment on this item on March 17. Hearings would then take place in April.

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
– Sunset West (Nike) potential height increase	Late March	Early May	Late May
– School District Facility Plans	End April	Early July	Late July
– TSP – Housekeeping – Schools in the rural area	Mid- May	Early July	Early August
– Group care and fair housing – Minor Code amendments – North Bethany - Steep slope buffer	Late May	Mid-July	Early to Mid-August
– Beaverton UPAA	Mid-June	Early August	Early September
- Bonny Slope West Community Plan and Infrastructure Funding Plan	Mid-June	August	September
- Recreational Marijuana - North Bethany - CWS changes to P2	Late June	Mid-August	Mid-September

The remaining elements of this 2015-16 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 six areas: 1) Ongoing tasks, 2) Regional Planning, 3) Community Plans, 4) Transportation, 5) Long Range Planning Issues, and 6) Potential Code Changes. Whether each task has a Countywide, Transportation, Rural or Urban focus is also noted. Many of the tasks shown were continued from 2014, and new tasks are *italicized*.

Tier 1 tasks are the highest priority. These tasks include the major projects shown in Table 1 and other projects that must be addressed this year, including Long

Range Planning's ongoing responsibilities. Many tasks were continued from 2014. Some Tier 1 tasks will continue into 2016 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 2015 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 2016. Their priority in 2016 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 ongoing Long Range Planning tasks and activities.
- **Attachment C**, containing descriptions and staff recommendations for removing certain tasks and requests from consideration in the 2015 Work Program.
- **Attachment D**, containing Work Program requests and comments received after January 28, 2015. 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

	2015				2016				2017				2018				2019			
	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 Implementation & Aloha Town Center • T-V Highway Transit-Oriented Development Planning																			
	Bonny Slope West Community Planning				Bonny Slope West Implementation/Funding															
	North Cooper Mountain Community Planning																			
	Update Urban Planning Area Agreements to Implement UGB Urban Reserve Decisions and other coordination needs																			
County Transportation Planning	Washington County Transportation Study																			
	Transportation Corridor and Refinement Studies																			
City Planning	Coordination with City Land Use and Transportation Planning • UGB Expansion Area Planning (Basalt Creek, So. Hillsboro, etc.) • City TSP Updates (Cornelius/Forest Grove) • Industrial Site Readiness • Redevelopment Plans																			
State and Regional Planning	Regional Land Use and Transportation Planning • Southwest Corridor Plan • 2018 Regional Transportation Plan Update • Regional Framework and Functional Plan Updates • 2015 Regional Growth Management Decisions																			
Other	Monitor Statewide Planning Program / Legislature / LCDC																			
	State Legislature Consideration					State Legislature Consideration					State Legislature Consideration					State Legislature Consideration				

TIER 1 (<i>new tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Ongoing Tasks					
1.1	On-going non-discretionary tasks Includes ongoing Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services tasks.	8.5		Tasks include Plan Amendments, Annexations, Trails and Parks coordination, legislation review, grant funding opportunities, participating in MTIP and STIP processes, travel demand modeling, Transportation Development Tax policy support, Washington County Coordinating Committee, etc.	C
Regional Planning					
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) 2015 Growth Management decision b) 2018 Regional Transportation Plan	.8		Requires ongoing analysis of housing preference study results and other data to support Growth Management decision.	C
1.3	Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, 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) d) Tigard Triangle e) Tanasbourne Town Center Plan f) Basalt Creek Concept Plan g) City planning of urban reserve and UGB areas (e.g., Sherwood and recent UGB additions to Cornelius and Forest Grove).	1.75		Ongoing Process IGA with Hillsboro to assign planning authority for new urban areas (may be done before July). Other cities may initiate planning in urban reserves if awarded CET grants in 2015.	C

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

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

TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.4	Washington County Transportation Study Study to evaluate long term transportation strategies and investments needed to sustain the county's economic health and quality of life beyond the TSP's 20-year horizon.	3		Two-year staff/consultant study scheduled to be completed by mid-2016.	T
1.5	Beaverton Urban Planning Area Agreement (UPAA) Update of 1988 UPAA; process as ordinance in 2015 after preliminary work is completed. Incorporate relevant elements from Interim Urban Services Agreement (USA), now expired.	.25	Y	Beaverton has asked the county to re-start this work. Specifically address participation with the city in public engagement efforts in urban unincorporated Washington County relative to city services and governance options going forward.	U
1.6	Other Urban Planning Area Agreement (UPAA) work Update all UPAA's to support continued county/city coordination, including planning for new UGB areas.	.75	Y	Specifically address consistency among UPAA's, and SB 122 considerations in the area around 209th Avenue.	U
1.7	Southwest Corridor High Capacity Transit Plan Participate in selection of locally preferred HCT alternative, analysis of other multimodal projects and completion of DEIS.	.6		Ongoing.	T
1.8	<i>Economic and Demographic data analysis and publications</i> <i>Preparation of quarterly indicator reports on changes in Washington County's population, built environment and economic conditions, including housing and job.</i>	.1		<i>Takes over and expands efforts currently conducted by CAO staff. Reports are intended for broad distribution.</i>	C
1.9	Industrial Site Readiness Study Community Planning and Development (CPD) Grant-funded project in coordination with partner jurisdictions.	.25		Consultant hired, work underway.	C

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

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

TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Community Plans					
1.10	Bonny Slope West (Area 93) community planning and funding/financing Plans Complete community planning and public process, with an ordinance in 2015 for plan adoption. An infrastructure funding/financing plan will require Board action to finalize, and may include possible adoption of supplemental system development charges or other funding mechanisms.	4	Y	This will be one of the primary discretionary tasks the Board will be undertaking in the 2015 ordinance season.	U
1.11	North Bethany work to support development consistent with Plan Address several remaining issues, including: a) Consider allowing development on steep slopes/buffer b) Half-street improvement requirement for parks c) <i>CWS request for legislative amendment for P2</i> d) <i>Review North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98</i> e) <i>Seek developer contributions and support for completing Main Street Plan.</i>	.75	Y	a) Issue Paper discussion continued to spring – potential ordinance. b) Issue Paper. c) <i>New request.</i> d) <i>R&O requires review of funding plan no later than FY 2015-16.</i> e) <i>Search for funding moved to Tier 1 due to increased development activity. Plan must be in place before commercial development can occur.</i>	U,T
1.12	Aloha – Reedville implementation Continue implementation efforts. Potential items include: a) Housing-related amendments (fair housing) b) Seek funding for next steps, including Town Center Plan c) Provide staff support to continue capacity building with Aloha and Reedville Community Council (ARCC) d) Support for other implementation efforts.	.15		a) Underway – see Task 1.28, fair housing. b) Underway – CDPG grant application. c) Underway. Request from ARCC for minimal ongoing support. d) E.g., ongoing grant applications.	U

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Transportation					
1.13	<i>Transportation System Plan (TSP) update follow-up and implementation</i> <i>CDC amendments to be consistent with new TSP designations and policies; TSP spot amendments to be consistent with new city growth area TSP amendments; potential revisions to county Road Design & Construction Standards; performance measure monitoring; other minor revisions.</i>	.5			T
1.14	Grant-funded projects – Transportation: <i>a) Right sizing the Parking Code (TGM Grant)</i> <i>b) Neighborhood Bikeways Wayfinding (RTO Grant)</i> <i>c) Transportation Demand Management (TDM) Plan county-wide (RTO Grant)</i>	.75	?	<i>a) Grant awarded.</i> <i>b) Grant submitted.</i> <i>c) Grant submitted.</i>	T
1.15	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. SRTS coordinator will help boost the number of SRTS programs and activities throughout the county while building valuable partnerships among city and county agencies, schools, community organizations, and neighborhoods.	.5		SRTS Coordinator currently partially funded by Oregon Safe Routes to School Program Grant from ODOT. Ongoing – second year of a three-year grant.	T
1.16	<i>Transportation project development and funding</i> <i>Project development and scoping for next round of MSTIP, Gain Share, potential state transportation funding package. Develop new transportation funding program for growth areas. Develop interactive Transportation Improvement Master List (TIM).</i>	.5			T

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TIER 1 (new tasks are italicized)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.17	<i>Multi-modal performance measures implementation/update of R & O 86-95</i> <i>Update the procedures used to determine the transportation safety related conditions of development approval. The current procedures were last updated in 1986. The 2014 update of the Transportation System Plan calls for a review and update of these procedures to consider the multimodal transportation system.</i>	.5		<i>Land Development, Traffic Engineering and County Counsel would be involved in developing the update. Verbally expressed interest by PC to make this a higher priority.</i>	T
1.18	<i>Urban/Rural Roadways</i> <i>Develop Issue Paper to identify major rural roads that serve urban traffic (including cars, freight and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users.</i>	.25	?	<i>CCI requested Issue Paper during 2013-2014 TSP update process.</i>	U,R,T
Long Range Planning Issues					
1.19	<i>Rural tourism study and potential implementation measures (formerly agri-tourism)</i> <i>Complete consultant-led study. Potential implementation measures could include CDC changes and legislative proposals.</i>	.75	Y	<i>Board directed Rural Tourism study is underway.</i>	R
1.20	<i>Rural regulations State law comparison</i> <i>Coordinate with outcomes of DLCD study of rural regulations and rural tourism study. Review county standards and processes against results of the DLCD study and prepare report for Board consideration. Recommend consultant-led study.</i>	.25	Y	<i>Task will depend on outcomes of DLCD rural regulations study and Rural Tourism study. Likely ordinance changes in 2016.</i>	R

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.21	<i>Schools outside the UGB</i> <i>Follow up on 2010 Board minute order adopting an interpretation of CDC Section 430-121.3 regarding how to determine whether a school outside the urban growth boundary is "scaled to serve the rural area." The interpretation has not been codified in the CDC.</i>	.1	?	<i>Potential current issue in Verboort. Lay out options by June 2015.</i>	R
1.22	Incorporate high growth school district Facility Plans As required by state law, incorporate these plans in the Comprehensive Plan. Beaverton School District has adopted their facility master plan and Hillsboro is expected to adopt their plan soon, therefore this issue is timely. This task includes negotiating cooperative agreements, as required by state law.	.4	Y	Current issue in Bonny Slope West planning. Item has been in Work Program for several years. FTE assumes no real change in current policy.	C
1.23	New tools for eliminating sidewalk gaps Finish Issue Paper. Consider any CDC changes that result from issue paper to address funding and regulatory obstacles to eliminating sidewalk gaps in the urban unincorporated areas.	.25	?	Issue paper underway.	U
1.24	Plan amendment procedures update Update to R&O 84-24 and 87-145 regarding plan amendment procedures to incorporate current process and billing structure.	.1		2013 WP item that was inadvertently not carried forward to 2014.	C
1.25	<i>Murray/Cornell</i> <i>Plan changes that might result from consultant study exploring development options at corner of Murray/Cornell.</i>	.25	?	<i>County owned property. Coordinate with CAO Office.</i>	U

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.26	<i>Title VI (Civil Rights) compliance and DLUT Civil Rights plan</i> <i>Prepare a Civil Rights (Title VI) Plan for LUT that meets federal requirements. Title VI prohibits discrimination on the basis of race, color, religion or national origin. Jurisdictions must adopt a Title VI plan identifying how they will ensure non-discrimination in the provision of services and programs. This task will also address environmental justice, Americans with Disabilities Act of 1975 and other related federal regulations.</i>	.25		<i>A consultant will assist with developing the plan. Work is anticipated to begin in early 2015 and be completed by the end of the year.</i>	C
Potential Code Changes					
1.27	<i>Recreational marijuana land use regulations</i> <i>Develop Issue Paper laying out options for how to address land use issues arising from passage of Measure 91 by the voters of the state. If necessary, develop CDC language and implementation measures for recreational marijuana outlets pursuant to this recently passed ballot measure.</i>	.5	Y	<i>Related to Ord. No. 792. Potential for development applications to be submitted after January 1, 2016.</i>	C
1.28	Group care and Fair Housing clean up Issue papers to be completed in FY 2014-15. CDC amendments to occur through 2015 ordinance.	.4	Y	Moved up from Tier 2.	C
1.29	<i>Potential building height amendments on Nike campus</i> <i>Placeholder requested by Nike to amend ASC 11 of the Sunset West Community Plan to allow additional height in a portion of the Nike campus.</i>	.1	Y		U
1.30	Digital signs Complete work on Ordinance No. 791, continued to 2015 Ordinance Season.	.1	Y		C

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.31	<p><i>Minor Code Amendments</i> <i>Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</i></p> <p>a) <i>Regulations governing model homes</i> - <i>Develop standards, process and timing for model home permits for development prior to plat recordation.</i></p> <p>b) <i>Solid waste and recycling enclosures</i> - <i>Revise design standards for mixed solid waste and recyclable storage facilities.</i></p> <p>c) <i>Minor changes to CDC Section 429 - parking</i>, including <i>minor revisions to on and off street parking requirements and changes to enable conversion of an existing auto parking space to bike parking in certain circumstances.</i></p> <p>d) <i>Minor revisions to "Lot of Record" standards</i></p>	.5	Y	<i>New Subtasks c) and d) identified by LUT staff.</i>	C
1.32	<p>Flood plain CDC updates Federally mandated changes to existing state and local regulations regarding development within and adjacent to floodplains are expected as part of anticipated changes to the National Floodplain Insurance Program (NFIP). The extent of these regulations will not be known until the National Marine Fisheries Service (NMFS) releases a Biological Opinion for impacts to federally listed anadromous fish (salmon and steelhead).</p>	.25	?	<p>This item is a placeholder until the extent of changes is known. While the county will have several years to achieve compliance with the new rules, the work will be complex and time consuming.</p> <p>No date has been given for release of the final Biological Opinion (though anticipated in 2015).</p>	C
1.33	<p>Email Testimony Policy Potential code and policy changes in 2015 to achieve consistency on written testimony by email. At Board direction, an additional potential Issue Paper will address alignment of all procedures regarding opportunities for testimony.</p>	.2	Y	Issue paper on consistent policy regarding email testimony is included with the Work Program, under separate cover.	C

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TIER 1 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.34	Housekeeping Ordinance Non-substantive changes to elements of the Comprehensive Plan, particularly the Community Development Code (CDC). Intended to maintain the Plan's consistency with federal, state, regional and local requirements and to improve the efficiency and operation of the Plan.	.25	Y		C

Full time Equivalent (FTE) staff needed for Tier 1 tasks: 28.5 (25.72 in LRP 2015/16 budget)

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.1	Aloha-Reedville Town Center Plan/Corridor Planning Build on the framework plan from the Aloha-Reedville Livability Study by preparing a Town Center Plan that sets the stage for the multi-cultural, active, safe and accessible town center envisioned by the community. Seek funding as Tier 1 activity. Include in this work consideration of possible amendment to criteria in CDC for plan map amendments to enable additional density relative to Transit Corridor. Consider broader transit corridor/node regulations as part of this work.	H	Y	Will become a Tier 1 item if CPDG funding is awarded in late 2015. If this occurs, other Tier 1 items may shift to Tier 2. Outcomes would likely necessitate CDC changes in 2016.	U
2.2	North Bethany Main Street planning Plan must be in place before commercial development can occur. North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. No funding source identified.	M	Y	Priority may rise as NB development proceeds. Try for grant or developer funding?	U
2.3	North Cooper Mountain Planning <i>Develop community plan and implementing regulations for North Cooper Mountain. Consider how to address Urban Reserve area. Possible to include community plan updates that were not included with the TSP amendments in 2015. Begin with Issue Paper regarding policy and timing issues on land use, transportation and natural resources.</i>	M	Y	<i>Issue Paper included with Work Program under separate cover. Timing may be issue of staff resources or Board priority.</i>	U
2.4	Wineries legislation implementation Amend CDC to address state law changes adopted in 2011.	M	Y	Related to Rural Tourism study but can be added to CDC in 2015.	R

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TIER 2 (<i>new tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.5	Streamline cell tower CDC standards and address recent FCC rule changes Ongoing need to streamline current regulations. Additionally, FCC released a report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.	L	Y		C
2.6	<i>Addressing broader Article VII concerns – CDC Sections 421 and 422</i> <i>Addressing broader Article VII (Public Transportation Facilities) concerns - Section 421 and 422.</i>	H	Y	<i>Tier 2 in 2014 – minor amendments made already. May be folded into Task 2.1.</i>	C
2.7	HB 2746 – Replacement dwellings in EFU District and HB 3125 – Parcel sizes in EFU, AF-20 and EFC Districts Prepare Issue Paper assessing state law language and implications for the CDC. Currently apply state law directly case-by-case and have been waiting to see how it plays out.	L	?	Possible to fold into work on Rural regulations state law comparison.	R
2.8	<i>Minor CDC amendments</i> <i>Address a number of minor code changes, including: updating CDC definitions section, adding sign regulations in FD-10 and FD-20 (CDC is currently silent on sign regulations in FD-10 and FD-20), private streets regulations and rural posting requirements</i>	M	Y	<i>Several of these items are carried over from the 2014 Work Program.</i>	C

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.9	Mineral/Aggregate Overlay District update to reflect current OARs 2014 request submitted by Manning Rock requesting elevation of this task – as it relates to their quarry - to Tier 1 priority.	M	Y	Carry over from 2014-15.	R
2.10	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	H	?		U
2.11	New infill tools to protect existing neighborhoods CPO 7, Eric Squires and Mary Manseau request from 2014. Likely to include urban design standards.	H	Y		U
2.12	Standing wall remodel/Non-conforming uses Issue paper to examine legality and justifications for "Standing Wall Remodel" (SWR) dev. applications, summarize other non-conforming use regs. and issues.	M			C
2.13	<i>North Cooper Mountain tree preservation review</i> <i>Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the county to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB).</i>	M	Y	<i>Requested by Beaverton as part of Cooper Mountain implementation.</i>	U

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TIER 2 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.14	<p>Neighborhood meeting potential changes Based on 2013 Issue Paper, Board asked staff to return on two issues:</p> <p>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</p> <p>b) Whether or not to require a neighborhood meeting for Type II land use review for detached single family dwellings when proposing a Future Development Plan?</p>	L	?	In addition, while issue was addressed in 2013 there is still community concern regarding neighborhood meetings occurring on the same date.	U

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TIER 3 <i>(new tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
3.1	Comprehensive Community Development Code overhaul	H	Y		C
3.2	Airports Make changes identified during 2013 development of Ord. 772 related to the Residential Airpark Overlay District. Monitor the city's work concerning the Hillsboro Airport; initiate amendments to the Rural/Natural Resource Plan as appropriate. The county would apply state airport planning requirements to affected lands outside Hillsboro's city limit.	L	Y	Depends on City of Hillsboro's schedule – their work likely to begin in late 2015.	C
3.3	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	H			U
3.4	North Bethany – potential issues Pending outcome of Task 1.11, address any additional North Bethany issues.	M	Y		U
3.5	Review small lot subdivisions in North Bethany	M			U
3.6	Noise/wind-generated systems Monitor noise levels of wind-generated systems to determine if it's an issue.	L			C
3.7	Historic Overlay and map updates Not to include Oak Hills subdivision.	M	Y	Moved down from Tier 2.	U

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3.8	Vacation Rental by Owner (VRBO) regulation request <i>Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes being rented as short term rentals. Work could include preparing an issue paper regarding short term rentals (e.g., VRBO and Air BnB) to explore issues and opportunities in response to regulatory and code compliance issues raised.</i>	M	Y	<i>Submitted by CPO 3 residents and LUT Code Compliance due to complaints.</i>	C
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DESCRIPTION OF 2015 TASKS AND LAND USE ORDINANCES

Tasks and land use ordinances are assigned to Tier 1, Tier 2 or Tier 3, depending upon the level of importance, degree of complexity or urgency.

TIER 1 PRIORITIES –

Tier 1 tasks will be the primary work undertaken by Long Range Planning staff in 2015, in addition to required, ongoing staff responsibilities. Long Range Planning has 25.42 budgeted full time employees (FTE). Due to budget constraints, 24.42 positions are filled; no changes in FTE are anticipated in FY 2015-16. Because the total projected FTE for Tier 1 tasks exceed budgeted FTE, staff is required to spread task timelines over the course of the year. If Tier 1 tasks are expanded, reduced or new tasks are added, adjustments would be made to the work program to accommodate 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 March work program report.

Ongoing Tasks

1.1 Ongoing Non-discretionary Tasks

On an ongoing 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, participating in Metropolitan Transportation Improvement Project (MTIP) and Statewide Transportation Improvement Plan (STIP) processes, travel demand modeling, Transportation Development Tax policy support, Washington County Coordinating Committee, and Economic, Demographic and Geographic Information Services tasks. These ongoing tasks, constituting a large part of the work of the Long Range Planning section, are described in greater detail in **Attachment B** to the 2015 Work Program staff report.

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

Staff Resources Needed – **High**

Regional Planning

1.2. Regional Planning Coordination

Participate in and respond to major Metro initiatives, including:

a) 2015 Growth Management Decisions

Review regional analysis of alternatives to meet the region's 20-year land use needs for forecasted growth and provide staff support to Metro Policy Advisory Committee (MPAC) in their recommendations to Metro Council.

b) *2018 Regional Transportation Plan*

In 2015, staff will participate in the regional process to identify policy issues to address in the next major update of the Regional Transportation Plan (RTP) and initiate that work in 2016. The next RTP is scheduled to be completed in 2017 for adoption by Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2018.

Reason for Tasks – To comply with state and federal 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 Urban Growth Boundary (UGB) expansion areas, urban reserve areas and redevelopment areas. Subsequent to the passage of House Bill 4078 this past year, planning of new UGB areas will now begin to move forward more definitively. Projects include:

- a) Continued planning of West Bull Mountain (River Terrace) by the City of Tigard. Tigard has completed the planning of this area due to the annexation of Area 64 to the city, however there may be ongoing coordination issues during plan implementation.
- b) Planning of Cooper Mountain, a 2002 expansion area, by the City of Beaverton. Beaverton has completed concept planning and has adopted a Community Plan for South Cooper Mountain. Some ongoing coordination will be required during plan implementation. Work to prepare amendments to the county Comprehensive Plan to address the North Cooper Mountain area is included as Tier 2 Task 2.3.
- c) City planning of 2011 UGB expansions and new UGB areas, particularly the areas known as North Hillsboro and South Hillsboro.
- 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 (CPDG).
- g) Potential additional Urban Planning Area Agreements (UPAA) and Intergovernmental Agreement (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 – **Medium**

1.4 Washington County Transportation Study

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 Transportation System Plan (TSP), other available studies, and adopted land use plans, this study will define transportation needs and evaluate investment choices beyond the 20-year horizon. As a study, it is expected to increase our understanding of the challenges and opportunities facing Washington County and result in areas of agreement for next steps and areas for further study. The Board will be asked to accept the study results. Staff will support consultant analysis of future land use and transportation conditions, transportation investment options and evaluation against community values. This two-year staff/consultant effort will be inclusive and comprehensive, involving the community, other jurisdictions and agencies to ensure that diverse viewpoints are considered. Work began in 2014 and is expected to be completed by the middle of 2016.

Reason for Task – To address county transportation issues.

Staff Resources Needed – **High**

1.5 Beaverton Urban Planning Area Agreement Update

The county's UPAs with each city in Washington County were initially 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, an assessment will be done to determine if any elements of the now expired Interim Beaverton Urban Service Agreement (USA) should be incorporated into the UPAA. Work has commenced with Beaverton on this issue.

Reason for Task – Required maintenance of the county-city UPAs.

Staff Resources Needed – **Medium**

1.6 Other Urban Planning Area Agreement Work

Since the adoption of the county-city UPAs in the 1980's, only periodic amendments have been made to some of the agreements regarding specific issues that needed to be immediately addressed in order to respond to a legal requirement. The UPAs are in need of a major update in order to address a variety of planning issues that have been arisen during the past two decades, such as compliance with Metro's 2040 Plan. Several UPAs with cities in Washington County also require updating to reflect areas brought into the UGB since 2002, to authorize planning authority for urban reserve areas, and to show the eventual service providers for urban reserve areas identified in 2011 and 2014. Beaverton is considered separately to reflect that work is well underway on that agreement.

Reason for Task – To support continued county/city coordination.

Staff Resources Needed – **High**

1.7 Southwest Corridor High Capacity Transit Plan Draft Environmental Impact Statement 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 a High Capacity Transit (HCT) project; and other multimodal projects that support the transportation needs and land use vision for the corridor. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham and King City. In 2015, a preferred HCT alternative for this corridor will be selected by the project Steering Committee prior to preparation of the Draft Environmental Impact Statement (DEIS) in 2016. The Preferred Package for the corridor will include HCT and other multimodal projects. Staff participates in analysis and community outreach to ensure the county's needs are met.

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

1.8 Economic and Demographic data analysis and publications (new task)

Preparation of quarterly indicator reports on changes in Washington County's population, built environment and economic conditions, including housing and jobs, for broad distribution. Data compiled for this task will come from the US Census Bureau, Oregon Employment Department, PSU's Center for Population Research, and other sources. The purpose of this task is to identify trends in demographics and economic growth to better understand community needs. Responsibility for this task is shifting from the CAO's office to LRP.

Reason for Task – To address a countywide need.
Staff Resources Needed – **Low**

1.9 Industrial Site Readiness Study (2013 Community Planning and Development Grant)

The county is the project manager for this study to prepare site assessments to determine the development readiness for 15 large lot industrial sites and prepare an implementation plan for the Tonquin Employment Area in Sherwood. The county has partnered with five cities, Business Oregon, and the Port of Portland for this project. This effort will help define the development challenges, costs, timelines 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, develop public funding applications, move towards obtaining decision-ready designation from Business Oregon, and secure private investment in the sites.

Reason for Task – To address county issues and meet regional goals.
Staff Resources Needed – **Low**

Community Planning

1.10 Bonny Slope West (Area 93) Community Planning

Bonny Slope West (Area 93), added to the UGB in 2002, officially transferred from Multnomah County into Washington County effective January 1, 2014. County staff has been working with the community, service providers, property owners, developers and the Planning Commission to prepare a community plan for the area. A total of \$205,000 from Metro CPDG funds were granted or transferred to Washington County to fund community planning for this area. The community plan and a funding plan will be prepared for Board consideration in the 2015 ordinance season. The community plan will require development of an ordinance that will add and/or amend maps in several documents, including the Cedar Hills/Cedar Mill Community Plan, the Comprehensive Framework Plan for the Urban Area, and the Transportation System Plan. The ordinance will include text amendments to the Comprehensive Framework Plan for the Urban Area, and a significant amendment to the Cedar Mill/Cedar Hills Community Plan (likely a second chapter describing Bonny Slope West and the planning provisions that apply specifically to that subarea). Financing mechanisms, including possible adoption of supplemental system development charges, county service district, or other mechanisms will likely be developed upon direction by the Board.

Reasons for Task – To address a county issue.

Staff Resources Needed – **High**

1.11 North Bethany work to support development consistent with the Bethany Community Plan

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.*

In 2014, a letter was submitted by John O’Neil of K & R Holdings regarding reduction of the North Bethany Natural Features Buffer. K&R Holdings requested that the Board consider a reduction from the current variable buffer width of 150 to 465 feet from the UGB and surrounding Rural Reserve area. K&R has proposed a buffer of 30 feet. An Issue Paper was prepared and discussed by the Board in fall of 2014, and discussion was continued to spring 2015. Staff expects to return to the Board in April 2015 with options for addressing this issue, including Plan and/or CDC changes. If desired by the Board, an ordinance could be considered in the 2015 Ordinance season.

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 Community Development Code (CDC) language is unclear on the requirement as it relates to Tualatin Hills Park & Recreation District (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 the issue remains unresolved. This issue may also be a concern in Bonny Slope West planning.

c) *Clean Water Services (CWS) proposed legislative amendment to the North Bethany plan for Road P2. (new task)*

The Clean Water Services (CWS) has requested a legislative amendment to the North Bethany Subarea Plan to make changes to the alignment of Road P2 east of Kaiser Road in order to accommodate the presence of wetlands and associated vegetated corridors. CWS has indicated their intent to provide additional flow attenuation and ecosystem function by restoration and enhancement of the wetland and vegetated corridor area. This potential amendment would potentially include changes to the trail alignment in this area and creek crossings. These changes would affect the transportation system and multiple parcels, and would require both text and map changes. In order to consider the proposal, a legislative amendment would be required. If the Board wants to move forward with this proposal, staff recommends that CWS pay for transportation analysis relative to the change.

d) *Review North Bethany Transportation System Development Charges (SDC) requirements and funding plan. (new task)*

As required by R&O 10-98, review the North Bethany Transportation funding plan. The 2010 R&O requires review of the funding plan no later than FY 2015-16. Provide a report to the Board with findings of the review and implications moving forward. Work on this task would likely commence late in the calendar year.

e) *Seek funding for Main Street Plan.*

As required by the North Bethany Subarea Plan, commercial development in the Town Center area cannot move forward until a Main Street Plan is in place. North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. The priority for preparing the Main Street Plan may rise as North Bethany development proceeds. No funding source for this work has been identified. This task would be to identify and pursue funding for the Main Street Plan – including potential grants or developer funding. If funding is not secured, this will remain a Tier 2 task.

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

Staff Resources Needed – **Medium to High**

1.12 Aloha-Reedville Study Implementation

In 2014, the Aloha-Reedville Study and Livable Community Plan was completed and acknowledged by the Board. Several ordinances were adopted in 2013 and 2014 to begin implementation of the study's recommendations. Additional actions include seeking funding to complete a Town Center Plan and potentially to develop a Transit Corridor Plan. Items included in 2015-16 are:

- a) Housing related amendments to comply with Oregon's Fair Housing Council recommendations;

- b) Pursue local, regional, state, and federal funding to continue implementation for efforts such as completing the Town Center Plan, constructing a pedestrian/bicycle bridge over Beaverton Creek, completing a conceptual design for 170th Avenue and Merlo Road improvements, identifying and installing pedestrian safety crossings, and identifying and pursuing interim improvements in connectivity gaps around public schools;
- c) Provide continued staff support for implementation efforts such as grant management, further refinements to intergovernmental agreements and staff attendance at up to four (4) community organizational meetings;
- d) Support for other implementation efforts such as: complete collaborative effort with Westside Transportation Alliance to create a bicycle facility installation guide and develop pilot project to install bike racks in existing commercial/retail businesses, and an additional effort to install covered bike parking in one multi-family development (led by Department of Housing Services).

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

Transportation Planning

1.13 Transportation System Plan Update - Follow up and implementation (new task)

The update of the Transportation System Plan became effective December 1, 2014. Several follow-up tasks are needed to implement the plan and incorporate several ongoing planning efforts being completed by other jurisdictions. CDC amendments are needed to implement TSP policies. This task would include an analysis of how best to implement Regional and Community Trails designations, Pedestrian/Bicycle districts, Pedestrian Parkways, Streetscape Overlays, Enhanced Major Street Bikeways and other designations in the TSP. This task may also require revisions to the county road standards.

Additionally, TSP amendments are needed in order to be consistent with newly adopted city concept plans for South Hillsboro, South Cooper Mountain, and River Terrace. There is also an opportunity to incorporate several trail alignments including the Ice Age Tonquin Trail and Council Creek Trail. Minor mapping errors may also be corrected. Other minor amendments may be required to address issues raised in the Aloha-Reedville Study and Livable Community Plan.

Reason for Task – Update documents to implement the TSP across different elements of the Comprehensive Plan. Ensure consistency with adopted plans by other jurisdictions.

Staff Resources Needed – **High**

1.14 Grant-funded Projects

a) Right sizing the Parking Code (TDM Grant has been awarded) (new task)

The project purpose is to determine parking management strategies to improve the balance of vehicle and bicycle parking demand with parking supply, while reducing vehicle miles traveled. This will encourage the use of alternative modes of transportation, and encourage development and the efficient use of land in Town Centers and Station Communities. The CDC will be updated through the project which will get underway mid-2015 and may result in an ordinance to address CDC changes in 2016 or 2017.

b) Neighborhood Bikeways Implementation (RTO Grant, if awarded) (new task)

The Neighborhood Bikeway Plan completed in 2014 identified a network of low speed, low-traffic residential streets that connect to desirable neighborhood destinations. The proposal is to implement approximately 10 miles of neighborhood bikeways in the Rock Creek area. This area was selected based on ease of implementation and to leverage recent and upcoming investments in mid-block crossings, trail signage, and other bike and pedestrian improvements. If awarded, the project could get underway mid-2015 and will include bikeway way-finding signage, shared lane arrow pavement markings, and the development of a neighborhood level bike/walk map. This is largely an Engineering and Construction Services and Operations task, with some involvement from LRP.

c) Transportation Demand Management (TDM) Planning (RTO Grant, if awarded)

(new task) Develop a planning framework to support TDM countywide, including:

- Creating a comprehensive toolkit of TDM strategies.
- Enhance county's role in supporting Westside Transportation Alliance (WTA) as well as leveraging the capacity of other organizations to support travel options.
- Improve coordination of transportation planning, land use, and travel choice.
- Align TDM planning and decision making with local planning processes and programs.
- Incorporate TDM into the county's development review policies and processes.
- Diversify TDM programs, funding sources, partners and participants.

If awarded, the project could get underway mid-2015 and result in an ordinance to address CDC and other changes in 2016 or 2017.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

1.15 Safe Routes to School (SRTS)

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**

1.16 Transportation Project Development and Funding (new task)

A number of transportation funding and programming opportunities are approaching, including the next round of the county's Major Streets Transportation Improvement Program (MSTIP), Gain Share pedestrian/bicycle projects, Oregon State Transportation Improvement Program (STIP), Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Funds (RFFA), a potential new state transportation funding package, and a prospective new local transportation funding program for growth areas in Washington County. A more systematic, cohesive approach is desired to identify and prioritize projects for these funding programs. This task would work in concert with the interactive Transportation Improvement Master List (TIM) that will be complete by the start of FY 2015-16.

Reason for Task – A more systematic, cohesive approach is desired to identify and prioritize transportation projects for multiple upcoming funding opportunities and programs.

Staff Resources Needed – **High**

1.17 Multimodal performance measures implementation/update of R&O 86-95 (new task)

Review and update existing procedures used to determine the transportation related conditions of development approval, as called for in the 2014 update of the Transportation System Plan (TSP). The current procedures were developed in 1986.

This work will explore options for integrating multimodal performance measures into development review procedures - consistent with the goals and objectives of the TSP. Current Planning, Engineering and Construction Services, County Counsel, members of the development community and general public will be involved in developing the update.

Reason for Task – To enhance transportation safety and implement TSP goals.

Staff Resources Needed – **Medium**

Long Range Planning Issues

1.18 Urban/Rural Roadways (new task)

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

the boundary between urban and rural areas. The Issue Paper would identify major roads in urban reserves, rural reserves and undesignated areas that serve both rural and urban traffic; identify major roads that separate urban zones from rural/agricultural zones; and explore design and operational practices and policies that protect the vitality of rural/agricultural land uses while serving transportation needs for both urban and rural users. Particular issues to explore include inter-urban traffic on rural roads (including cars, freight trucks and cyclists), the design of urban/rural fringe roads, movement of agricultural equipment, crop issues such as weed seed dispersion and lighting impacts to crops, and the appropriateness of street lighting, sidewalks, curbs, bike lanes and wide shoulders on rural roads.

Reason for Task – To address a community request and rural/agricultural issue in the county.

Staff Resources Needed – **Medium**

1.19 Rural tourism study and potential implementation measures (formerly agri-tourism)

Identification of existing, trending and desired conditions for rural tourism in Washington County that reflects a broader range of rural interests, practices, and geographical areas than previously represented in efforts tied to Senate Bill 960 alone. A consultant-led study is underway, based on Board direction given in 2014. This task is to complete the consultant-led study and move forward with recommendations as appropriate based on Board direction. Potential implementation measures could include CDC changes and legislative proposals to be considered in 2015 or 2016.

Reason for Task – To address a county issue

Staff Resources Needed – **Medium**

1.20 Rural Regulations State Law Comparison

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 should be coordinated with the outcomes of the Department of Land Conservation and Development (DLCD) study of rural regulations and the rural tourism study currently underway. It will include reviewing county standards and processes against the DLCD study results and preparation of a report for Board consideration.

This work will result in the identification of differences, but the decision on whether or not to address these differences will be part of a future work program. Tied in to this work is coordination with DLCD to seek legislative changes to allow parcels to be developed in Exclusive Farm Use (EFU) that are separated by the UGB, even when the remaining EFU parcel is less than 80 acres. This task also relates to Task 2.8 in Table 2 of Work Program Tasks regarding implementation of House Bills 2746 and 3125.

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

Staff Resources Needed – **Medium**

1.21 Schools outside the UGB (new task)

Follow up on 2010 Board minute order adopting an interpretation of CDC Section 430-121.3 regarding how to determine whether a school outside the UGB is “scaled to serve the rural area.” The interpretation has not been codified in the CDC. Staff will lay out options for Board consideration in the spring of 2015, to include a Board minute order or CDC amendment.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

1.22 Incorporation of School Facility Plans by high growth school districts

The 2007 Legislature adopted legislation requiring larger school districts to adopt school facility plans. Counties and cities are required to assist school districts to develop these plans. Once school districts adopt school facility plans, state law requires the county to adopt them into the county’s 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 2015. This work will include discussions with the high growth school districts to develop cooperative agreements, as required by state law.

Reason for Task – To address state law requirements.

Staff Resources Needed – **Medium**

1.23 New tools for eliminating sidewalk gaps

An Issue Paper is underway to address both funding and regulatory issues related to eliminating gaps in the sidewalk system in the urban unincorporated area. While additional funding has been directed toward eliminating sidewalk gaps in the urban unincorporated area in recent years, significant gaps do still exist. LRP has also received a request from the Home Builders Association to consider developing a less expensive and “more reasonable” process for application and appeal of required full and half-street improvements

The Issue Paper will research and summarize the various ways that sidewalks gaps are identified and addressed through public improvement projects and private development under current practices. Based on these findings, the Issue Paper will investigate and potentially recommend alternative solutions for filling sidewalk gaps and will also consider the issues raised by the Home Builders Association. The Issue Paper will be completed in 2015, and any resulting recommended changes would likely be considered in the 2016 ordinance season.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

1.24 Plan Amendment Procedures Update

Staff has identified several changes that are needed to the resolution and order that established plan amendment procedures. Resolution and Orders 84-24 and 87-145 describe procedures no longer used and outdated billing schedules. An updated R&O describing the current process and billing structure is needed. This task has been carried over since 2004, and was inadvertently not carried forward this past year.

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

Staff Resources Needed – **Low**

1.25 Murray/Cornell (new task)

The county has hired a consultant to explore development options of the property at the southeast corner of Murray and Cornell. The county purchased the property as part of a previous MSTIP project on Murray Boulevard. The property is unique and has some development challenges including access and parking. As a result of the study, the County may want to explore amending the CDC and the Cedar Mill Town Center Plan to facilitate development. If such changes were simple, they may possibly be accommodated in 2015, but it is more likely changes would be in 2016 if this goes forward.

Reason for Task – to facilitate development of a unique property in a Town Center.

Staff Resources Needed – **Medium**

1.26 Title VI (Civil Rights) compliance and DLUT Civil Rights plan (new task)

Prepare a Civil Rights (Title VI) Plan for LUT that meets federal requirements. Title VI prohibits discrimination on the basis of race, color, religion or national origin. Jurisdictions must adopt a Title VI plan identifying how they will ensure non-discrimination in the provision of their services and programs. Jurisdictions must also comply with Executive Order 12898, which addresses environmental justice, and other related federal regulations, such as Title II of the Americans with Disabilities Act of 1975.

A consultant will assist with developing the plan. Work is anticipated to begin in early 2015 and be completed by the end of the year.

Reason for Task – To address federal requirements and county needs.

Staff Resources Needed – **Medium**

Potential Code Changes

1.27 Recreational Marijuana Land Use Regulations (new task)

Develop Issue Paper laying out options for how to address passage of Measure 91 by Oregon voters in November, 2014. This measure allows possession, use, and cultivation of marijuana by adults 21 and older in specific quantities as if July 1, 2015. It also has provisions for producing, processing, wholesaling and retailing marijuana. The Oregon Liquor Control Commission (OLCC) will be developing licensing provisions for these uses in 2015, and will begin taking applications January 1, 2016. Staff is monitoring the state's process. Based on Board direction, potentially develop CDC language and implementation

measures to address these uses. Issue Paper will consider interconnections and implications for the county's recently adopted regulations for medical marijuana dispensaries (Ordinance No. 792).

Reason for Task – To address changes in state law.
Staff Resources Needed – **Medium**

1.28 Group Care Clean-up and Fair Housing

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. After considering the Issue Paper, the Board may direct staff to file an ordinance. This item is moved up from Tier 2.

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

1.29 Potential building height amendments on Nike campus (new task)

Placeholder requested by Nike to amend ASC 11 of the Sunset West Community Plan to allow additional height in a portion of the Nike campus.

Reason for Task – To address a development issue
Staff Resources Needed – Low

1.30 Amend CDC Sign Standards - Digital Signs

Complete work on A-Engrossed Ordinance No. 791, continued to 2015 ordinance season. This ordinance will be filed early in the ordinance season and will include provisions for allowing digital billboards in the same locations as standard billboards and as well as standards for frequency of change of copy and illumination. Potential changes are limited to the Board's requested review of the dark sky requirements.

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

1.31 Minor Code Amendments

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

- a) Regulations governing model homes - Develop standards, process and timing for model home permits for development prior to plat recordation.
- b) Solid waste and recycling enclosures - Revise design standards for mixed solid waste and recyclable storage facilities.
- c) Minor changes to CDC Section 429 - parking, (**new task**) including location of on-street parking, required paved width of street when on-street parking is allowed, and amendments to enable conversion of an existing parking space to secure bike parking in certain circumstances.

d) Minor revisions to “Lot of Record” standards (**new task**)

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

1.32 Flood Plain Community Development Code Updates

Federally mandated changes to existing state and local regulations regarding development within and adjacent to floodplains are expected as part of anticipated changes to the National Floodplain Insurance Program (NFIP). The extent of these regulations will not be known until the National Marine Fisheries Service (NMFS) releases a Biological Opinion for impacts to federally listed anadromous fish (salmon and steelhead). This item is a placeholder until the extent of changes is known. While the county will have several years to come into compliance with the new rules, the work will be complex and time consuming. Following the issue this year is a Tier 1 task. Based on the timing and details of the Biological Opinion, this could significantly impact the Work Program, and could result in the Board redirecting resources.

Reason for Task – To address federal mandated changes.

Staff Resources Needed – **Low**

1.33 Email Testimony Policy

An Issue Paper has been developed outlining issues and recommendations for how the county addresses email testimony and will be distributed under separate cover. The intent is to develop consistent policy regarding email testimony throughout the divisions of the Department of Land Use & Transportation and other county departments, as appropriate. Based on the Board’s direction, potentially file an ordinance in 2015 to address the findings of the Issue Paper.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

1.34 Housekeeping and General Update ordinance

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

Reason for Task – 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 2015 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need further evaluation prior to determining their priority. Because most of Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2016. Their priority in 2016 will be determined as part of next year's work program.

2.1 Aloha-Reedville Town Center Plan/Corridor Planning

Build on the framework plan from the Aloha-Reedville Livability Study to prepare a Town Center Plan that sets the stage for the multi-cultural, active, safe and accessible town center envisioned by the community. 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/bicycle friendly roadway improvements. Seek funding as Tier 1 activity. Include in this work consideration of possible amendment to criteria in CDC for plan map amendments to enable additional density relative to Transit Corridor. Consider broader transit corridor/node regulations as part of this work. This work would be managed by a consultant. This will become a Tier 1 item if Community Planning and Development Grant (CPDG) funding is awarded in late 2015. Outcomes would likely necessitate CDC changes in 2016.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.2 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 has not yet begun. Kaiser Road design considerations include its designated 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.

A plan must be in place before commercial development can occur. North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. The priority for this project may rise as North Bethany development proceeds.

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. CPDG funds were not granted for this work and no other funding source has yet been identified. The Subarea Plan envisions the possibility of developer funding of

the plan, and this option as well as other funding sources should be explored. Staff recommends this item remain in Tier 2 until funding can be determined.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **Medium**

2.3 North Cooper Mountain Planning

The entire Cooper Mountain area – North Cooper Mountain, Urban Reserve Area 6B, and South Cooper Mountain – recently underwent a comprehensive concept and community planning process by the City of Beaverton. County staff was involved in this effort. Now that the *concept planning* is complete, *community planning* for North Cooper Mountain remains to be completed by the county as the land use jurisdiction for this area.

This task would include developing amendments to the Aloha-Reedville Community Plan for this area, as well as implementing regulations for North Cooper Mountain. Work would also include related transportation changes. It also may be possible to include community plan updates that were not included with the TSP amendments in 2015 for the larger Aloha-Reedville area.

An Issue Paper laying out the Board’s options for addressing North Cooper Mountain planning and transportation issues for public review and comment will be distributed under separate cover. The Issue Paper also includes the question of timing and whether to bring this task forward in 2015 or 2016. If the Board concludes that making land use changes to North Cooper Mountain are not warranted, this would no longer be a Tier 2 task.

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

Staff Resources Needed – **Medium**

2.4 Wineries Legislation

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 CDC changes for ordinance adoption. Related to Rural Tourism Study but can be added to CDC in 2015 if time permits.

Reason for Task – To address county issues.

Staff Resources Needed – **Medium**

2.5 Streamline Cell Tower standards in Community Development Code

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

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

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

A request from the LUT Operations and Maintenance and Engineering and Construction Services Divisions to make amendments to CDC Article VII, Public Transportation Facilities. This task would entail additional review of Article VII to examine and update Article VII processes related to meeting challenging federal, state and local environmental standards for projects, and to recognize relevant existing environmental compliance programs approved by federal and/or state agencies as sufficient for project review. Minor amendments on this topic were made in 2014. Depending on the content of the Biological Opinion references in Tier 1 Task 1.31, this task may be folded into that work.

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

2.7 House Bill 2746 - Replacement Dwellings in Exclusive Farm Use District and House Bill 3125 - Parcel sizes in Exclusive Farm Use, Agriculture/Forest -20 Acres and Exclusive Forest and Conservation Districts

In 2013, the Oregon Legislature passed House Bills 2746 and 3125. 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 confirm this.

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

This task would prepare an Issue Paper assessing state law language and implications for the CDC. Until the CDC is amended, the county implements HB 2746 and 3125 directly. It may be possible to fold this task into work on rural regulations state law comparison.

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

2.8 Minor CDC amendments

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

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.9 Mineral/Aggregate Overlay District update to reflect current OARs

This task is a carry-over from 2014-15.

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 discrepancies are related to the threshold for what qualifies as significant, and the nature of the impact area. Preliminary analysis seems to indicate that a number of 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, in 2014 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. The quarry currently falls 16% short of the two million cubic yards required to obtain a permit. Manning Rock contends 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**

2.10 Canyon Road Redevelopment

Prepare Issue Paper to better define issues relating to the redevelopment potential on the eastern portion of Canyon Road near the Walker Road intersection. Redevelopment could include changes to provision of mixed use or transit oriented zones and streetscape improvements to encourage redevelopment in the area. Work would be contingent on receiving outside funding. Transportation and Growth Management grant funding application made in 2014 but was not awarded.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.11 New infill tools to protect existing neighborhoods

The state's growth management program and Metro's Regional 2040 Plan are predicated on directing new development to areas within the UGB, mainly to already developed areas. Sensitive siting and design of infill projects that are more dense than existing development is desirable – and this concern needs to be balanced with “needed housing” rules. An Issue Paper will be developed to consider the compatibility of new homes in existing neighborhoods and the requirements of the state “needed housing” rules and other growth management goals. As this topic moves forward, it will be important to discuss whether or not this level of planning focus is appropriate in the unincorporated area.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.12 Standing Wall Remodel/Non-conforming Uses

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

Reason for Task – To address county issues.

Staff Resources Needed – **Low**

2.13 North Cooper Mountain Tree Preservation (new task)

Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the county identify and evaluate options to require or incentivize tree protection within the South Cooper Mountain Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB).

Reason for Task – Preserve trees in Urban Reserve Area.

Staff Resources Needed – **Medium**

2.14 Neighborhood Meeting Changes

Based on 2013 Issue Paper, the Board asked staff to return on two issues:

- 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 for Type II land use review for detached single family dwellings when proposing a Future Development Plan?
In addition, while issue was addressed in 2013 there is still community concern regarding neighborhood meetings occurring on the same date.

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 request and returned later in 2013 with an Issue Paper outlining the proposed changes, their implications and offering options for the Board's consideration.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

TIER 3 PRIORITIES

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

3.1 Comprehensive Community Development Code (CDC) Overhaul

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

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

Staff Resources Needed – **High**

3.2 Airports

Make changes identified during 2013 development of Ordinance No 772 related to the Residential Airpark Overlay District. Monitor the city's work concerning Hillsboro Airport, initiate amendments to the Rural/Natural Resource Plan as appropriate. The county would apply state airport planning requirements to affected lands outside Hillsboro's city limit. Work depends on City of Hillsboro schedule, likely to begin in late 2015.

Reason for Task – Clean up existing references.

Staff Resources Needed – **Low**

3.3 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 multimodal 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 2015 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**

3.4 North Bethany – Potential Issues

Pending outcome of work in Task 1.1, address any additional North Bethany issues.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

3.5 Review Small Lot Subdivisions in the North Bethany Subarea

For many years, the Work Program contained two tasks related to small lot development. These tasks were concerned with planned development standards and building façade 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**

3.6 Noise/Wind Generated Systems

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**

3.7 Historic Overlay and map updates

Not to include Oak Hills subdivision. Moved down from Tier 2.

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. The change would keep the historic overlay designation only on the parcel where the resource is located, and remove the overlay designation from the other lots.

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

Staff Resources Needed – **Medium**

3.8 Vacation Rental by Owner (VRBO) regulation request (new task)

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

Reason for Task – Address a county need.

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 King City Town Center Plan, Tigard Triangle, Basalt Creek 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, City of Hillsboro Trails System 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 2014 and 2015 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.

Urban Growth Report support

Every **six** years, Metro is required under state law to prepare an Urban Growth Report that documents available **land** capacity for employment and household growth in the region over 20 years. In 2014, Metro Council accepted the Urban Growth Report. In December 2015, Metro Council will adopt a 20-year forecast number for both population and jobs. Following that decision, additional technical work will determine if the capacity is adequate for the adopted forecast. Based on that work, Metro Council can recommend expanding the Urban Growth Boundary. 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.

Transportation Improvement Master List

- Completion of the first phase of this web-based mapping application includes the development of a database for all DLUT transportation projects and several “views” for different workgroups and project types. .
- Second phase would be to expand the “views” to include spatial queries for projects that meet user-defined needs and location criteria.

Comprehensive Plan Data and Map Updates

Completion of effort to more fully centralize, standardize, document, and present the many layers of spatial data used for all volumes of the county’s comprehensive plan. This also includes the update of data to incorporate newly adopted ordinances and possible plan amendments.

ArcGIS Online for Organizations (AGOO) Implementation

To date AGOO has been used in more of an ad-hoc manner for select projects; this task would be to more formally use this web-based GIS solution for the presentation and querying of department information. This multi-year effort would begin with building on the update of comprehensive plan data by preparing applications for staff to more directly view and query plan elements.

REQUESTS NOT RECOMMENDED FOR INCLUSION IN THE 2015 WORK PROGRAM

Staff recommends no further action be taken on the requests listed below:

1. On behalf of Scott Picker, a nursery operator in Washington County, attorney John Bridges submitted a request for amendment of Community Development Code (CDC) Section 348. The intent is to add CDC provisions to allow a landscaping business in the AF-5 District through a Type II Land Use Review. Mr. Bridges suggests use of language borrowed from CDC Sections that currently allow landscaping businesses in conjunction with farm uses on AF-20 and EFU resource lands. Letters of support were received from PGM Landscape and Construction and McQuiggins, Inc.

***Staff response:** Currently, Type III standards of CDC Section 348-4.1.D (Contractor's Establishment) are applied to requests for landscaping businesses in the AF-5 District. That section allows up to 3,000 square feet for use as a contractor's establishment, including indoor and outdoor space combined. Mr. Picker gained Type III approval for a landscaping business on a 3.27 acre site at 25470 SW Gimm Lane via Casefile 10-236-SU/D.*

Current Planning staff understands, however, that Mr. Picker does not want to be limited to the 3,000 square foot maximum contractor's establishment area prescribed by his existing land use approval and CDC Section 348. Staff notes that Mr. Picker has expanded beyond that limit already, by outfitting an agricultural building with what appears to be commercial space. County permitting notes indicate that further inspections and permits are on hold until this issue is corrected.

After reviewing pertinent state legislation, and verifying findings with Current Planning staff, it appears that several conflicts exist in terms of implementing the requested CDC amendment, as follows:

- *Mr. Picker's nursery and contractor's establishment are located on a site within the Rural Reserve. OAR 660-027-0070 states, "Counties that designate rural reserves... shall not amend comprehensive plan provisions or land use regulations to allow uses that were not allowed... at the time of designation as rural reserves unless and until the reserves are re-designated... as land other than rural reserves..." A landscaping business, as allowed under Washington County provisions for EFU and AF-20 lands, would constitute a new use if applied to AF-5 properties in the Rural Reserve. Mr. Picker's existing nursery site, within the Rural Reserve, therefore, could not take advantage of his proposed CDC amendment even if it were adopted.*
- *AF-5 properties are non-resource/exception lands – lands that were granted exceptions to Statewide Planning Goals that govern farm and forest resource lands (AF-20, EFU, EFC). OAR 660-004-0018 specifies that exceptions to a goal or a portion of it "do not authorize uses... or activities other than those recognized or justified by the applicable exception [and] are intended to recognize and allow continuation of existing types of development." The OAR indicates that "when a local government changes the types or*

intensities of uses... a new 'Reasons' exception is required." Were the county to pursue a reasons exception, however, it would benefit only those AF-5 properties outside of reserve areas as indicated in the prior bullet point.

For the reasons discussed above, staff does not recommend consideration of the requested CDC amendment.

2. Request from Westview High School in the Beaverton School District, to amend the CDC to allow a digital electronic reader board at Westview High School. The school would like to place such a sign in the front of the school along 185th Avenue. The intent would be that this message board would light up all at once, have a static message for 8 to 10 seconds, and then change to a new message.

Staff response: *Currently, a digital electronic reader board that would have moving letters or figures is not allowed by the county's Community Development Code. These signs would fall under the definition of a "flashing" sign found in Section 106-193.3. CDC Section 414-6 Illumination states that "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..." Section 414-7 Prohibited Signs includes "Signs or lights which:...Have blinking, flashing or fluttering lights or other illuminating devices which exhibit movement...."*

In initial discussions, County Counsel has indicated that the county could have Constitutional problems if we changed the sign code provisions to allow a flashing digital electronic reader board just for schools. Constitutional prohibitions against regulating signs for content would mean that any change to allow flashing digital electronic reader boards would likely be applicable throughout the zoning district for any type of allowed use.

The county might be able to limit the land use districts where such signs would be allowed. Since this school is in the R-5 land use district, however, the county would be faced with allowing digital reader boards in the lowest density residential district in order to allow this school to have their sign. While many schools are zoned Institutional, many others are still in residential land use designations.

Ordinance No. 791, currently under Board consideration, narrowly focused on digital billboards as discussed in SB639. This ordinance does not also address digital reader boards, which have different issues and options and are not specifically addressed in SB639. For context, digital billboards are proposed to be allowed only in General Commercial districts and only if they meet specific requirements. Should this digital reader board issue move forward, however, certain provisions of the new regulations related to length of time between change of copy and possibly illumination standards could inform the discussion.

There are wide ranging safety and community character concerns that would arise and would need to be considered if the Board is interested in having staff explore this potential change further. Additionally, staff remains concerned with opening the Sign Code when

there is litigation underway. At this time, staff does not recommend undertaking this task. Should this task move forward, staff recommends any changes be very limited in scope. Should the Board wish to have this item considered as a Tier 1 task, staff recommends that at least one other ordinance related Tier 1 task be moved to Tier 2 to offset the staff time needed to analyze the issues and formulate an ordinance.

3. A request was submitted by Jim Long, CPO 4K, requesting that the county develop a tree preservation code. A second letter was sent during the comment period reiterating the request. The letter also requested that the Department fill the remaining Long Range Planning position to be able to adequately address urban unincorporated issues such as this.

Staff response: *This task would likely be a major undertaking to conduct background research, gather data on the county's tree canopy, conduct meetings with the various interests, coordinate with the various interested agencies and departments, and ordinance development. This is also likely to be a controversial subject that would require extensive time and energy in public meetings. Given other Board priorities, staff does not recommend undertaking this task at this time. This task may be more appropriately undertaken at the city level. Regarding the unfilled staff position in Long Range Planning, this position is in Transportation Planning and is primarily funded through the Road Fund, therefore filling this position would not likely address the ability to work on this community planning project. Additionally, the Department prefers to maintain flexibility and the possibility of cost savings by sometimes holding a position vacant.*

2015

Draft Work Program

Requests and Comments

Received January 28 – February 26, 2015



RECEIVED

FEB 17 2015

LAND DEVELOPMENT PLANNING
LAND USE & TRANSPORTATION

Community Development

February 12, 2015

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 2015 Work Plan

Dear Mr. Back:

The City of Beaverton Community Development Department staff have reviewed the County's draft 2015 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, 1.5, and 1.14
Tier 2 Projects: Tasks 2.6, 2.11, and 2.14
Tier 3 Projects: Task 3.3

We would like to offer a few comments to provide some context for our interest in the above referenced tasks.

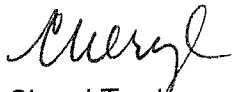
- Task 1.3 Planning by Cities or others. We have recently completed the adoption of the South Cooper Mountain Community Plan with great assistance from Washington County DLUT staff. We anticipate a number of implementation projects which will continue to require County staff participation to assist us in transitioning to the development phase of the South Cooper Mountain area. Your continued support and involvement is crucial.
- Task 1.5 Beaverton UPAA Update. This task has indeed been commenced and we look forward to the adoption of a new UPAA in 2015.
- Task 1.14 Grant-funded Projects. The City is interested in participating in this project if the County forms an advisory committee or other body to help discuss this issue. The City is interested in learning more about parking management strategies in Centers and Station Communities.
- Task 2.6 Urban/Rural Roadways. The issue of urban levels of traffic on rural roads is a critical issue facing each of the urban reserve areas in Washington County. SW 175th is operating at urban levels now with regional traffic. This issue was clearly identified in the City's recently completed South Cooper Mountain Concept and Community planning effort. The City supports effort by the County to address the issue of urban level use of rural roads that are located within urban reserve areas.

- Task 2.11 Canyon Road Redevelopment. Should the County receive a grant to study Canyon Road redevelopment in the vicinity of the Walker Road intersection, the City would like to be a part of that project.
- Task 2.14 North Cooper Mountain Tree Preservation. Tree preservation was a very important issue to the community in the South Cooper Mountain Urban Reserve Area. Throughout the planning process, the community routinely expressed their strong desire for tree preservation regulations in this area. Beaverton would be willing to participate in this project.
- Task 3.3 B-H Hwy/Scholls Ferry Rd/Oleson Rd Redevelopment Plan. The City would like to be a part of a redevelopment plan project for the Raleigh Hills intersection should funding become available for this project.

Lastly, 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 is continuing this engagement in the Bethany area 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 if that is a conversation that the community wishes to have. We encourage the County to add a specific 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.

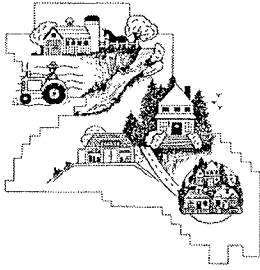
Sincerely,



Cheryl Twete
Community Development Director

CT/SS/pl

c: Andrew Singelakis, DLUT Director
Steven A. Sparks, AICP



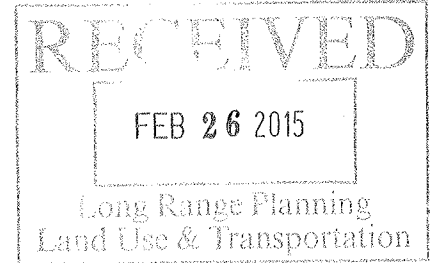
Washington County Committee for Citizen Involvement

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

February 26, 2015

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

Subject: Draft 2015 Long Range Planning Work Program



Dear Chair Duyck and Commissioners:

Washington County Committee for Citizen Involvement (CCI) has reviewed the Draft 2015 Long Range Planning Work Program and discussed the draft with Theresa Cherniak, Long Range Planning Principal Planner. CCI Steering Committee was authorized to draft and send this letter by unanimous vote (12 Ayes) of the CCI membership on February 17, 2015. We acknowledge the opportunity to review the Draft Work Program and offer the following comments.

Year after year, the work program tasks exceed available staff time. The CCI membership is concerned that many of the tasks enhancing and preserving quality of life rarely rise to Tier One status. With the bulk of staff time focused on mandatory tasks, little staff time is left to address issues specific to current residents of urban unincorporated Washington County. In particular, we are concerned with Long Range Planning's inability to address certain tasks. Examples are:

- 2.14 Tree Code (also request from CPO 4M and previous 2010 request from the Joint CPO Tree Code Group)
- 2.13 Standing Wall Remodel
- 3.8 Vacation Rental
- 2.6 Urban/Rural Roadways
- 2.12 Infill Tools (also identified as part of the CCI 2004 requests)
- 2.15 Neighborhood Meeting Rules

CCI notes one additional FTE position in Long Range Planning is budgeted but unfilled. We question the long-term consequences of failing to address recurring issues raised by Washington County citizens. We strongly request and urge you to fill the remaining Long Range Planning budgeted position so as to address the backlog of quality of life issues as listed above.

Sincerely,

Washington County Committee for Citizen Involvement Steering Committee

cc: Andrew Singelakis, Director Land Use and Transportation
Andy Back, Manager Planning and Development Services
Theresa Cherniak, Principal Planner for Community Planning

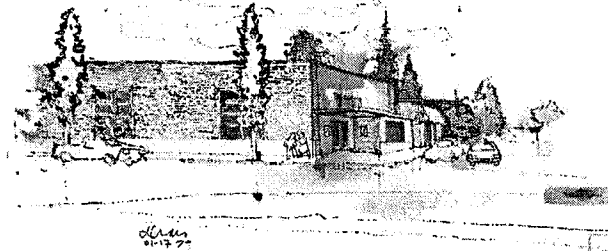
Steering Committee

Stan Houseman [^] Kathie Koellmann [^] Jim Long [^] Henry Oberhelman

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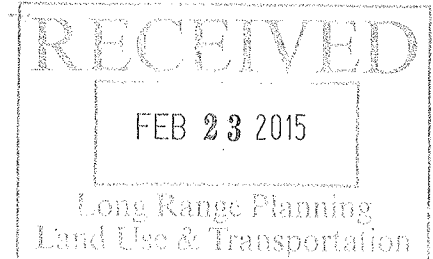


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*Via Email: angela_brown@co.washington.or.us
and First Class Mail*

February 19, 2015

Washington County
Department of Land Use & Transportation
Attention: Angela Brown
155 N 1st Ave., Ste 350, MS 14
Hillsboro, OR 97124-3072



Re: *Proposed Community Development Code Section 348 Amendment*

Dear Ms Brown:

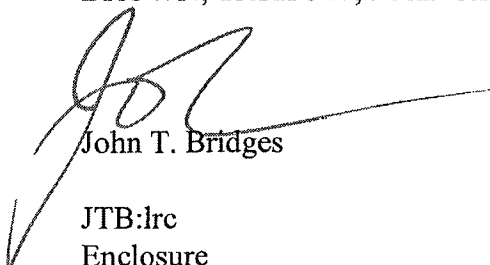
Our office represents Scott Picker and A & S Investments, LLC. A & S Investments, LLC owns a parcel that is zoned AF-5 in Washington County. He would request that the Washington County Board of Commissioners consider an ordinance change to the Development Code Section 348-3 to include a Landscaping Contracting Business or Landscaping Architect Service in conjunction with a Nursery.

I have enclosed with this letter our request. Also enclosed is a letter from Aspen Creek Landscaping Inc., who leases a portion of the property at issue. They support the proposal, as do other landscapers. We think other landscapers will be submitting supporting letters, and would ask that you indicate whether or not those letters must be received by a deadline of February 26th?

If you have any questions, please do not hesitate to contact me.

Yours Truly,

BROWN, TARLOW, BRIDGES & PALMER, P.C.


John T. Bridges

JTB:lrc

Enclosure

cc: Scott Picker

Proposed Community Development Code Section 348 Amendment

Ordinance Purpose and Summary

This proposed amendment is to clarify the uses permitted in the AF-5 Zone under a Type II Procedure and would require the addition of language to Code Section 348-3. The proposed language would mirror the language that allows Landscaping Contracting Businesses and Landscaping Architectural Services in conjunction with a Nursery on AF-20 and EFU Zones.

Who is Affected?

Residents of rural areas of Washington County are potentially affected.

What land is Affected?

Land outside the urban growth boundary.

Key Provision

- It would amend Section 348-3 to add:

“348-3.13 - A Landscaping Contracting Business, as defined in ORS 671.520, or a business providing Landscape Architecture Services, as described in ORS 671.318, if the business is pursued in conjunction with the growing and marketing of nursery stock on the land that constitutes the primary farm use.”

- It would also add a requirement that goods and services consumed or provided are primarily rural in nature.

The standards to assure the county of this would be a requirement that there is:

“(a) Evidence to illustrate at least sixty (60) percent of the gross sales are from the rural area; or

(b) Evidence to illustrate at least sixty (60) percent of the materials used in the business are farm, forest, or aggregate products originating in the rural areas.

These contracts must contribute significantly (over 50 percent) to the contractor’s business income.”

Discussion

The Intent and Purpose section of EFU and AF-5 zones are very similar. They provide as follows:

EFU: The intent of the Exclusive Use District is to preserve and maintain

commercial agriculture land within the County.

The purpose of the Exclusive Farm Use District is to preserve and maintain agricultural lands for farm use consistent with existing and future needs for agricultural products, forests, and open spaces; to conserve and protect scenic resources; to maintain and improve the quality of the air, water and land resources of the County and to establish criteria and standards for farm use and related supportive uses which are deemed appropriate. This EFU District is provided to meet the Oregon statutory and administrative rule requirements.

AF-5: The AF-5 District is intended to retain an area's rural character and conserve the natural resources while providing for rural residential use in areas so designated by the Comprehensive Plan.

The purpose of this agricultural and forestry district is to promote agricultural and forest uses on small parcels in the rural area, while recognizing the need to retain the character and economic viability of agricultural and forest lands, as well as recognizing that existing parcelization and diverse ownerships and uses exist within the farm and forest area. Residents of rural residential tracts shall recognize that they will be subject to normal and accepted farming and forestry practices.

Our proposal, is to add the following language which can be found in the Outright Permitted Use section in the Development Code for EFU and AF-20 land;

“A Landscaping Contracting Business, as defined in ORS 671.520, or a business providing Landscape Architecture Services, as described in ORS 671.318, if the business is pursued in conjunction with the growing and marketing of nursery stock on the land that constitutes the primary farm use.”

We propose placing this language as a new Section 348-3.13. Section 348-3 is the list of uses permitted through a Type II procedure. The permitted uses in Section 348-3 include, parks, aggregate stock piling, daycare, and boarding/training of fifteen or more horses. We believe the level of activity and resultant inconvenience to surrounding property owners of the additional Nursery/Landscaping Contractor use would be less burdensome on surrounding property owners than the above listed uses already in Section 348-3.

The nursery and landscaping industry is an industry that provides economic benefit to the State of Oregon of approximately \$745,000,000 per year. There are over 20,500 full time employees in this green industry. It is a valuable part of our economy, which should be supported in anyway possible. The intent and purpose for the AF-5 Zone clearly states that agricultural uses should be

promoted on small parcels. Nursery stock, particularly grown in containers, can be supported through small acreage both inside and outside structures. The structures are not limited to Green Houses, but would also include enclosed structures to do propagation through scientific means. This includes using cloning propagation through tissue culture measures.

My client is a graduate of Washington State University with an Agriculture Education Degree. He had a horticulture and plant propagation emphasis. Within his business he utilizes a cloning technique called tissue culturing. The process entails replicating hundreds of plants from a single leaf. A portion of the leaf is placed in a petri dish, on agar and hormones are introduced to trick each cell into creating a new plant. The plant lives off of the agar until it is sold (to other nurseries) or placed in soil. This process requires a sterile environment with control over light, heat, and moisture. It is not done in a greenhouse.

The AF-5 Zone requires that we consider the existing parcelization of land. The Purpose Statement requires the County to promote agriculture and also balance that against the rural residential character of an area. Utilization of a five acre parcel as a nursery, in conjunction with a Contractors Landscape Business/Architects Contractors Service, will not conflict with rural residential zoning. This is particularly true when considering the other permitted uses under a Type II Procedure (mentioned above), and the permitted uses under a Type III Procedure which include, campgrounds, golf courses, kennels, schools, veterinarian animal hospitals, shooting clubs, and wineries. All of those uses will have heavier traffic impacts on the surrounding property owners, and some will have noise and other disturbances that would not necessarily, be consistent with rural residential activities.

The important thing to remember in all of these circumstances, is that the rural resident takes on an obligation when agreeing to live in the rural area. They obligate themselves to be subject to normal, accepted farming, and foresting practices. Certainly activities of a nursery, and the attendant Landscaping Contracting Business are consistent with most farming practices, and likely less than many normal and accepted farming and forestry practices.

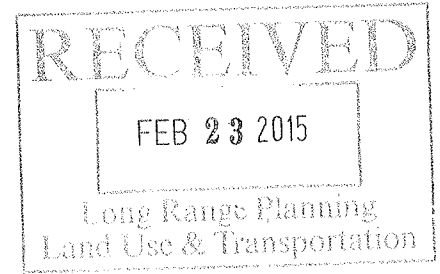
By adopting a standard that would require that the Nursery be focused on providing rural services or consuming rural goods, you assure yourself that this business is in a correct location. We propose that a condition of approval under the Type II Procedure be that the applicant for use as a Nursery and attendant Landscaping Contractor or Landscaping Architect business prove the following:

- “(a) Evidence to illustrate at least sixty (60) percent of the gross sales are from the rural area; or
- (b) Evidence to illustrate at least sixty (60) percent of the materials used in the business are farm, forest, or aggregate products originating in the rural areas. These contracts must contribute significantly (over 50 percent) to the contractor’s business income.”

This will assure you that the use is serving the area in which it is located and not merely taking advantage of farm land.

Conclusion

In conclusion, we would ask that you amend development code Section 348-3, to add a new section 348-3.13, which would allow landscape contracting and/or landscape architecture in conjunction with a nursery as it is allowed in the EFU and AF-20 Zone. The proposed constraints will protect the rural area from any significant problems.



February 17, 2015

Washington County
Dept. of Land Use and Transportation
155 N. 1st Ave., Ste 350 MS14
Hillsboro, OR 97124-3072

To Whom It May Concern:

I am writing in support of the Proposed Community Development Code Section 348 Amendment to include Landscape Contracting Business or Landscape Architectural Services to be in conjunction with a Nursery.

I have been in agriculture since I was a child on our family farm in Hermiston, Oregon. Growing up in agriculture has given me a tremendous amount of respect for preserving agricultural lands. The proposed code amendment will help in keeping guidelines in place, while supporting an outlet for our nursery crops.

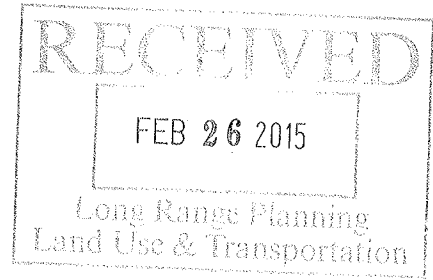
My love for plants has spilled over into the landscape industry. Landscaping is very complimentary to the nursery. We now not only produce a large portion of our plants, but we install and maintain them. This has been a huge benefit to us, as well as the end consumer.

As a member of both the Oregon Association of Nurserymen (OAN) and the Oregon Landscape Contractors Association (OLCA), I am very much in support of this amendment to our development code.

Best regards,
Scott Picker
Aspen Creek Landscaping, Inc.



Bringing design to life



February 24, 2015

Washington County
Dept. of Land Use and Transportation
Attn: Angela Brown-Long Range Planning
155 N. 1st Ave., Ste 350 MS14
Hillsboro, OR 97124-3072

To Whom It May Concern:

I am writing in support of the Proposed Community Development Code Section 348 Amendment to include Landscape Contracting Business or Landscape Architectural Services to be in conjunction with a Nursery.

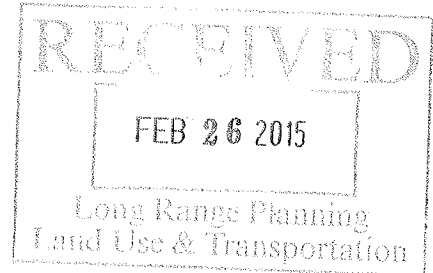
As a member of both the Oregon Association of Nurserymen (OAN) and the Oregon Landscape Contractors Association (OLCA), I am very much in support of this amendment to our development code.

Best regards,

John Gawlista, President
PGM Nursery AG-L1025636NGH
PGM Landscape LCB #6832
PGM Construction CCB #198650
"Bringing design to life"
503-740-6333 cell 503-206-5900 office
www.pgmlandscape.com

McQuiggin's Inc. lic.# 7235

13259 S.E. Snowfire Drive
Happy Valley, Oregon 97086
(503) 698-3732 off. / (503) 698-4723 fax.
Web site; www.mcquiggin.com



February 24, 2015

Washington County
Dept. of Land Use and Transportation
Attn: Angela Brown-Long Range Planning
155 N. 1st Ave., Ste 350 MS14
Hillsboro, OR 97124-3072

To Whom It May Concern:

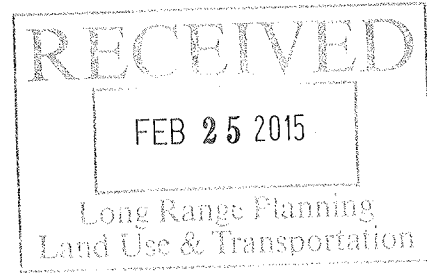
I am writing in support of the Proposed Community Development Code Section 348 Amendment to include Landscape Contracting Business or Landscape Architectural Services to be in conjunction with a Nursery.

I have been in the Landscape and Nursery industry for 30+ years. I have worked with many Nurseries and Landscape businesses over the years and seen a lot of change. As the Current president of Oregon Landscape Contractors Association (OLCA), I am exposed to many more businesses and their challenges. This Code Section amendment will be a change for the better and I urge your support.

Sincerely,

Michael McQuiggin

President
McQuiggins, Inc



February 25, 2015

Mr. Andy Back
Planning and Development Services Manager
Washington County
155 N. First Ave Suite 350-14
Hillsboro OR 97214

Dear Mr. Back:

As the county considers its 2015-16 Long Range Planning Work Program, NIKE requests that the county include a placeholder to allow for a potential adjustment to the building height allowances on our campus. We understand this would require a legislative plan amendment to modify the text of an Area of Special Concern in the Sunset West Community Plan. We would work with county staff to further develop this proposal as our campus expansion plans continue to evolve.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Julia Brim-Edwards", with a long horizontal flourish extending to the right.

Julia Brim-Edwards
Senior Director, Global Strategy & Operations
Government & Public Affairs



Westview High School

*Jon Franco Ed.D., Principal
Cheryl Ashdown, Assistant Principal
Rod Barraclough, Assistant Principal
Andrew Cronk, Assistant Principal*



District Goal for 2010-15: All students will show continuous progress toward their personal learning goals, developed in collaboration with teachers and parents, and will be prepared for post-secondary education and career success.

2/26/15

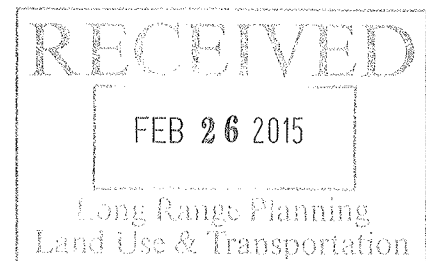
Dear Ms. Cherniak:

My name is Rod Barraclough, an Assistant Principal at Westview High School in the Beaverton School District. I am writing on behalf of Westview Principal Jon Franco and the Westview Community. I was given your name by Commissioner Greg Malinowski as the person to contact in regard to making a work program request. The school would like the County Board of Commissioners to consider including a task in the 2015-16 Long Range Planning Work program to amend the County's sign regulations to allow for the placement of a digital electronic readerboard at the school. We would like to place such a sign in the front of our school along 185th Avenue, and understand they are not allowed under current regulations. The intent would be that this message board would light up all at once, have a static message for 8 to 10 seconds, and then change to a new message.

By having this task on the list for this year, if need be, the Beaverton School District will be able to purchase resources that would allow work to continue, or have the work completed this year. We appreciate your consideration of this request.

Sincerely,

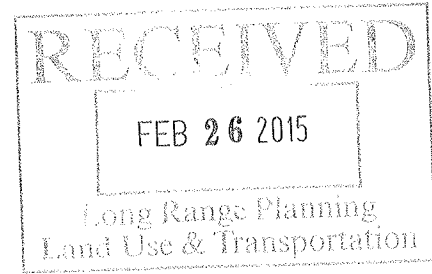
Rod Barraclough
Assistant Principal
Westview High School
Portland, Oregon
503-259-5218



618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

February 25, 2015

Washington County Board of Commissioners
155 N 1st Ave, Suite 300
Hillsboro, OR 97124



Submitted by email to lutplan@co.washington.or.us

Dear Washington County Board of Commissioners and Department of Land Use and Transportation Staff,

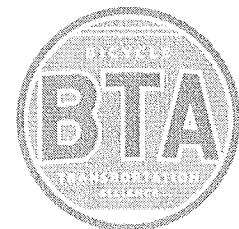
The Bicycle Transportation Alliance wants to thank you for the opportunity to provide feedback on Washington County's Long Range Planning Work Program for 2015-2016. We are glad to see that County staff will be dedicating time to making Washington County a safer place to bike, walk, and take transit. Below, please find the BTA's suggestions and requests regarding specific work items.

Task 1.12: A dedicated, physically protected bike route along TV Highway is one of the BTA's top priorities. We ask that Washington County's efforts to implement the Aloha-Reedville Study and Livable Community Plan include planning the multi-use path proposed for the south side of TV Highway. This trail was identified as a priority in both the Aloha Reedville study and TV Highway Corridor Plan. We also request that any future transit plans for TV Highway include on-street protected bikeways and walkways, to ensure that safety improves in the corridor and to provide necessary access to transit, businesses, schools, and services in the area.

Task 1.13: The BTA is grateful for the hard work of Washington County staff and community members over the last three years to update the Transportation System Plan. We strongly support the work program request to update the Community Development Code to guide implementation of new plan elements, such as the Enhanced Major Street Bikeways.

Task 1.14: We are glad that Washington County was awarded a grant to update their parking code and would like to be kept informed throughout that project. It remains a top priority of the Bicycle Transportation Alliance to see 15 miles of neighborhood bikeways constructed in the County by 2018, even though Regional Travel Options funding was not awarded. We hope Washington County will allocate funds under their control and/or continue seeking outside grants to complete the neighborhood bikeway network. We would be happy to assist the County in securing internal or external funding for this project.

Task 1.25: We ask that the plan for Title VI Civil Rights compliance be developed in partnership with organizations representing communities of color and others who face discrimination, and that this plan address



inequalities in health, safety, and access that stem from unequal provision of transportation services, particularly for those who must meet their daily needs without a car.

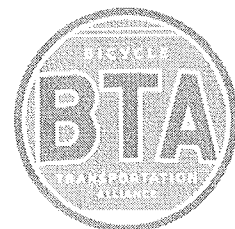
Tasks 1.15, 1.16, 1.17, and 1.22: We are especially glad to see Washington County taking on these tasks to provide Safe Routes to School for all kids in Washington County; create an interactive and transparent Transportation Improvement Master List; implement multi-modal performance measures of the transportation system; and identify and address sidewalk gaps throughout the County. We have appreciated the opportunity to work with staff on some of these issues and thank the Department and Board's leadership for moving them forward.

Thank you all for your work to make Washington County a better place to live, work, study, bike, play, and pray.

Sincerely,



Lisa Frank, Advocate



RECEIVED

FEB 27 2015

Long Range Planning
Land Use & Transportation

2/26/2015

CPO 7 steering Committee voted unanimously on 2/26 to support moving the North Bethany main Street planning Task 2.2 to Tier 1 priority.

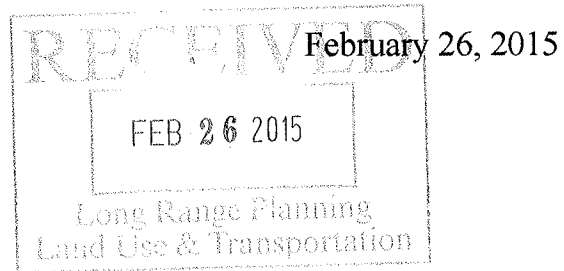
We feel this planning is urgent to ensure livability in Bethany.

Sincerely,

CPO 7

Liz A. Mantley-Waldo
Chair, CPO 7.

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



RE: Tree Ordinance inclusion in the 2015 Long Range Planning Work Program

Dear Chair Duyck and Commissioners,

CPO-4M has discussed the Draft 2015 Dept. of Land Use and Transportation Long Range Planning Work Program and we offer the following comments.

It seems that every year, the work program tasks exceed available staff time. However, we understand that one additional full-time position in DLUT Long Range Planning budget remains unfilled at this time. The CPO membership is concerned that many of the tasks enhancing and preserving our quality of life rarely rise to 'Tier One' status.

We believe with adequate staffing DLUT could better address issues specific to current residents of urban unincorporated Washington County. We are concerned with Long Range Planning's inability to address the tree code issue requested by CPO 4M and previously requested by the Joint-CPO Tree Code Group. We question why there is a failure to address issues raised by Washington County citizens. Please provide adequate staffing to begin addressing the backlog of issues that the effect quality of life for residents. And please don't finalize this year's work program without including work on a tree ordinance.

Thanks for your attention to our concerns.

Sincerely,

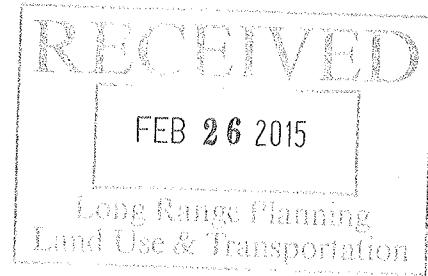
Jim Long, Chair, CPO-4M

Nancy L. Tracy, Steering Committee member

Last September, 39 attendees at the CPO-4M meeting unanimously supported requesting a county policy to preserve trees. The CPO-4M membership at its February 25, 2015 meeting unanimously authorized the Steering Committee to draft and send this letter.

Cc: Andrew Singelakis, Andy Back, Theresa Cherniak

Washington County Department of Land Use & Transportation
Planning and Development Services | Long Range Planning
155 N First Avenue, Suite 350 MS14 | Hillsboro, OR 97124
503-846-3961 direct | 503-846-4412 fax



Eric Squires
17172 SW Rider Lane
Aloha Oregon 97007-8581
503-590-4708
LUTWorkPlan@EricSquires.com

RE: Draft 2015 Land Use & Transportation Long Range Planning Work Program Public Comment

Comments on 1.12 Aloha-Reedville Study Implementation

As Chair of CPO6 for nearly the full duration of the Aloha Reedville Study, I respectfully request the County allocate only minimal support for ongoing implementation of the Aloha Reedville efforts, yet prefer that it only continue with the direct financial support of Hillsboro and Beaverton for the entire future effort, and NOT County/Metro monies.

With delivery of millions of dollars, and the best of intentions, this study and its' aftermath have created havoc in the community. This failure of biblical proportions awoke the resting fears of annexation. Poorly set expectations of urban service delivery linger. County staff failed to gage the ability of the community to tolerate their insistence for support of *their* needs. This was aggravated by poor controls on subcontractors and flamboyant interpretations on public record requests. The effort has degraded into a labeling system for projects that should occur irrespective to the study's existence, and arguably exposes the County to the incompetent, if not near criminal planning leadership that clearly cannot persuade a path towards clear long term governance solutions. Millions of dollars later, we have a foot bridge.

This is an excerpt from my testimony on the North Cooper Mountain Issue Paper that is germane to the Aloha Reedville Study failure:

~~"What I ascertained to be a fixable conflict is as follows: the matter of timing of separately tracking initiatives is signaled within the issue paper. To have three simultaneous or organizationally linked efforts synchronized, those being the Westside transportation Study, Beaverton's 2018 TSP update, and the next~~

~~“What I ascertained to be a fixable conflict is as follows: the matter of timing of separately tracking initiatives is signaled within the issue paper. To have three simultaneous or organizationally linked efforts synchronized, those being the Westside transportation Study, Beaverton’s 2018 TSP update, and the next Washington County TSP update, would provide a wonderful benefit, yet may be clearly unrealistic. I directly express frustration with the County process citing that as the chair of CP06, I solicited and provided active and engaged volunteers to participate in the county’s last TSP update. Upon commencement, the county clearly signaled that this last TSP update was going to be a very minor. Midway through this process, the county changed course and signaled that this update would be far more comprehensive. Again as the (past) chair of CP06, express concern that sufficient infrastructure within the citizen engagement process did not exist to support the grandiose aspirations of planners. Demands on leadership included request for participation in the Urbanization Forum, the TV Highway Study, the Aloha Reedville study, plans for South Hillsboro, Amber Glen, River Terrace, not to mention the more mundane tasks of managing type II infill land-use applications. The city of Beaverton and entered the picture with bombastic if not tyrannical expectations of the CPO. Following my departure as a leader within the CPO program, Oregon State University appears to have had an epiphany in its newfound understanding that running that program is not its’ strong suit. I build upon that premise in stating that despite millions of dollars spent over many decades, the support provided was lackluster, convoluted, counterproductive, and it appears LUT now owns the aftermath.”~~

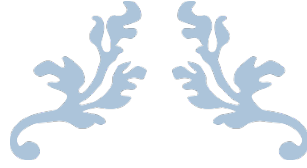
We may find good in the Aloha Reedville Study by igniting the documents in a burn barrel in the proximity of the homeless of our community for their comfort. If no barrel is available, the “Meeting in a Box” that was apparently ‘under-utilized’ might serve a similar purpose. Let take care to segregate future funding from also being burned in a wasteful manner.

Eric Squires

17172 SW Rider Lane

Aloha Oregon 97007-8581

EndAlohaReedvilleStudyMadness@EricSquires.com



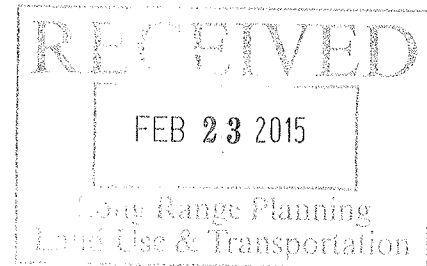
Draft 2015 Land Use & Transportation Long Range Planning Work Program Public Comment

Comments on 1.12 Aloha-Reedville Study Implementation



Eric Squires
17172 SW Rider Lane
Aloha Oregon 97007-8581

From: Sue Marsh [mailto:s.marsh@comcast.net]
Sent: Friday, February 20, 2015 5:52 PM
To: LUT Planning
Subject: 2015-2016 Long Range Planning Work Program



2015-2016 Long Range Planning Work Program

Washington County Long Range Planning Section,
Department of Land Use & Transportation Planners,

First of all, thank you for allowing us to express our concerns regarding the VRBO-Airbnb type vacation rentals. We would like Washington County to move this issue higher up on the priority list (Tier 1) and look at implementing laws regulating this growing trend.

We just found out this week that a house on our street (9501 SW Westhaven-corner of SW 95th Ave and Westhaven) has been listed on Airbnb as a vacation rental.

<https://www.airbnb.com/rooms/5094824?s=ZuSg>

We are appalled that someone can just start renting out their house in a residential neighborhood on a short term basis, like a motel, and not be regulated by the county by having to apply for permits/licenses or notify their neighbors. Here are a few of our concerns...

1) Parking

Our situation is a little unique as we live on a quiet and narrow one lane, dead-end street and the 5 neighbors who live on this street have been here since the 1950's, 60's, 70's and 80's. We all watch out for each other and if a car comes down our street, we usually know who it is. The house at the entrance to our street (9501 SW Westhaven) just sold and the new owner is now renting the whole house out on Airbnb as of this month. The way we found out was by chance looking up the address online. They are saying it can sleep up to 10 people and extra people can stay at no extra charge. The owner's have already said they have had sports teams (because it does sleep so many) wanting to rent it out and they usually travel by vans or buses. Basically, this means there will be a lot of traffic and cars when it is fully rented out. Our street is a one lane, dead-end, gravel/dirt road and we are all concerned about the parking situation and the road access. The garage and door that they would most likely be using, all face our road, which also means that is probably where they will be parking. The driveway is hopefully where maybe 4 small cars can park. We are concerned about people parking on this street and the potential of blocking the road, thus our access and anybody else's. We have had at least three 911 calls just this year where the firetrucks and emergency vehicles have come for our elderly neighbors. It's already a little narrow for the firetrucks and adding a vacation rental with more cars, vans or buses is just adding to the situation. We have talked to the owner's sister and addressed our concerns, but because they are just starting to rent it out, we will have to see how it goes.

2) Noise

This is a small, quiet residential street and having a vacation rental that sleeps 10+ people will definitely bring disruption and noise with traffic, events, parties, etc... The neighborhood livability that we have been used to will be gone.

3) More strangers coming into the neighborhood...not knowing who belongs and who doesn't

If Washington County had laws regulating these rentals, neighbors, owners and hopefully the renters, would be aware of what is allowed and what is not. Currently, it's a free for all. Our concerns and thoughts about this matter are listed below...

- 1) Neighborhood Livability...
- 2) Private Property Owners Rights (Neighbors)
- 3) What happens to our property values having a vacation rental/motel next door?
- 4) Added traffic and damage to the neighboring properties and roadway
- 5) Running a "business" in a residential area by renting a place for less than 30 days

6) Renting an Entire House for short-term (less than 30 days) should not be allowed in residential areas

7) Neighbors have no way to preserve our neighborhoods for real residents **if we don't create the laws now!**

8) Instead of trying to fix the problems with vacation rentals in residential areas after it's gotten out of hand, **create the laws now!**

9) Owners of rentals should be required to notify neighbors of their intentions of these "vacation rentals/motels" in residential areas before they are allowed and neighbors should be able to voice their concerns before a permit/license is issued. Ideally though, no rental of an entire house in a residential area less than 30 days.

10) If permits/licenses are required, existing rentals should not be grandfathered in, they all need to comply with the new laws and licensing/permits.

11) After so many violations (noise, traffic, etc...), their permit/license should be revoked.

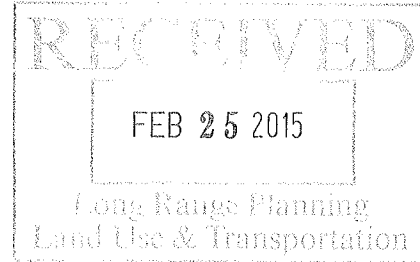
We all live on this street because it is our home and it has been a quiet, residential neighborhood, not a commercial neighborhood where a vacation rental/motel belongs. I know there are other people who have been struggling with VRBO's/Airbnb's next door to them for years, and even though we just found out about the one near our house, we are asking you to consider making this a priority in your next planning session. The next one could be going in next door to you.

Thank you for your time and considering our thoughts and concerns on this matter,

Sincerely,

John and Sue Marsh
670 SW 95th Ave.
Portland, OR 97225
503-297-2631
s.marsh@comcast.net

From: Sue Marsh [<mailto:s.marsh@comcast.net>]
Sent: Wednesday, February 25, 2015 8:26 AM
To: LUT Planning
Subject: Work Program-Airbnb



2015-2016 Long Range Planning Work Program

Washington County Long Range Planning Section,
Department of Land Use & Transportation Planners,

This is in regards to moving the Airbnb/short term rentals issue in residential neighborhoods to a higher priority/tier in the Work Study Program. One very important part of the Airbnb issue currently, because there are no laws regarding this issue, **there is no maximum occupancy limit**. As in the one by our house, it "sleeps 10" and there is "no charge for extra people", which means you can have as many people there as you want.

We would like the county to look at the Airbnb/short-term rental issue and get some laws set in place before it really becomes a problem with our residential neighborhoods in unincorporated Washington County.

Thank you for your time and consideration,

John and Sue Marsh
670 SW 95th Ave.
Portland, OR 97225
505-297-2631



To the Washington County Board of Commissioners:

As you analyze and debate short-term online rentals, Neighbors for Overnight Oversight wants to bring to your attention growing concerns with these rentals, both in Washington County and nationwide. The fact is short-term online rental companies are operating outside of the law and making billions of dollars with little regard for the long-term health and safety of consumers and neighborhoods.

We believe with no oversight, these companies pose a significant threat to our homes, neighborhoods, and communities—as well as the guests who use their services. As a coalition of concerned residents, community leaders, businesses and policymakers committed to protecting neighborhoods nationwide, we believe sensible regulation of this industry is desperately needed.

Furthermore, the unchecked expansion of short-term rentals often has a disastrous impact on communities. Many predatory landlords have seen the growth of regulation-free short-term online rentals as a way to make more money than they would renting out apartments to locals. That has led to some buying up entire properties to lease on the short-term rental market—even evicting long-term residents to make some extra cash. Currently, most jurisdictions have no law in place to stop this kind of unscrupulous behavior.

Right now, short-term online rentals don't abide by basic health and safety regulations such as fire extinguishers, smoke alarms and liability insurance. Without these guarantees, are the people coming in and out of our neighborhoods, and current residents, safe?

Would you want to live next door to what is essentially a revolving door of strangers coming in and out of your neighborhood at any hour of the night? That's certainly not what most people look for in a neighborhood. We believe the unchecked expansion of the short-term rental market will continue to put consumers and neighborhoods at risk via the hands of illegal hoteliers. Like any other industry and any other business, the short-term online rental market needs to play by the rules to protect consumer safety as well as the integrity of communities throughout Washington County and across the country.

We hope that you consider this issue closely and weigh the negative effects illegal hotels are bringing to neighborhoods across the country. For more information, please visit www.overnightoversight.com.

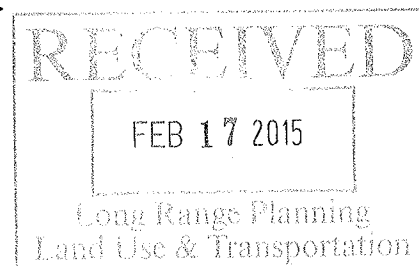
Sincerely,

Neighbors for Overnight Oversight

For more information, please visit www.overnightoversight.com.

From: Hilary Greenebaum <hilarygreenebaum@gmail.com>
Sent: Monday, February 16, 2015 6:12 PM
To: LUT Planning
Subject: guidelines for AirBNB and VRBO

Follow Up Flag: Follow up
Flag Status: Completed



Hello,

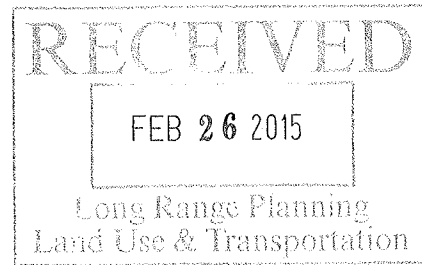
A neighbor posted on a neighborhood social media site about the issue he and his wife are having with groups of people vacationing next door to them. While I am not in their direct neighborhood, I would appreciate clarification as this might be something I might be interested in the near future. Regards to these types of real estate sharing sites, it is beneficial to all if the county and community is proactive so we can enjoy shared understanding. I hope you address this issue sooner vs later as it will only come back, and back again.

Thank you so much,
Make a note we are loving life in Washington County!
Kind regards,
Hilary

10310 SW Crestwood Ct.
Beaverton 97008

--

Hilary Lang Greenebaum, PhD
Beaverton, OR 97008
cell: 510 200 6827
land: 503 746 6792



From: Gayle Warden [mailto:gawarden@gmail.com]

Sent: Thursday, February 26, 2015 1:39 PM

To: LUT Planning

Subject: Proposal to change planning of Tier 3 to Tier 1 for Airbnb in residential neighborhoods

This is eye opening for a 36 year resident of Washington Cty. in our neighborhood. There is an airbnb house on its website to be rented now. The owner, according to the rules of airbnb, was supposed to let the nearest neighbors affected know of the pending "motel business". They have not. We strongly are against this business being "forced" upon us, and then find out it is a low priority for the County business. The property in question is a large residence, that sleeps 10. It is located on a gravel street with the blockage of access to other residences on the street and from Fire and ambulance access beyond the residence. We are afraid if we cannot get emergency access to our residences, the county will be to blame. I have a fear of what will happen to our property values, added traffic in an already over crowded area with no sidewalks, more strangers coming into our neighborhood (we just had a new outboard motor stolen from our boat, which were locked and secured), let alone the noise from parties and events planned at these airbnb motels.

I saw a documentary last night about two people who ended up "squatting" in an airbnb house, and couldn't be removed, because there were no rules by the county to address this unlawful act of taking over someone else's property.

For these reasons we think this should NOT be an airbnb house, and that Washington County should make this a HUGE priority to change this to a Tier 1 for its citizens, who you are supposed to represent. I am pretty sure that if you let one of these larger houses be a 'Motel' right next to your residence, you would not like it either.

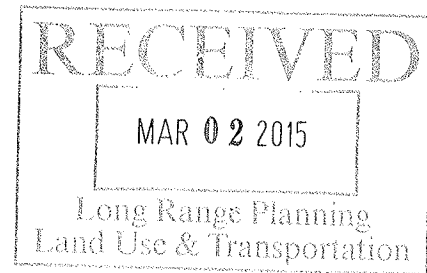
Please, please, look at these. The airbnb house is located at 9501 SW West Haven Drive, and needs to be restricted to a residence, not a Motel, and change this to a high priority for Washington County.

Thank you,

Gayle Warden, 9689 SW Westhaven Drive, Portland, Or 97225. 503-998-3739

Signed, Gayle Warden

From: Paul Schaefer
Sent: Monday, March 02, 2015 11:16 AM
To: Theresa Cherniak
Subject: CDC 440-8, Lots of Record fix



Theresa,

One of the outcomes of the discussions centering on the appeal of 13-263 (Sunny Hills Preschool) is the wording of Section 440-8.1. Section 440-8.1 reads as follows:

440-8 *Lots of Record*

*440-8.1 Inside the UGB, development which complies with all other standards of this Code shall be permitted on a lot of record, as defined in Section 106, regardless of whether the proposed development complies with the **dimensional standards of the District**. The development shall be subject to the **dimensional requirements** in existence at the time the lot or parcel was created. The proposed development shall be subject to all other provisions of this Code unless expressly exempted by this Code.*

For residential lots of record inside an urban growth boundary, a single dwelling unit may be permitted if there were no applicable street frontage standards at the time the lot of record was created and if the lot of record has access with a minimum continuous width of at least fifteen (15) feet for the full length of the access. Such access shall either be direct frontage or by an easement of record or statutory way of necessity.

Staff has historically interpreted the language (i.e. *dimensional standards* and *dimensional requirements*) to refer to lot dimensions and lot area – not other requirements such as setbacks. All of which fall under the Dimensional Requirements of each land use district. Likewise staff has not applied this wording to special setbacks that are applied through Special Use Standards of Section 430.

However, applicant's attorney offers a different interpretation, one that includes exempting all standards that fall under the Dimensional Requirements, such as setbacks [Yard Requirements] and building Height. Furthermore, the attorney believes that a Lot of Record would be exempt of all other dimensional requirements / standards including those found in Section 430. To this end, based on this interpretation, a 100-foot or taller cell tower constructed on a Lot of Record would be exempt from all setbacks and height limitations, including those in Section 430-109. As such could be developed within a few feet of a property line.

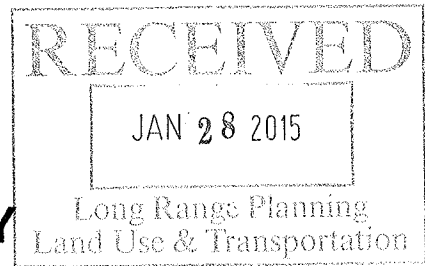
This interpretation is contrary to staff's understanding of and implementation of Section 440-8. The main purpose of this section was not to make, for example, a small, sub-standard R-5 lot non-buildable. A sub-standard residential R-5 lot would be buildable provided that the new dwelling complied with the setbacks in affect at the time of development.

County Counsel has reviewed Section 440-8 as adopted in light of the applicant's attorney's interpretation and are of the opinion that the language should be revised to more clearly reflect staff's long-standing understanding of what Code provisions are intended to be relaxed (i.e. lot dimensions and lot area). To this end, Current Planning staff would like to add this task to the 2015 Work Program as a Tier 1 item, either as a stand-alone ordinance or as part of an omnibus ordinance. This task is important and needs to be completed this ordinance season, and preferably as early as possible.

Please let me know if you have any questions or some assistance in recommending suggested word changes.

Thank you

Paul Schaefer
Senior Planner



WASHINGTON COUNTY

Inter-Office Memorandum

January 28, 2015

To: Theresa Cherniak
Principal Planner

From: Paul Schaefer 
Senior Planner

Re: 2015 Work Program Item - On & Off-Street Parking Standard Revisions

Current Planning staff would like to forward 2 minor revisions to the CDC pertaining parking, both off-street and on-street parking. The first revision would be to Section 413- 6.2 which requires on-street parking be located along the lot intended to be served by the on-street parking (noting that portions of the required on-street parking can be provided in a parking court.)

Pursuant to Section 413-6.2, all on-street parking is required to be located along the street frontage abutting the dwelling unit (lot) it is to serve or pursuant to Section 413-6.3 located within an on-site parking court (noting that the parking court is required to be located within 100 feet of the dwelling unit (lot) it is to serve.

The challenge faced by developers is that adequate on-street parking can often be physically accommodated on a street fronting the development but not all of the lots provided this parking front the street (on which it is located). To this end, developers are often tasked with providing a parking court only because Section 413-6.2 does not allow on-street parking **not** adjacent to the affected lot to count as required on-street parking.

For this reason, staff recommends that Section 413-6.2 be revised as follows:

413-6.2 Required on-street parking shall be provided along the affected lot's abutting street frontage or within one hundred (100) feet of the affected lot by parallel or angled parking (perpendicular parking is not allowed) in accordance with the standards of the Washington County Road Design and Construction Standards. Parallel parking spaces shall be at least eighteen (18) feet long for one (1) or two (2) adjoining spaces. When three (3) or more adjoining spaces are provided, the minimum length of each space shall be twenty (20) feet. Angled parking shall be provided on a street corner and not along the front of dwelling units. Driveway aprons and cross walk area shall not be used for on-street parking. Curb frontage with a fire hydrant or congregate mail boxes shall not be used to satisfy the required on-street parking standards.

The above-noted change is needed to provide developers with the needed flexibility to accommodate on-street parking, while reducing development costs (e.g., parking courts when on-street parking would be available if not for this CDC requirement.) Developing small in-fill projects can be challenging especially when needing to incorporate a parking court to provide required on-street parking. Allowing more of the on-street parking to count as required on-street parking should also result in more efficient use of the development site; and in fact may also result in larger buildable lots.

The second revision would be to the first footnote Section 409-3.3 which allows parking on a private street provided that the paved width of the private street meets the applicable public street standard. Said footnote along with Section 409-3.3 is shown below.

409-3.3 All streets proposed to be of private ownership inside the UGB shall conform to the following standards:

A. Local Residential Streets:

			STRUCTURAL STANDARDS		
	*FUNCTION	**MIN. PAVEMENT WIDTH	SECTION	CURBS	SIDEWALKS
	One-way				
(1)	1-2 units	10 ft.	(1)	None	None
(2)	3-8 units	15 ft.	(2)	None	None
(3)	9 or more units	15 ft.	(3)	Yes	Both Sides
	Two-way				
(4)	1-2 units (Less than 150 feet in length)	10 ft.	(1)	None	None
(5)	1-2 units (Over 150 feet in length)	15 ft.	(1)	None	None
(6)	3-4 units (Less than 150 feet in length)	15 ft.	(1)	None	None
(7)	3-4 units (Over 150 feet in length)	20 ft.	(1)	None	None
(8)	5-8 units	22 ft.	(2)	One Side	One Side
(9)	9 or more units	24 ft.	(3)	Yes	Both Sides
	Alleys (One-way or two-way)				
(10)	1-8 units	16 ft.	(1)	***Yes	None
(11)	9 or more units	16 ft.	(2)	***Yes	None

*Adequate turn around facilities shall be provided pursuant to Section 409-3.7

** MINIMUM PAVEMENT WIDTH DOES NOT INCLUDE PARKING. IF PARKING IS PERMITTED FOR DEVELOPMENT OF A PRIVATE STREET, THE PAVED WIDTH OF THE PRIVATE STREET SHALL BE CONSTRUCTED TO MEET THE APPLICABLE PUBLIC STREET WIDTH STANDARD.

***Curbs shall be required only if they are needed for drainage

In other words, on-street parking on a private street is not permitted unless the street's paved width equals that of a public (e.g., Local Street). The language contained in the footnote would imply that staff has discretion to determine which Local Street standard (e.g., L-3, with a paved width of 28 feet except within 50 feet of an intersection that allows parking on both sides of the street, an L-4 with a paved width of 24 feet that allows parking on one side of the street, or other Local Street classification).

Developers typically choose to provide a 24-foot wide paved private street to allow on-street parking on one side, consistent with a L-4 Local Street standard. However, private streets are almost always dead-end streets; while a public Local Street tends to be through streets (non-end). A narrow through street is generally better at accommodating vehicular circulation and on-street parking than a narrow dead-end street.

Absent clarification to the text clearly enabling staff to determine the Local Street standard to be used when a developer opts to provide on-street parking (e.g., select an L-3 standard), the footnote needs to be revised to require a wider paved private street when on-street parking is desired. Wider paved private streets where on-street parking is desired are needed for the following reasons:

- *Provide adequate maneuvering area.* A dead-end 24-foot wide private street is not considered by staff to contain adequate width for vehicles to safely and quickly park while accommodating other drivers using the private street when vehicles are parked on one side. In fact, staff has observed on more than one occasion vehicles being parked on one side of the private street – but while straddling the adjacent sidewalk. A wider private street would better accommodate the parking of vehicles and give drivers more room to maneuver.
- *Provide safe and adequate maneuvering area for emergency vehicles.* Hopefully emergency vehicles do not have to serve the numerous small residential infill projects with narrow 24-foot wide streets, but if they do hopefully there are either no vehicles parked on one side or the driver is able to safely navigate around the parked vehicles or up and on the adjoining sidewalk. Staff further recommends revising the private street standards to require a wider paved private street consistent with TVF&R standards. Alternatively, an L-3 Local Street standard could be used to adequately accommodate on-street parking on a private street.

Oregon Fire Code (OFC) Section D.103.6 states that where roadways accommodating fire trucks are not wide enough to accommodate parked vehicles and 20 feet of unobstructed driving surface, one or both sides shall be signed "No Parking". Furthermore OFC Section D.103.6.1 – 2 restricts on-street parking to one side of streets between 26-32 feet (paved width). Consequently, the L-3 Local Street Standard would be consistent with the OFC Section D.103.6.

State law however prevents the OFC from superseding the County's Private Street Standards. Therefore, in order to ensure the highest level of public safety and the ability for emergency responders to quickly access lots served by the narrow private streets some revisions are needed to the existing private street standards.

For these reasons, staff recommend that the second footnote be revised as follows:

~~** MINIMUM PAVEMENT WIDTHS DOES NOT INCLUDE ON-STREET PARKING. IF PARKING ON ONE SIDE OF A PRIVATE STREET IS PERMITTED FOR DEVELOPMENT OF A PRIVATE STREET, WHEN THE PAVED WIDTH OF THE PRIVATE STREET MAINTAINS A PAVED WIDTH OF AT LEAST TWENTY-SIX (26) FEET AND ALL OTHER COMMUNITY DEVELOPMENT CODE STANDARDS ARE MET SHALL BE CONSTRUCTED TO MEET THE APPLICABLE PUBLIC STREET WIDTH STANDARD. PARKING ON BOTH SIDES OF A PRIVATE STREET IS PERMITTED WHEN THE PRIVATE STREET MAINTAINS A PAVED WIDTH OF AT LEAST THIRTY-TWO (32) FEET.~~

(Same text as above but with changes accepted for ease of reading)

** MINIMUM PAVEMENT WIDTHS DO NOT INCLUDE ON-STREET PARKING. PARKING ON ONE SIDE OF A PRIVATE STREET IS PERMITTED WHEN THE PRIVATE STREET MAINTAINS A PAVED WIDTH OF AT LEAST TWENTY-SIX (26) FEET AND PARKING ON BOTH SIDES OF A PRIVATE STREET IS PERMITTED WHEN THE PRIVATE STREET MAINTAINS A PAVED WIDTH OF AT LEAST THIRTY-TWO (32) FEET.

Comments on
2015 Issue Papers

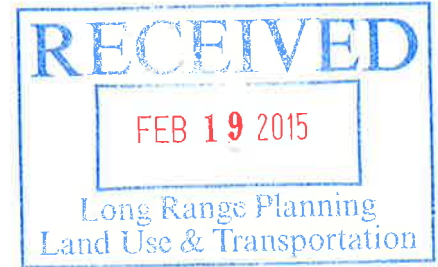
Received January 28 – February 26, 2015

From: Boyce Smith <boyce.smith@frontier.com>
Sent: Thursday, February 19, 2015 10:05 AM
To: LUT Planning
Subject: Response to recommendation to delay NCM zoning decision

February 18, 2015

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

RE: North Cooper Mountain planning recommendations



Dear County Commissioners,

I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. I was the NCM representative on the high level planning efforts (South Cooper Mt Concept Plan) lead by the city of Beaverton over the last year.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current residents.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.
3. As noted, most of the land within the entire NCM area is already developed with newer homes. Allowing the remaining few lots to develop to an R6 density would have little impact on increasing the density but would significantly change the ambiance.
4. People with land that has not yet been developed are under the FD-20 designation and therefore cannot develop at densities greater than the surrounding areas of NCM. Owners of these undeveloped properties have known this for a long time. Under an R1-CM designation, they would be able to develop their lands sooner without affecting the current homeowners' desires to keep things as they are. This is a reasonable balance.
5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

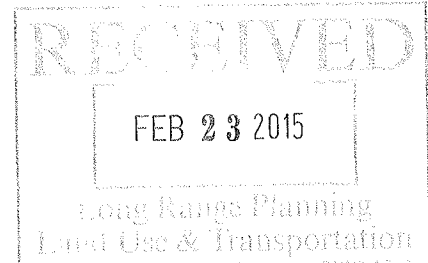
Regards,

Boyce Smith

From: Boyce Smith [<mailto:boyce.smith@frontier.com>]
Sent: Sunday, February 22, 2015 9:35 AM
To: LUT Planning
Cc: craig.dirksen@oregonmetro.gov
Subject: Amended Response to recommendation to delay NCM zoning implementation

February 22, 2015

Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124
Sent via email: lutplan@co.washington.or.us
craig.dirksen@oregonmetro.gov



RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

This letter is an amended version of the letter I submitted on February 18th. I wish to clarify that the R1-CM designation desired by the majority of Cooper Mountain property owners should apply to all of the NCM not just the southern two thirds.

I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. I was the NCM representative on the high level planning efforts (South Cooper Mt Concept Plan) lead by the city of Beaverton over the last year.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current residents.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.
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5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,

Boyce Smith

9851 SW Stonecreek Dr.
Beaverton, OR 97007
503-591-0378

Cc: Craig Dirksen, Metro Councilor



From: Abel, Clayton [<mailto:Clayton.Abel@siltronic.com>]
Sent: Thursday, February 26, 2015 3:08 PM
To: LUT Planning
Subject: North cooper mountian planning

Dear Commissioners,

The attached letter is from owners of property located in the northern portion of the North Cooper Mountain area. Please accept it as citizen input to the current planning process.

We want to express our opposition to the proposed rezoning of our area to R-6. Instead, we support the position expressed by Boyce Smith in his letter to you, dated Feb 22, 2015.

Best regards,

Clayton Abel
8610 SW Miller Hill Rd
Beaverton Or 97007

503.887.3379

C.Abel@Rosa-Dos-Ventos.net

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If you have received this communication in error, please notify the sender at once so that he may take the appropriate action and avoid troubling you further.

Thank you for your cooperation.

To: City of Beaverton Planning Commission
Washington County Planning Commission

The current South Cooper Mountain annexation proposal, prepared by the city of Beaverton, contains zoning changes for North Cooper Mountain (NCM). The proposal would re-zone the northern 1/3 of NCM to R-6. The R-6 designation is not a good match for this area, which is already an established neighborhood. The existing neighborhood has a housing density that is significantly lower than six houses per acre (R-6 zoning). The proposed change would allow infill and much higher densities for future development of open lots.

This change is not compatible with current neighborhood standards and is opposed by property owners who have signed below.

Please revise the current annexation proposal by replacing the R-6 designation for the northern 1/3 of NCM with a designation that better reflects, and better protects, the current neighborhood housing density.

Area Property Owners

(Name) Harry (Buz) Hampton (Signature) [Signature]
(Property Address) 19278 SW Heightsview Dr. Aloha, OR 97007

(Name) GARRY Rowley (Signature) [Signature]
(Property Address) 19366 SW Heightsview DR. Beaverton-oregon

(Name) JILL VAOT (Signature) [Signature]
(Property Address) 19455 SW Heightsview Dr. Beaverton OR 97007

(Name) David Doerner (Signature) [Signature]
(Property Address) 8800 SW 194th Place Beaverton, OR 97007

(Name) Lynne + Adrian Pearson (Signature) [Signature]
(Property Address) 19230 SW Heightsview Drive Beaverton, OR 97007

(Name) DAMIAN F McNICOLAS (Signature) [Signature]
(Property Address) 19245 S.W. HEIGHTSVIEW DRIVE

(Name) William Pivonka (Signature) [Signature]
(Property Address) 19227 SW HEIGHTSVIEW DR, BEAVERTON OR 97007

To: City of Beaverton Planning Commission
Washington Country Planning Commission

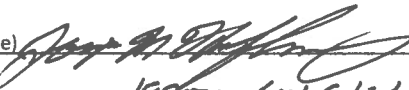
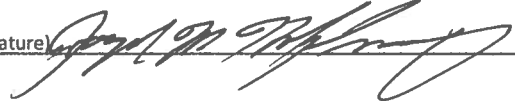
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These changes are not compatible with current neighborhood standards and are opposed by property owners who have signed below.

Please revise the current annexation proposal by replacing R-6 with an R-1 designation. R-1 better reflects, and better protects, current neighborhood conditions.

Area Property Owners

(Name) Tyse Hempling (Signature) 
(Property Address) 19970 SW GASSNER Rd

(Name)  (Signature) 
(Property Address) 19970 SW GASSNER

(Name) Theresa Happer (Signature) Theresa Happer
(Property Address) 19886 SW Garner

(Name) Edwin Jacks Jr (Signature) Edwin L Jacks
(Property Address) 19980 SW GASSNER Rd.

(Name) Ann Jacks (Signature) Ann Jacks
(Property Address) 19982 SW GASSNER Rd.

(Name) PAUL SHARP (Signature) William Funk
(Property Address) 19830 S.W. GASSNER RD 19850 SW Gassner Rd

(Name) Susan H. Funk (Signature) Susan H Funk
(Property Address) 19850 SW Gassner Rd.

To: City of Beaverton Planning Commission
Washington Country Planning Commission

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Area Property Owners

(Name) Janis Yutzy (Signature) Janis Yutzy
(Property Address) 20070 SW Gassner Rd. Beav 97007

(Name) Frede Stammers (Signature) [Signature]
(Property Address) 20040 SW Gassner Rd. Beav. 97007

(Name) Frank M. Stammers (Signature) [Signature]
(Property Address) 20040 SW Gassner Rd Beaverton OR 97007

(Name) Sarah A. Smith (Signature) Sarah A. Smith
(Property Address) 19890 SW Gassner Rd Aloha OR 97007

(Name) Nathan Smith (Signature) [Signature]
(Property Address) 19890 SW Gassner Rd Aloha OR 97007

(Name) Carol E. Bruce (Signature) Carol E. Bruce
(Property Address) 19900 SW GASSNER Rd. ALOHA OR 97007

(Name) Nancy G. Sharp (Signature) Nancy G. Sharp
(Property Address) 19830 SW Gassner Rd. Aloha OR 97007. 9018


To: City of Beaverton Planning Commission
Washington County Planning Commission

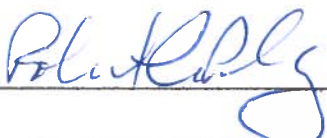
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Please revise the current annexation proposal by replacing R-6 with an R-1 designation. R-1 better reflects, and better protects, current neighborhood conditions.

Area Property Owners

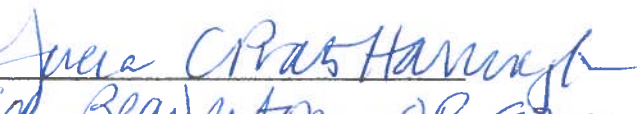
(Name) CLAYTON ABEL (Signature) 
(Property Address) 8610 SW MILLER HILL RD

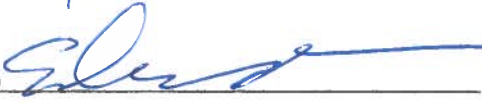
(Name) ROBERT PEBLY (Signature) 
(Property Address) 8570 SW MILLER HILL RD

(Name) MELISSA PEBLY (Signature) 
(Property Address) 8570 SW MILLER HILL RD

(Name) Connie Abel (Signature) 
(Property Address) 8610 SW Miller Hill Rd

(Name) William Harrington (Signature) 
(Property Address) 8725 SW Miller Hill

(Name) Lucia C Prats Harrington (Signature) 
(Property Address) 8755 SW Miller Hill Rd Beaverton, OR 97007

(Name) Edna Hodges (Signature) 
(Property Address) 8730 SW Miller Hill

To: City of Beaverton Planning Commission
Washington County Planning Commission

The current South Cooper Mountain annexation proposal, prepared by the city of Beaverton, contains zoning changes for North Cooper Mountain (NCM). The proposal would re-zone the northern 1/3 of NCM to R-6. The R-6 designation is not a good match for this area, which is already an established neighborhood. The existing neighborhood has a housing density that is significantly lower than six houses per acre (R-6 zoning). The proposed change would allow infill and much higher densities for future development of open lots. The proposal also includes significant changes to area traffic flow.

These changes are not compatible with current neighborhood standards and are opposed by property owners who have signed below.

Please revise the current annexation proposal by replacing R-6 with an R-1 designation. R-1 better reflects, and better protects, current neighborhood conditions.

Area Property Owners

(Name) Jeff & Carol Williams (Signature) Carol Williams
(Property Address) 8520 SW Eagle Crest Terrace Beaverton, OR

(Name) WYNNE & NANCY FORD (Signature) Wynne & Nancy Ford
(Property Address) 8517 SW Eagle Crest Terrace Beaverton, OR 97007

(Name) Julie & Jim Howard (Signature) Julie M Howard
(Property Address) 8690 SW Eagle Crest Terr. Bvtn, OR 97007

(Name) Rachel & Matt Coleman (Signature) Rachel Coleman
(Property Address) 8120 SW Eagle Crest Terrace Bvtn, OR 97007

(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____

To: City of Beaverton Planning Commission
Washington Country Planning Commission

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These changes are not compatible with current neighborhood standards and are opposed by property owners who have signed below.

Please revise the current annexation proposal by replacing R-6 with an R-1 designation. R-1 better reflects, and better protects, current neighborhood conditions.

Area Property Owners

(Name) Steven Speer (Signature) Steven Speer
(Property Address) 8918 SW Grabhorn Rd. Aloha, OR

(Name) Bonnie Swartout (Signature) Bonnie Swartout
(Property Address) 20385 SW Nancy Ln Aloha OR 97007

(Name) CHRIS RICH (Signature) Chris Rich
(Property Address) 20300 SW NANCY LN BEAVERTON, OR 97007

(Name) Nicki Rich (Signature) Nicki Rich
(Property Address) 20300 SW Nancy Ln.; BEAVERTON, OR 97007

(Name) Sharon MacWilliams (Signature) Sharon MacWilliams
(Property Address) 20145 SW Nancy Ln Aloha, Or 97007

(Name) Peter MacWilliams (Signature) Peter MacWilliams
(Property Address) 20145 SW Nancy Ln Aloha, Or 97007

(Name) Linda Gelsinger (Signature) Linda Gelsinger
(Property Address) 20045 SW Nancy Ln Aloha OR 97007

To: City of Beaverton Planning Commission
Washington County Planning Commission

The current South Cooper Mountain annexation proposal, prepared by the city of Beaverton, contains zoning changes for North Cooper Mountain (NCM). The proposal would re-zone the northern 1/3 of NCM to R-6. The R-6 designation is not a good match for this area, which is already an established neighborhood. The existing neighborhood has a housing density that is significantly lower than six houses per acre (R-6 zoning). The proposed change would allow infill and much higher densities for future development of open lots.

This change is not compatible with current neighborhood standards and is opposed by property owners who have signed below.

Please revise the current annexation proposal by replacing R-6 with an R-1 designation. R-1 better reflects, and better protects, current neighborhood conditions.

Area Property Owners

(Name) AUDREY BURT (Signature) Audrey Burt
(Property Address) 19580 SW GASSNER RD BEAVERTON OR 97007

(Name) BILL C. BURT (Signature) Bill C. Burt
(Property Address) 19580 S.W. GASSNER RD, BEAVERTON, OR, 97007

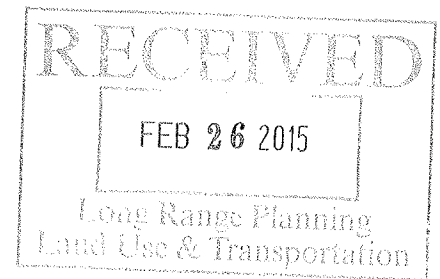
(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____

(Name) _____ (Signature) _____
(Property Address) _____



From: Thomas Buzak [<mailto:tom.buzak@gmail.com>]

Sent: Wednesday, February 25, 2015 5:56 PM

To: LUT Planning

Subject: Issue Paper 2015-01A - North Cooper Mountain planning recommendations

Washington County Board of Commissioners,

I am writing to express my support that the Board approve implementation of Option 2 of Issue Paper 2015-01A, regarding planning for the North Cooper Mountain (NCM).

This option would designate NCM as R1-CM. As outlined in the thoughtful and informed letters to the Board by Boyce Smith (Feb 22, 2015), Chris Girard (Feb 23, 2015) and others, the designation has the strong support of the constituents of NCM.

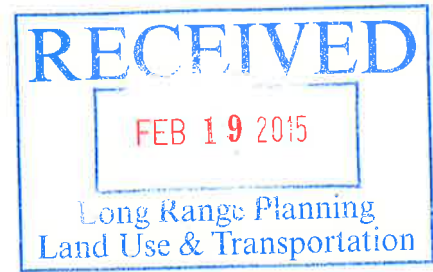
I urge you to adopt Option #2. It is the logical and fair course of action, and doing so would not compromise regional and county goals.

Sincerely,

Tom Buzak
9755 SW Stonecreek Dr.
Beaverton, OR 97007

February 18, 2015

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



RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. I was the NCM representative on the high level planning efforts (South Cooper Mt Concept Plan) lead by the city of Beaverton over the last year.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current residents.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.
3. As noted, most of the land within the entire NCM area is already developed with newer homes. Allowing the remaining few lots to develop to an R6 density would have little impact on increasing the density but would significantly change the ambiance.
4. People with land that has not yet been developed are under the FD-20 designation and therefore cannot develop at densities greater than the surrounding areas of NCM. Owners of these undeveloped properties have known this for a long time. Under an R1-CM designation, they would be able to develop their lands sooner without affecting the current homeowners' desires to keep things as they are. This is a reasonable balance.
5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

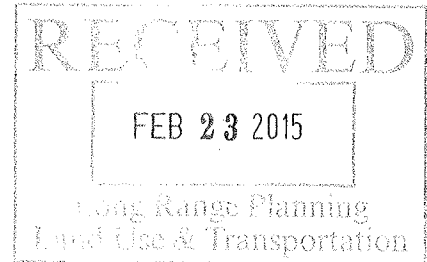
Regards,

Larry Durdel

19831 SW Corrine St. Beaverton, Oregon

February 23, 2015

Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124
via email: lutplan@co.washington.or.us
craig.dirksen@oregonmetro.gov



RE: Issue Paper 2015-01A - North Cooper Mountain planning recommendations

Dear Chair Duyck and Commissioners,

I am writing in reference to Issue Paper 2015-01A regarding planning for the North Cooper Mountain (NCM) area. Mr. Boyce Smith represented my family and many other Cooper Mountain homeowners during the long and arduous 18 month planning effort. I fully support all points in Mr. Smith's letter to you on this issue. Please do not disregard the extensive citizen/government consensus building that was accomplished in this process. There is no need to wait for Beaverton to annex NCM at some distant future date. The City of Beaverton and citizens arrived at the correct solution, which is to apply the R1-CM designation to the southern two-thirds of NCM.

Furthermore, Option 2 in the Issue Paper is the logical and most beneficial course for the northern one-third of NCM. Please refer to Exhibit 1, which shows only seven (7) undeveloped parcels in the FD-20 district, shaded in pink. The vast majority of Cooper Mountain is fully developed with one-acre homesites, based on a former exception to the FD-20 zoning allowing this. To somehow pretend that the northern area is consistent with R-6 zoning is to ignore the facts and reality of what has happened.

The main purpose of zoning is to ensure compatibility among uses, to prevent new development from interfering with existing uses, and to preserve the "character" of a community. As you can see, and as acknowledged by County Staff, North Cooper Mountain was "mostly built out with single-family homes on lots of at least one acre." Two (2) of the westernmost 5 acre lots remaining are completely surrounded by one-acre lots with homes. One parcel has a single-family parcel in the middle of it. Had the exception for one-acre lots not been rescinded, these two parcels would undoubtedly have been developed similar to the surrounding properties. With a R-1 CM designation they could be subdivided to fit the surrounding land use. Zoning the entire area to R-6 is a procrustean "solution" that ignores the actual development in the contiguous properties. The practical effect would be a de facto "spot-zoning" of these two properties, which is not acceptable planning.

A likely driver of the Option #1 concept may be the five (5) larger tracts of land in the northeast corner of NCM. These properties are contiguous to existing developed R-6 properties, and are areas most likely to be annexed by Beaverton someday. I cannot speak for immediately adjacent property owners, but would point out that these undeveloped tracts are also contiguous with adjacent one-acre homes. One alternative

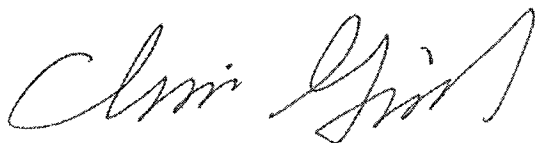
might be to retain the FD-20 designation for these properties, or include them in the new R-1 CM designation. In any event, a blanketing of the entire northern third of NCM with R-6 zoning does not make sense or reflect the reality of existing land uses. This corner of NCM may require some additional planning alternatives.

County Staff is concerned about setting precedents that could adversely affect regional and county plan policies calling for more intensive forms of residential development. This should not be a concern since NCM is clearly different from large tracts of undeveloped land, given the extent of existing build-out. And with the possible exception of the aforementioned northeast corner, there is no significant increased density to be had, even counting the larger tracts in the northeast corner. The exception for R-1 CM would simply reference the quite unique criteria present... which is an area substantially fully built-out, with a minimum number of non-conforming larger tracts surrounded by or contiguous to existing one-acre developed land, bordered by existing higher density development.

Option 3 in the Issue Paper avoids proper planning protocol. Staff notes that Metro requires Community Planning to be completed within two (2) years of an area being included in the UGB. It has been twelve (12) years. The fact that this requirement was not in place when NCM was brought in to the UGB does not eliminate this requirement. The County should act now, as required, versus just kicking the can down the road. Citizens on NCM expect and deserve action now.

In summary, for all the reasons above, and in Mr. Smith's letter representing other neighbors, I urge you to adopt Option #2. It is the logical thing to do, and fair to all landowners, without compromising regional and county goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Girard". The signature is fluid and cursive, with the first name "Chris" and last name "Girard" clearly distinguishable.

Chris Girard
9951 SW Stonecreek Drive
Beaverton, OR 9700

cc: Craig Dirksen, Metro Councilor

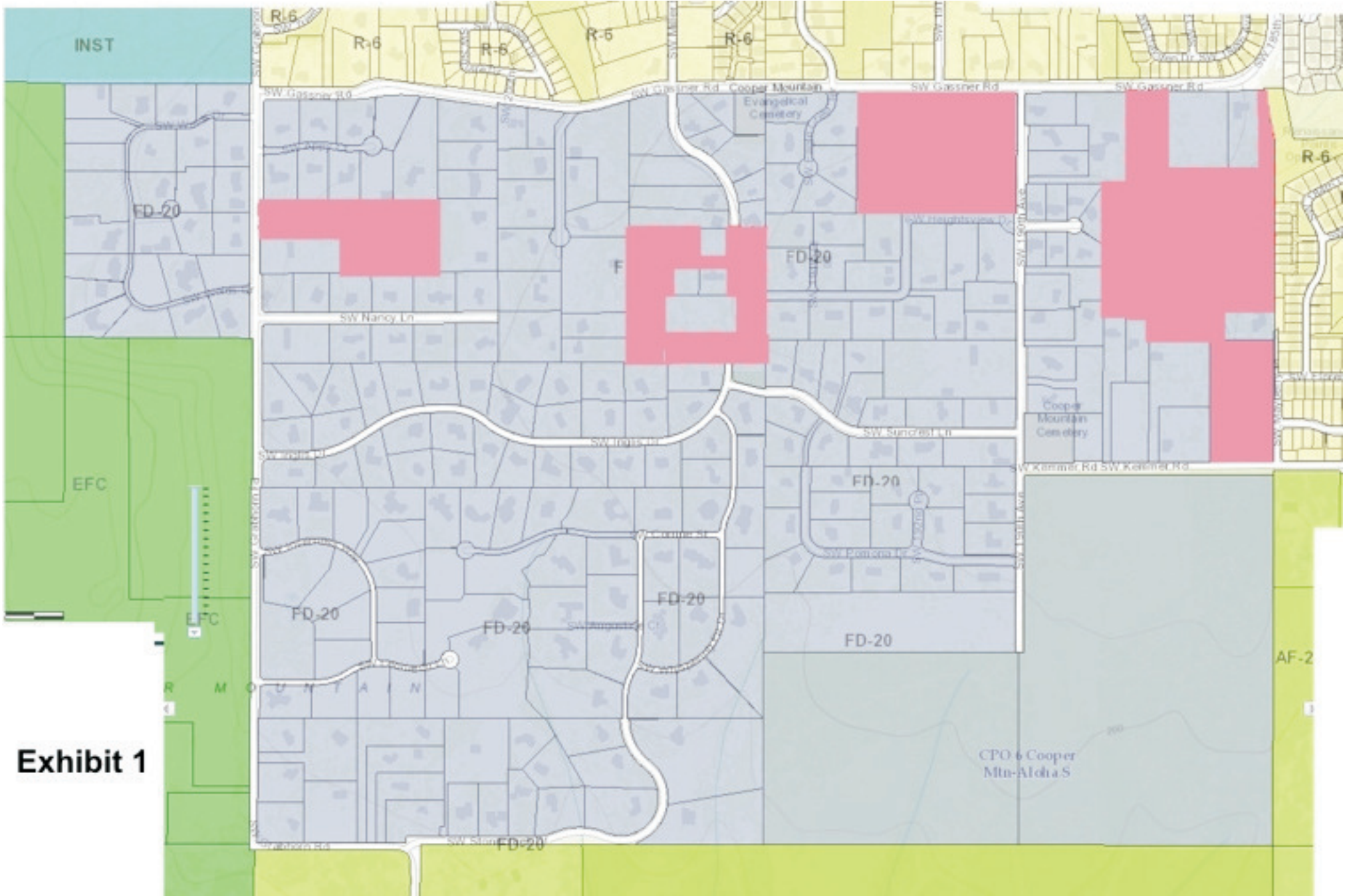
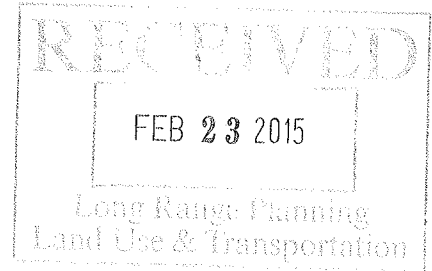


Exhibit 1

From: Sharon Holstein [mailto:shair2@gmail.com]
Sent: Monday, February 23, 2015 9:12 AM
To: LUT Planning
Subject: Fwd: Response to County proposal to delay zoning decision



February 23, 2015

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

RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

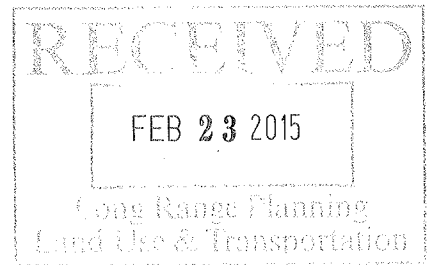
I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area.

I am strongly in support for maintaining the current neighborhood look and feel, not allowing significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. I also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current residents.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.
3. As noted, most of the land within the entire NCM area is already developed with newer homes. Allowing the remaining few lots to develop to an R6 density would have little impact on increasing the density but would significantly change the ambiance.
4. People with land that has not yet been developed are under the FD-20 designation and therefore cannot develop at densities greater than the surrounding areas of NCM. Owners of these undeveloped properties have known this for a long time. Under an R1-CM designation, they would be able to develop their lands sooner without affecting the current homeowners' desires to keep things as they are. This is a reasonable balance.
5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Best regards,
Sharon Holstein
19774 SW Inglis Drive
Beaverton, OR 97007
503.351.0227

Cc: Craig Dirksen, Metro Councilor



From: Michael Jones [mailto:mjonesx@gmail.com]
Sent: Monday, February 23, 2015 11:27 AM
To: LUT Planning
Cc: Joni Fischer-Jones
Subject: re: North Cooper Mt (NCM) planning recommendations & R1-CM zoning proposed

Dear Commissioners,

I have read the included letter submitted by Mr. Boyce Smith, ... and my wife and I are in total agreement with its contents. We reside in the NCM within the Inglis Heights neighborhood at 19970 SW Inglis Drive. We believe the NCM is the ONLY area in all of the West Side of Portland that has this zoning, and has been for many, many years. Its unique nature and appeal should be kept unique, in our opinion, for future generations. There are plenty of other neighborhoods with your standard zoning density for people that desire that lifestyle. But, there is precious little to attract and keep those high taxpaying citizens within the Beaverton/Aloha area that help pay for schools & county & sometime soon - city taxes/fees, if you harm the current unique treasure that is the NCM area. Maintain choice and provide an opportunity for this lifestyle close to Beaverton, Hillsboro, Tigard & Sherwood. There will be minimal return by changing the zoning at this point, we believe.

Please do not postpone. Utilize the information already gleaned through your meetings & feedback, mentioned in the included letter, to move forward, but leave our NCM neighborhoods as they are.

Regards,

Joni & Michael Jones

February 18, 2015

Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124
RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

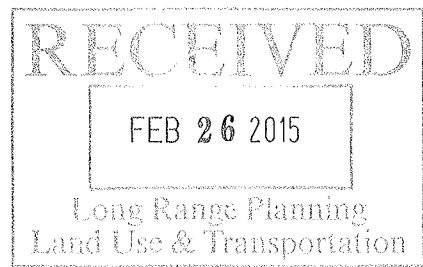
I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. I was the NCM representative on the high level planning efforts (South Cooper Mt Concept Plan) lead by the city of Beaverton over the last year.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

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5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,
Boyce Smith
9851 SW Stonecreek Dr.
Beaverton, OR 97007
503-591-0378

Cc: Craig Dirksen, Metro Councilor



From: John Keaton [mailto:johnk@sky-line.com]
Sent: Thursday, February 26, 2015 9:32 AM
To: LUT Planning
Cc: diane@dianekeatoninteriors.com
Subject: North Cooper Mountain Long Range Planning Issue Paper No. 2015-01A

February 26, 2015
Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124

RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

I am writing to echo Boyce Smith's letter to you regarding the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area.

My wife Diane and I who have been Washington County residents for 35 years and the majority of our NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

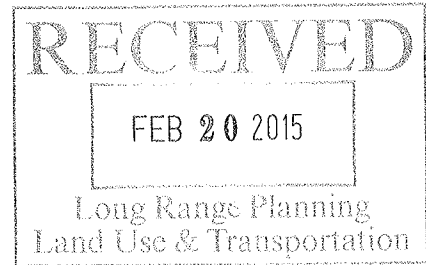
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2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.
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5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,

John and Diane Keaton
19933 SW Inglis Drive
Beaverton, Oregon 97007

Cell (503) 706-4293
Office (877) 373-0717 x102

From: Linda Morton [<mailto:mortonsl@comcast.net>]
Sent: Thursday, February 19, 2015 8:59 PM
To: LUT Planning
Subject: North Cooper Mountain Planning Recommendations



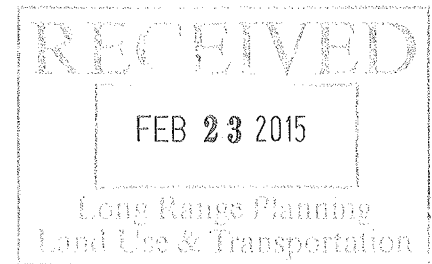
Dear County Commissioners:

In the North Cooper Mountain (NCM) area, it is imperative to implement R1-CM zoning soon. This is to maintain the rural-estate atmosphere that was intended, as discussed by your planners. Most homes are newer and on larger parcels of land. To integrate high-density housing into this already established area would be a disservice to all home owners and destroy the feel of the neighborhood. The larger acreages also compliment the Nature Park and continue the rural theme. Do not implement R6 density in this area as that will not accomplish your goals. Please comply with Title 11.

Sincerely,

Linda Morton
9939 SW Stonecreek Drive
Beaverton, OR 97007
503 649-4755

From: JDO [<mailto:valescojdo@gmail.com>]
Sent: Sunday, February 22, 2015 9:51 PM
To: LUT Planning; craig.dirksen@oregonmetro.gov
Subject: Fwd: Amended letter to the county



February 22, 2015
Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124
Sent via email: lutplan@co.washington.or.us
craig.dirksen@oregonmetro.gov

RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

NCM is a developed neighborhood that you want to change with no regard has to why we moved here in the first place – lot size and character. Metro's planning has/is screwing up the city, making it less livable and un-friendly. Density is not neighborly. We moved here to get away from the hustle and bustle of work and the city – we certainly don't want to go home to relax and discover hustle and bustle has followed us home because our neighbors are right on top of us.

You are coming late to the party. There is plenty of un-developed tracks just to the west & south of NCM. In these areas, you can develop lot size and feel into a community that does not already exist. We moved here because of the feel, existing home and lots sizes and certainly do not want some outsiders coming in and destroying our neighborhood. It is like I said above, Metro is destroying the livability of the city and not considering homes as a place of refuge.

Do you think people really want the illusion of a detached single family home just 15 feet away from their next door neighbor and 30 feet away from a busy road? What is the purpose of windows that look at the side of your neighbor's house? Are you going to ask your neighbor to paint a nice mural there for you to look at, be amazed and feel good about what you purchased or patiently wait for a short glimpse of the sun? Of course not! Metro is ridiculous in thinking people want to be packed in, living on top of each other, paying more for the illusion of a single family home just feet away from their neighbor. Then when trying to sell, facie difficulty finding a buyer.

This space between these homes is a waste, too small to be used for anything, but a pathway. Instead, use this wasted space between homes for townhomes. Yes, townhomes that make better use of the land, better use of resources, allows people to see, up front, they are buying into a high density neighborhood without the façade and shininess that a new home my blind them to. Without the deception of a small lot, high density single home site, a townhome neighborhood increases density without pretending to offer the dream of a detached single family home and buyer's remorse. This increased density allows other areas to have larger lots more in line with private, detached, single family homes.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

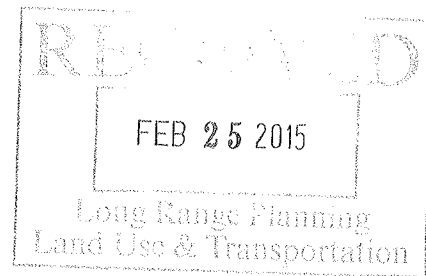
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5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,

Jeffery Otto
19774 SW Inglis Dr.
Beaverton, OR 97007

Cc: Craig Dirksen, Metro Councilor

From: Mike Porter [<mailto:tmikeporter@gmail.com>]
Sent: Wednesday, February 25, 2015 3:55 PM
To: LUT Planning
Cc: craig.dirksen@oregonmetro.gov
Subject: North Cooper Mtn Plan - resident input



February 25, 2015

Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124
Sent via email: lutplan@co.washington.or.us
craig.dirksen@oregonmetro.gov

RE: North Cooper Mountain planning recommendations

Dear County Commissioners,

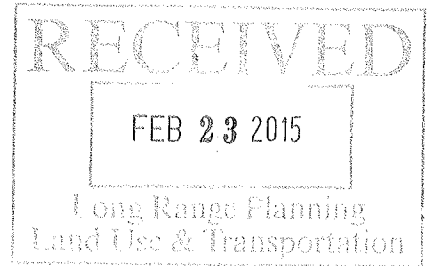
This letter is in response to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. My wife and I are homeowners in the NCM area and we want to go on record that the R1-CM designation is desired by us and an overwhelming majority of property owners in the NCM planning area. I am past President of the Corinne Heights Homeowners Association and have first hand knowledge of my neighbor's wishes on this subject.

As you might expect, I, and a large majority of the NCM neighbors, are strongly in support for maintaining the current neighborhood density as it is currently built out. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into the City of Beaverton or not. We understand that there is vacant land, especially in the northern most section of the NCM area and it will be developed someday. An appropriate density would be that which is stated in Item 4 below. Please resolve the issue now and do not put it off any longer. Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current residents. It is neither practical nor reasonable to increase the zoning density for an area that is mostly built out and platted with the streets already in.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste this effort and consider it as appropriate.
3. As noted, most of the land within the entire NCM area is already developed with newer homes. Allowing the remaining few lots to develop to an R6 density would have little impact on increasing the density calculations for Metro but would significantly change the ambiance of this attractive neighborhood.
4. People with land that has not yet been developed are under the FD-20 designation and therefore cannot develop at densities greater than the surrounding areas of NCM. Owners of these undeveloped properties have known this for a long time. Under an R1-CM designation, they would be able to develop their lands sooner without affecting the current homeowners' desires to keep things as they are. This is a reasonable balance.

5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,
Terrance M. and Barbara N. Porter
9396 SW Whispering Fir Drive
Beaverton, OR 97007



From: Terry Rost [<mailto:fnoregon@aol.com>]
Sent: Monday, February 23, 2015 6:51 AM
To: LUT Planning
Subject: North Cooper Mountain planning recommendations

February 23, 2015
Washington County Board of Commissioners
155 North First Ave. MS-21, Hillsboro, OR 97124

Re: North Cooper Mountain planning recommendations

Dear County Commissioners,

I am writing in response to the recent recommendations made to the Board of Commissioners (Issue Paper 2015-01A) concerning the planning of the North Cooper Mountain (NCM) area.

Your constituents in the NCM area have made a significant investment in time and effort to bring forth an approved plan between Metro, Beaverton, and the residents of the area. Please move forward with implementing the R1-CM zone designation **in the near term**; without question this is the will of your constituents.

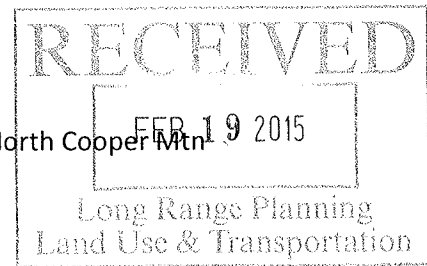
I am in full agreement with a letter written to you on February 22, 2015 by Boyce Smith

Regards,

Terry Rost
9774 Sw Stonecreek Drive
Beaverton, Oregon 97007

503-649-2154

From: david wagers <davidwagers@yahoo.com>
Subject: Comment on County proposal to delay zoning decision on North Cooper Mtn
To: lutplan@co.washington
Cc: boyce.smith@frontier.com
Date: Thursday, February 19, 2015, 12:40 PM



Dear County Commissioners:

I wanted to add my comments to the email below from Boyce Smith as I have attended numerous meetings over the past eighteen months on this project. All the meetings were well attended and the feelings are strong that the residents in the Southern 2/3 of the NCM want the R1-CM zoning implemented now. All the work has been done, all the meetings and discussions held and everyone agrees with this new designation including the city of Beaverton. There is no reason to wait.

Please consider your constituents strong feelings and implement this change now.

Thank you,
Dave Wagers
9650 SW Whispering Fir Drive
Beaverton, Oregon 97007

North Cooper Mountain planning recommendations

Dear County Commissioners,

I am writing to respond to the recently published recommendations (reference Issue Paper 2015-01A) made to the Board of Commissioners concerning the planning for the North Cooper Mountain (NCM) area. I was the NCM representative on the high level planning efforts (South Cooper MtConcept Plan) lead by the city of Beaverton over the last year.

As you might expect, I and a majority of the NCM neighbors are strongly in support for maintaining the current neighborhood look and feel. We do not want to allow significantly higher density now or in the future regardless of whether the area is annexed into Beaverton or not. We also want the issue to be resolved now rather than postponed.

Below are the arguments in support of implementing the R1-CM zone designation in the near term.

1. As noted in the Long Range Planning Issue Paper No. 2015-01A, the South Cooper Mountain Concept Plan planning efforts already had all the discussions and analysis needed to complete the NCM portion of the plan. The R1-CM recommendation for the southern two thirds of the NCM was approved by all parties including Beaverton and Metro. Please do not disregard the efforts and desires of the current Residents.
2. Also noted in the 2015-01A document is the fact that the necessary documents required to implement the R1-CM zoning have been drafted. Don't waste the effort.

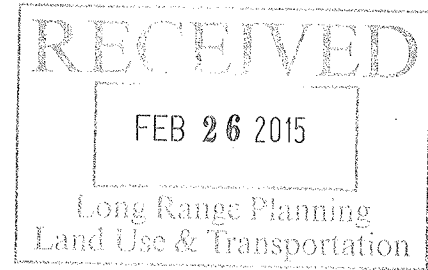
3. As noted, most of the land within the entire NCM area is already developed with newer homes. Allowing the remaining few lots to develop to an R6 density would have little impact on increasing the density but would significantly change the ambiance.
4. People with land that has not yet been developed are under the FD-20 designation and therefore cannot develop at densities greater than the surrounding areas of NCM. Owners of these undeveloped properties have known this for a long time. Under an R1-CM designation, they would be able to develop their lands sooner without affecting the current homeowners' desires to keep things as they are. This is a reasonable balance.
5. Finally, waiting should not be an option. The NCM was brought into the UBG over a decade ago. The County should comply with Title 11 now.

Regards,
Boyce Smith
9851 SW Stonecreek Dr.
Beaverton, OR 97007
503-591-0378

Cc: Craig Dirksen, Metro Councilor



Dorothy S. Cofield,
Attorney at Law



VIA ELECTRONIC MAIL: lutplan@co.washington.or.us

February 26, 2015

Stephen Shane
Washington County Department of Land Use & Transportation
Planning and Development Services
Long Range Planning
155 N. First Avenue, Suite 350 MS14
Hillsboro, Oregon 97124

Re: *Issue Paper 2015-01A North Cooper Mountain Land Use Planning*
Issue Paper 2015-01B North Cooper Mountain Transportation Planning

Dear Mr. Shane,

I represent Ken Seymour who owns three acres of property located at 18640 SW Gassner Road, Beaverton, Oregon 97007. Mr. Seymour bought the property over 20 years ago for a future retirement home. The property has an existing dwelling and licensed ham radio operator equipment on it. The property is zoned Future Development (FD) 20 in unincorporated Washington County. The property was brought into the urban growth boundary in 2002.¹ Mr. Seymour has been participating in many of the open houses and City of Beaverton concept plan hearings over the past several years to object to the South Cooper Mountain Concept Plan for placing an arterial through his property. With this opportunity to comment on the two issue papers identified above, Mr. Seymour continues to object to many of the planning principles noted in the two issue papers.

On behalf of Mr. Seymour, I have reviewed the issue papers. Mr. Seymour's first and most important objection is that the county is proposing to keep North Cooper Mountain in the Future Development (FD) 20 zone which essentially allows no partitions under twenty acres and

¹ Mr. Seymour's property was part of Area 67. It was noted in the Alternative Analysis that "the overall increase in traffic would be small" due to the number of developed rural residences. Also out of the 507 acres in Area 67, 1,019 units were anticipated, which comes out to ½ acre homesites. See Attached Metro 2002 Alternatives Analysis -- July 2002, Paragraph 2.3 Agricultural Analysis.

very limited development. Mr. Seymour has voiced his objections all during the South Cooper Mountain Concept Plan process to the planned 185th arterial that will run right through his property, without any planned compensation. These two issues will be discussed in more depth in the following two sections below.

Transportation Issue Paper:

Mr. Seymour is opposed to any of the options that put a north-south arterial through his property. Mr. Seymour would support Option 2: "Amend the TSP to redesignate the existing alignment of SW Gassner, SW 190th Ave. and SW Kemmer to an arterial as an alternative to extending SW 185th."

As support for Option 2, Mr. Seymour retained an expert consultant in transportation planning, MacKenzie, to study the transportation options on the South Cooper Mountain Concept Plan. *See Attached Mackenzie Letter*, dated October 24, 2014. As Mackenzie explains, "we have not identified a significant reason for the need for the 185th Avenue extension, particularly from a traffic volume and capacity standpoint." *Id.* Mackenzie goes on to say that other connections would meet the County's stated purpose of dispersing and balancing regional traffic. The attached map shows other transportation connections that the county has not considered in its Transportation Issue Paper. *Id.*, *Exhibit 1 Map*.

To that end, Mr. Seymour would support Option 2 through the adoption of a Refinement Area in the County's TSP only if it is done in conjunction with permanent zoning as explained in the second section of this letter (Land Use Planning Issue Paper).

Mr. Seymour is adamantly opposed to showing a new connection from 175th Avenue to 185th Avenue "to preserve the opportunity to ultimately construct a roadway" that goes right through the middle of his property. As part of his plans to build a retirement home and conduct his ham radio activities, Mr. Seymour had planned to divide off a portion of the property for two additional lots that would help finance his retirement as well as reduce the upkeep on his property. The 185th Avenue connection will make his retirement plans impossible.

Adopting the 185th Connection on a "Refinement Area" map will reduce the value of Mr. Seymour's property. Mr. Seymour's land is in unincorporated Washington County. The County currently has the practice of enacting forty-five foot setbacks for future development adjacent to future, planned roads. *See e.g. Washington County Development Code (CDC) 418-2*. This would result in even more of a takings of Mr. Seymour's property. Future home sites would be separated by a significant arterial, generating noise and traffic.

It is not clear from the Transportation Issue Paper how the government intends to "take" Mr. Seymour's property (either as an exaction or in condemnation) but either way, Mr. Seymour's property has been rendered essentially valueless until the city or Washington County formally acquires his property for the road. *Dept. of Transportation v. Hewett Professional Group*, 320 Or 118, 895 P2d 755 (1995). Condemnation blight occurs when the actions of the government reduce the value of the property before the actual taking. Adopting the "Refinement

Area” map and retaining the FD-20 zoning will reduce the value of the property for any developer who sees only a small portion of the property (if any) is left to develop for homesites, but cannot be developed with the FD-20 partition prohibition.

Encumbering Mr. Seymour’s property with the future arterial as a “Refinement Area” in the Washington County TSP, impacts Mr. Seymour’s rights guaranteed under the U.S. Constitution and the Oregon Constitution to utilize his property to operate his amateur radio activities. A vast majority of his property is needed to install various antennas that are designed to operate over a wide range of frequency bands, as licensed by the FCC. Lower frequency dipole antennas require up to 260 feet of property.

Currently, the radio tower on the property is used for emergency radio repeaters and is part of a complex radio network for the Amateur Radio Emergency Service (ARES). ARES is a corps of trained amateur radio operator volunteers organized to assist public service agencies and provides emergency communications serving the Hillsboro and Beaverton areas from this strategic location. Communication failures have been a defining part of natural disasters and even some human-generated events such as the September 11 attacks. Amateur radio provides a means of communication "when all else fails."

Encumbering Mr. Seymour’s property with the proposed arterial prevents him from engaging in his ham radio activities and terminates the benefit of the radio network to service the public in times of disaster. These types of radio facilities cannot be placed anywhere. Mountain top sites are the only suitable locations where radio repeater sites can be located as they cover vast geographic areas. Mr. Seymour is operating under a valid county permit to site the ham radio tower and associated equipment. The proposed arterial as adopted in a “Refinement Area” map will be a takings of this additional property right Mr. Seymour has.

Land Use Planning Issue Paper:

Mr. Seymour is opposed to keeping his property in the FD-20 until Beaverton annexes it. It also violates state law not to adopt zoning for this UGB expansion area that was brought into the UGB in 2002 – thirteen years ago. See Long Range Planning Issue Paper No. 2015-01A, p. 3 “Planning History.” (“Community planning was required of newly added areas to the UGB but was never initiated for North Cooper Mountain.”) The only planning that was done was to add the FD-20 holding zone to the area in 2004. Not having a community plan violates Title 11 of the Metro Code as well as state law. The FD-20 zone does not allow partitions under twenty acres, defeating Mr. Seymour’s investment backed expectations to build a retirement home and sell off the additional acreage for two other homesites.

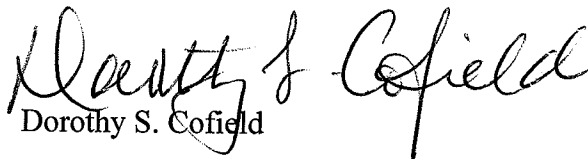
Mr. Seymour is equally opposed to the proposed R-6 zoning as too many units per acre for this low density planning area where the “majority of residents wish to maintain the existing residential condition.” LUP Issue Paper, p. 3. It makes sense to have a transition zone between the proposed R-6 zoning and the proposed R-1 zoning. Mr. Seymour proposes and would support a new R-2 CM (two lots per acre for Cooper Mountain District) for the eastern portion of the North Cooper Mountain plan. See Attached Google Earth Map Zoning Proposal.

As the attached map shows, the R-2 CM zone would act as a transition zone and buffer from the wetlands and natural areas to the east as well as acting as a transition between the R-1 and R-6 zones. State law recognizes that there should be a variety of housing types. ORS 197.303. Having a R-2 CM zone would offer a housing choice that is not as dense as the R-6 nor as large as the R-1 CM. When North Cooper Mountain was brought into the UGB, Metro anticipated approximately 1000 housing units for the 500 acre area. The issue paper does not discuss how Metro's anticipated inventory of housing units is met or exceeded by the proposed R-6 zoning, nor how the South Cooper Mountain planning area has exceeded density requirements so that the North Cooper Mountain area can preserve its more low density uses.

Please place a copy of this letter and its attachments into the record and add Mr. Seymour and my law firm to the notice list.

Very truly yours,

COFIELD LAW OFFICE


Dorothy S. Cofield

DSC:dsc

Enclosures: As Stated

cc: Client

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

October 24, 2014 (*Revised October 28, 2014*)

Ken Seymour
9115 SW 176th Avenue
Beaverton, OR 97007

Re: **South Cooper Mountain Plan**
Transportation Assistance
Project Number 2140311.00

Dear Mr. Seymour:

This letter presents findings and comments following a review of the available traffic reports and plans for the South Cooper Mountain Concept Plan. It is our understanding that you are concerned specifically about the planned 185th Avenue extension from Gassner Road to Kemmer Road that would impact your property located at 18640 SW Gassner Road in Beaverton, Oregon. The 185th Avenue extension would provide a "relatively direct connection from 175th Avenue to 185th Avenue," as stated in the September 2014 Concept Plan. Based on our review, we have not identified a significant reason for the need for the 185th Avenue extension, particularly from a traffic volume and capacity standpoint.

The June 27, 2014, Transportation Finding for Preferred Scenario Memorandum prepared by DKS presents traffic models for the forecasted 2035 PM peak hour volume (see enclosed Figure 1a). The intersection of Gassner Road and 190th Avenue is anticipated to be running well under capacity under all scenarios analyzed. In fact, the primary flow of traffic at the Gassner Road/190th Avenue intersection is expected to be traveling west-south; therefore, moving the new alignment further east is not necessary. The memorandum analyzes other intersections in the study area, predicting substantial traffic volumes on 175th Avenue.

North-south traffic in the South Cooper Mountain area is currently and forecasted to be heavily reliant on the 175th Avenue corridor. The September 2014 South Cooper Mountain Concept Plan states the solution to this is "to reduce the reliance and disburse regional flows through a combination of improvements and new connections that result in a more complete network. Key projects include...connection 175th Avenue to 185th Avenue via Kemmer Road and a new road east of 190th." While establishing new connections and a complete roadway network are valid objectives, other connections could also meet this objective without the costly new roadway alignment and property impacts.

At this time, the 185th Avenue to 175th Avenue connection is anticipated to not be needed for more than 20 years, and is estimated to cost \$5.7 million dollars, according to page 45 in the September 2014 South Cooper Mountain Concept Plan.

The Concept Plan states this extension needs further analysis, as many of the alignment options are not feasible. Alignment option B presented in the May 12, 2014, Draft Preferred Concept Plan Scenario for South Cooper Mountain



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Portland, Oregon • Vancouver, Washington • Seattle, Washington

(the straight alignment of 185th Avenue across the creek) provides the best connection, but is not feasible because of impacts on the creek, topography, and cost. All other alignment options offered are more circuitous and do not provide much shorter travel distances than existing roadways. All road alignment options analyzed include one or more segments of new road, instead of relying on and improving existing road alignments.

Further, a new arterial road alignment reduces the available land for development, especially one that is not a direct connection, such as the roadway alignment proposed in the Concept Plan Transportation Framework exhibit in the September 2014 South Cooper Mountain Concept Plan.

We suggest a couple additional options be considered instead of building a costly new road alignment to provide a connection between 185th Avenue and 175th Avenues. Both alternatives are depicted on the attached Exhibit 1.

- Rigert Road is identified as a collector, and could be improved to county standards to provide the connection between 185th Avenue and 175th Avenue. No new road alignment would be needed. Rigert Road also provides access to other major north-south connections, such as 170th Avenue, 155th Avenue, and Murray Road, while having few driveways. Intersection improvements would need to be made at Rigert Road and 175th Avenue to address existing grade, geometric, and sight distance issues. The northbound vehicles on 175th Avenue cannot be seen by drivers approaching on the west leg. The Rigert Road and 170th Avenue intersection is identified as a higher priority intersection improvement than the 185th Avenue to 170th Avenue connection in the 2014 South Cooper Mountain Concept Plan; therefore, capacity concerns at this intersection will be addressed with this improvement.
- The existing alignment of Kemmer Road to 190th Avenue could be improved as another possible alternative to the 185th Avenue to 175th Avenue connection. Other than widening the roadways to current standards, the 90-degree curve at Kemmer Road/190th Avenue could be improved to provide a larger radius. Simply improving this alignment would be consistent with the anticipated traffic volumes' directional distribution at the intersections with Gassner Road and 175th Avenue.

Please don't hesitate to call me or Katie Atkins regarding our finding.

Sincerely,

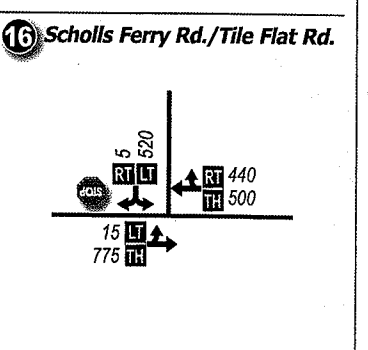
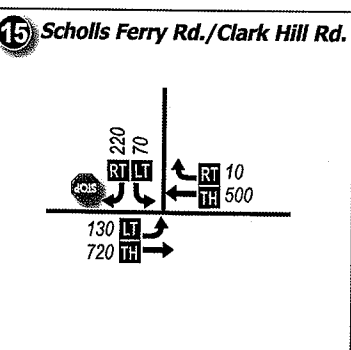
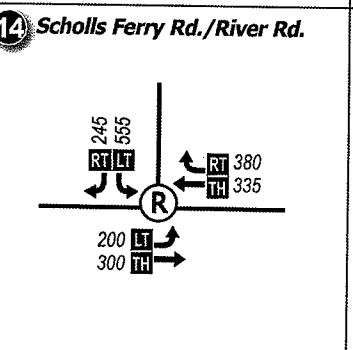
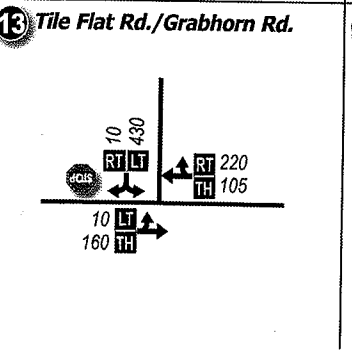
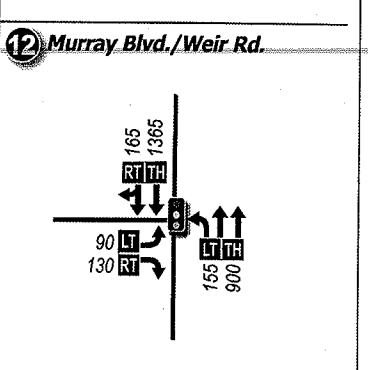
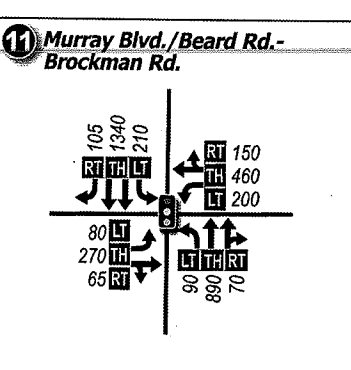
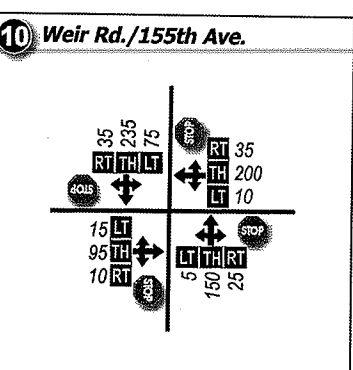
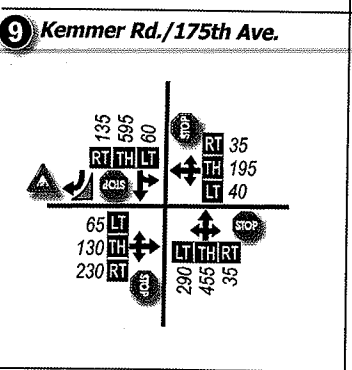
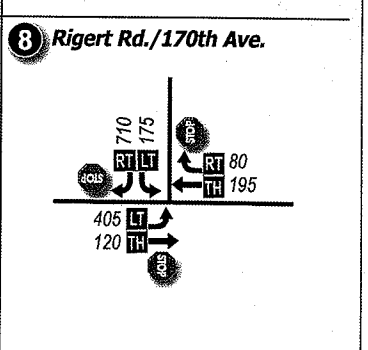
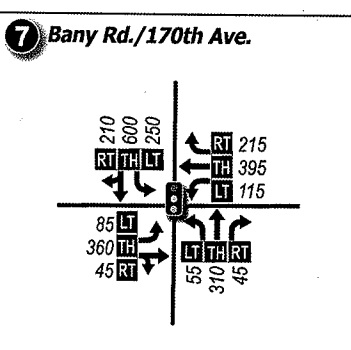
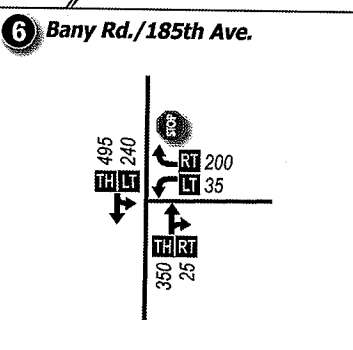
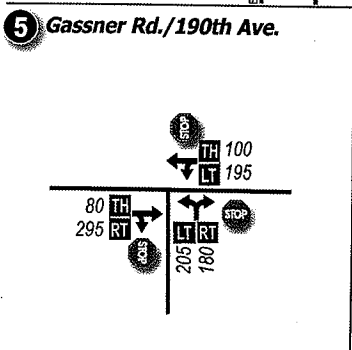
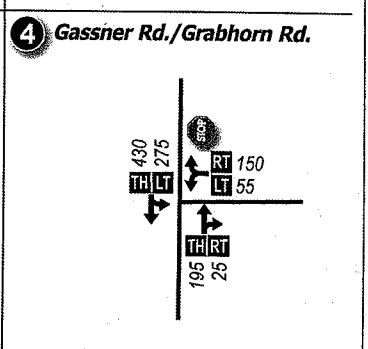
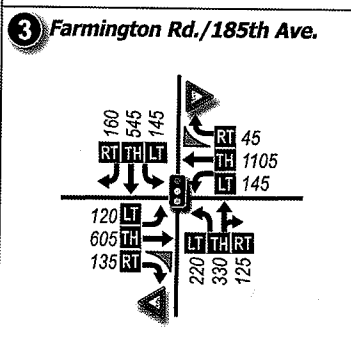
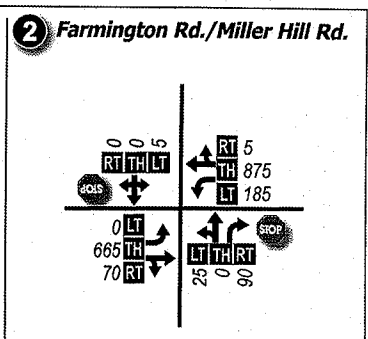
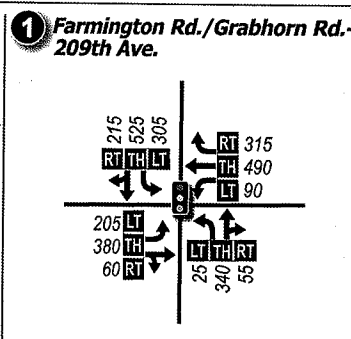
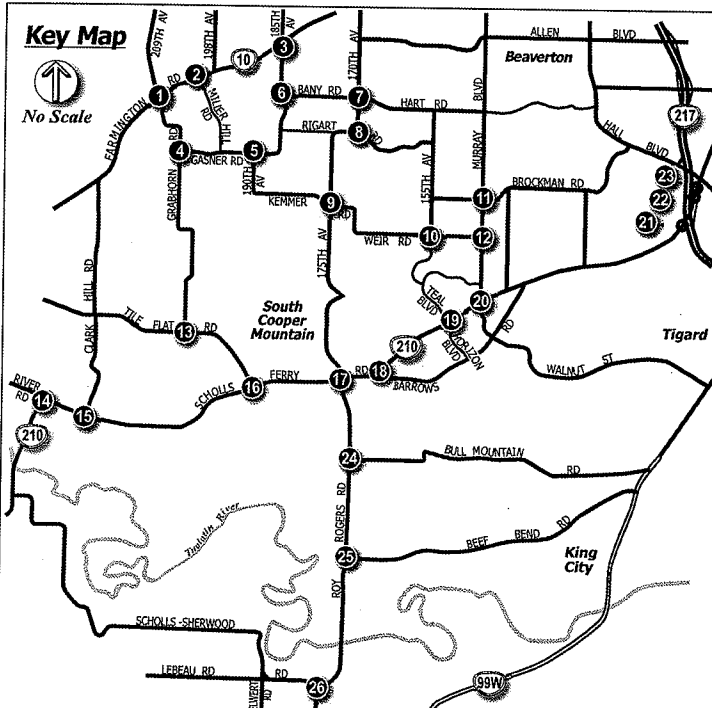


Brent Ahrend, P.E.
Senior Associate | Traffic Engineer

Enclosures: Figure 1a – 2035 TSP Baseline Scenario Traffic Volumes
Suggested Roadway Improvements

c: Dorothy Cofield – Cofield Law Office
Tom Wright, Katie Atkins – Mackenzie

M.

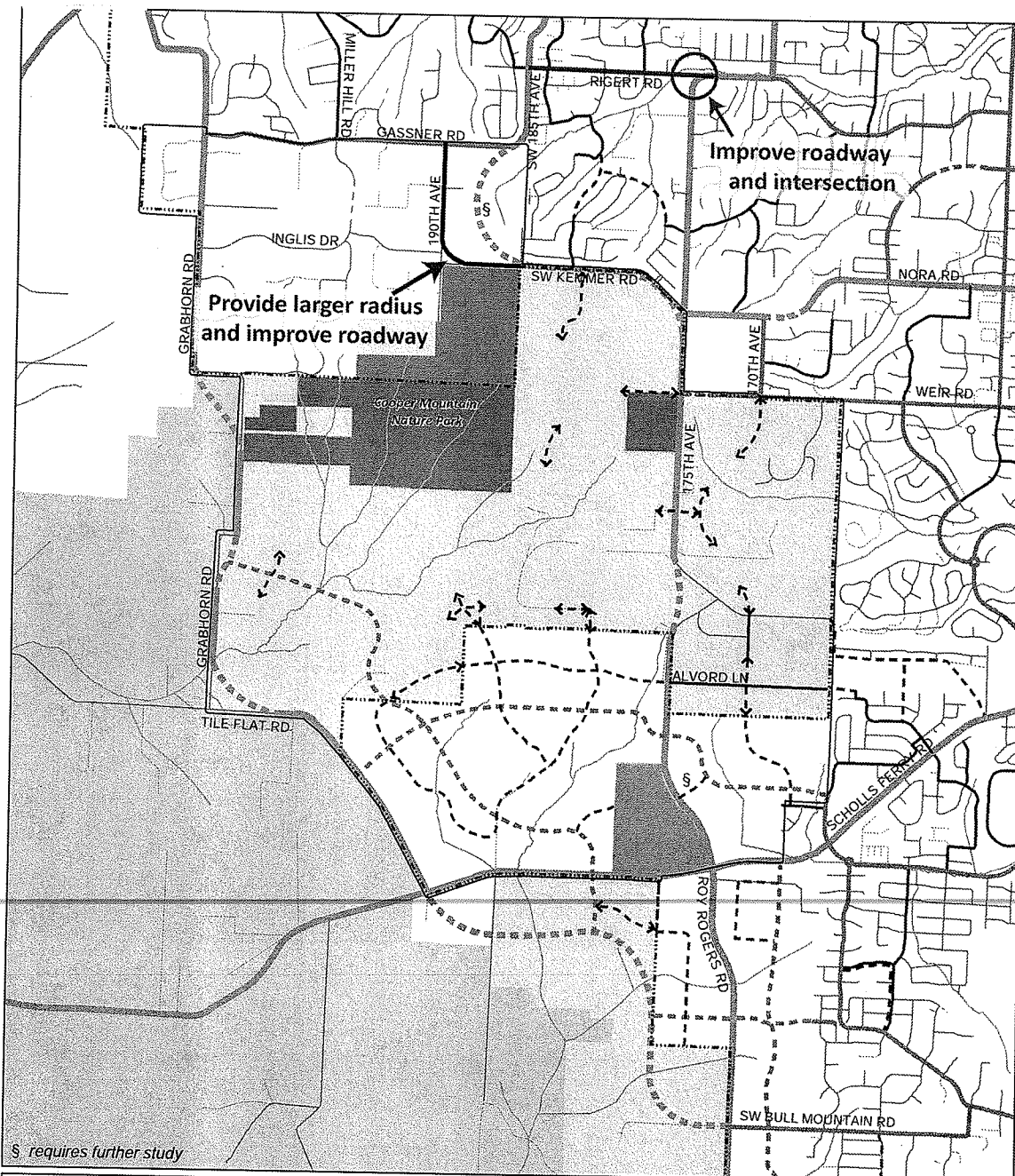


LEGEND

- Study Intersection
- Traffic Signal
- Stop Sign
- Yield Sign
- Roundabout
- Lane Configuration
- PM Peak Hour Traffic Volumes
- Volume Turn Movement
- Left-Thru-Right

DKS **Figure 1a**
2035 TSP BASELINE SCENARIO
TRAFFIC VOLUMES
(PM Peak Hour)

Figure 7 - Concept Plan Transportation Framework



S requires further study

Concept Plan Transportation Framework

<p>Proposed Functional Classification*</p> <ul style="list-style-type: none"> Arterial Collector Neighborhood Route Local Private 	<p>Rural Reserve**</p> <ul style="list-style-type: none"> Rural Reserve** Urban Reserve Study Area Urban Growth Boundary Existing Parks Planned High School Site Streams 	<p>* Realignments and new roads are shown in dashed lines. New roads east of study area are based on Washington County's Transportation System Plan; new roads within UGB south of study area are based on current River Terrace Community Plan transportation planning. All new road alignments are conceptual.</p> <p>** As amended by HB 4078A.</p>
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Prepared By: Angelo Planning Group

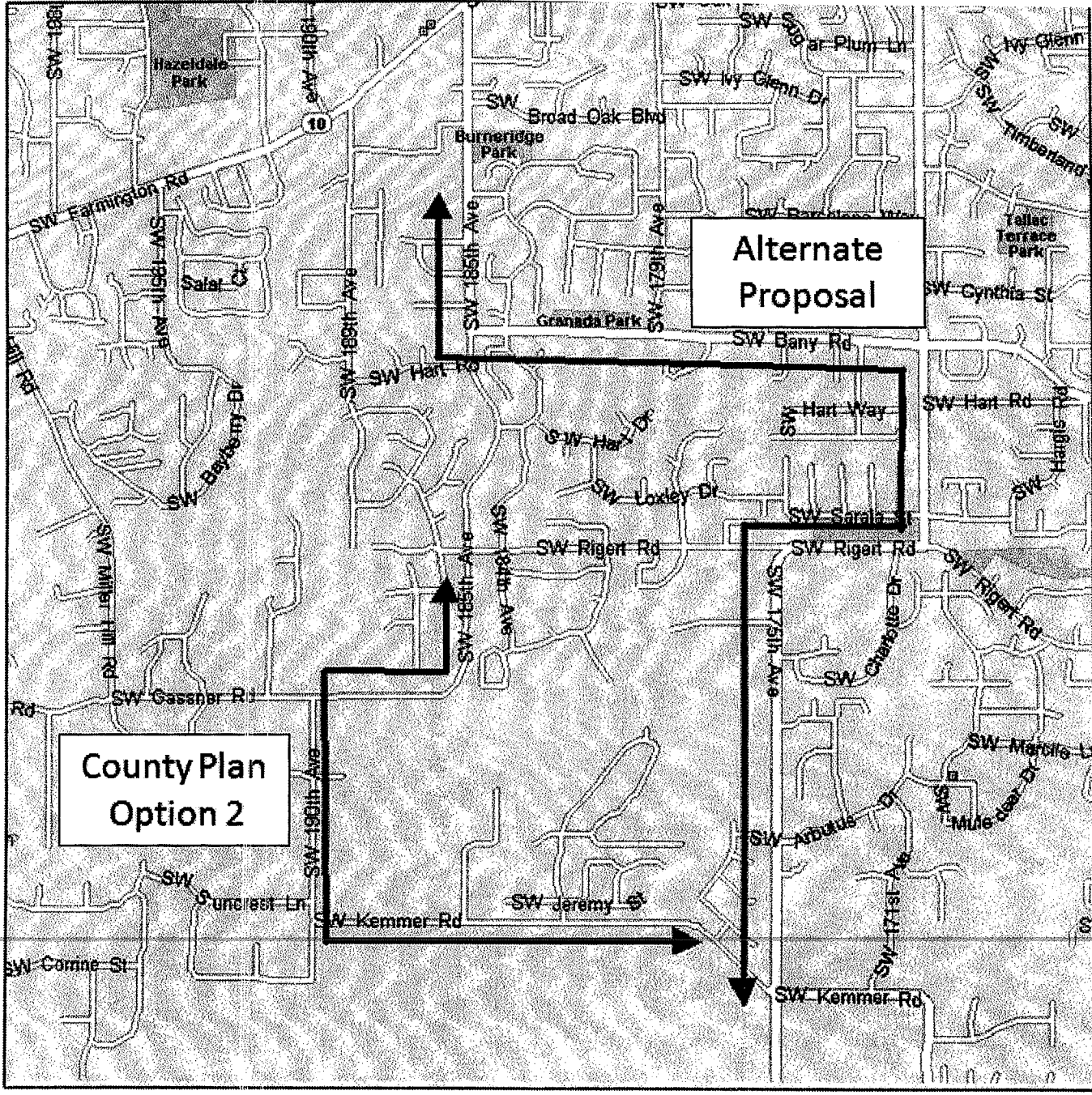
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DISCLAIMER
 This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.

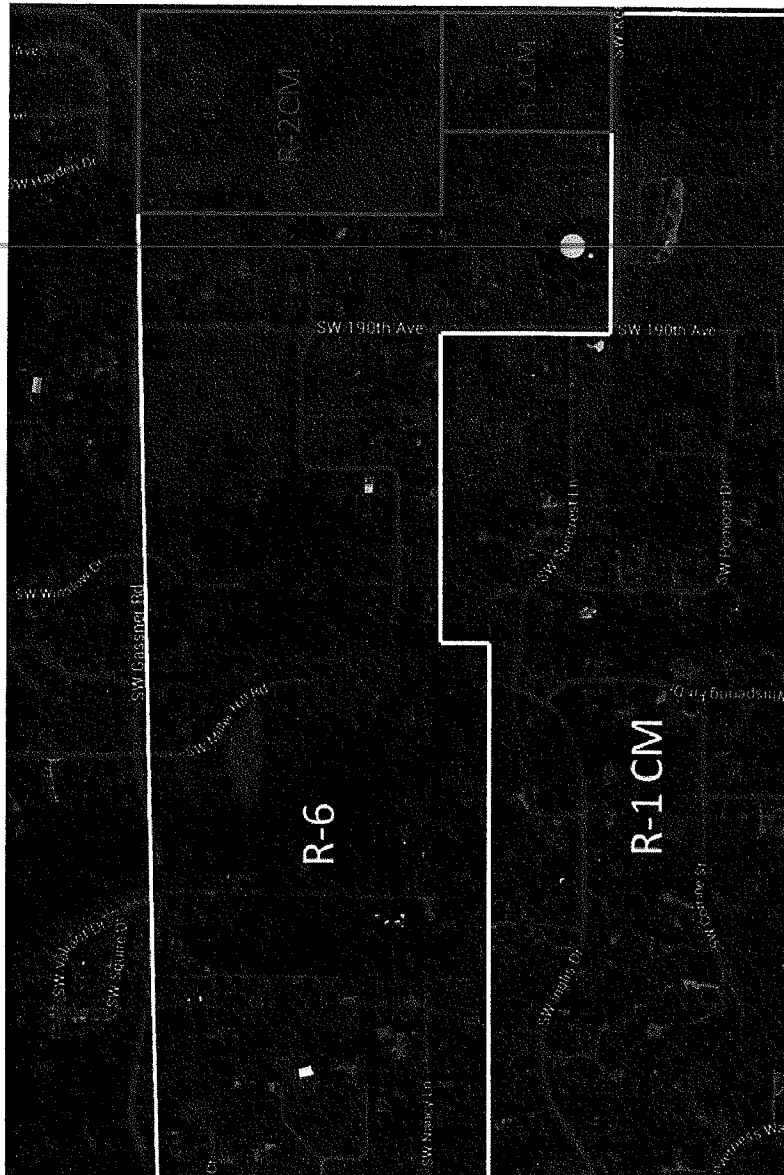
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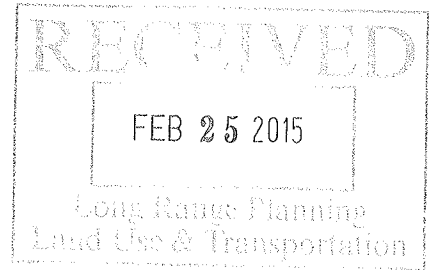
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NORTH









From: Soren Petersen [<mailto:soren.petersen.or@gmail.com>]
Sent: Wednesday, February 25, 2015 1:45 PM
To: LUT Planning
Subject: Re: North Cooper Mountain Planning

Comments on long range planning as described in "Long Range Planning Issue Paper No. 2015-01B" of Feb. 2, 2015 (see link below) options:

C. Reclassify and realign Tile Flat and Grabhorn Roads to help facilitate their function as arterials (Figure 2e).

E. Connect Tile Flat Road to Roy Rogers Road (long term).

My arguments on reclassifying and realigning Tile Flat and Grabhorn Roads (C) AND connecting Tile Flat Road to Roy Rogers (long term) (E) are:

- In time, Cooper Mt can be developed with less traffic impacting the attractiveness of the area.
- Radio towers, nature parks and cemeteries will be untouched and maybe even relieved of some traffic.
- It will give new or better roads for new developments west of Cooper Mountain at a later in time – wise long term planning.
- Make traffic go through areas where there is little impact on the citizens government is serving.
- Make safer traffic since it's not going over a 800 foot mountain with potential freezing 4 months of the year on roads with steep inclines.
- Transportation safety is much higher on flatter roads than mountain roads (every winter there is a dozens of cars in ditches on 175th and 185th. Police sometimes close them off.
- Current residents can keep the peace they invested in.
- Less money needs to be used for roads on Cooper Mt if a large % of the current thru traffic was directed around the mountain.
- The cost effectiveness of leading more traffic through an low density area (Tile Flat/Grabhorn) is much higher than going through a populated area like Cooper Mt and area to the North.
- 175th, 170th, 185 all flow into areas on the North side of Cooper Mt. that cannot easily absorb the traffic. This just moves the traffic bottle neck – it doesn't give new roads nor much wider roads to absorb it.

I suggest that officials give high consideration to those that are paying very large property taxes and who vote for their representation in government that will be considerate of existing residents. These residents include Madrona Heights, Stone Creek, Corrine Heights, Renaissance I and II and Kemmer View Estates.

Soren Petersen
9231 SW 176th Place
Beaverton, OR 97007

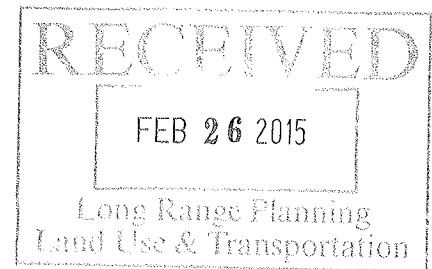


Soren Petersen

Cell: 503.515.8569

Office: 503.259.3030

Please do not read, copy, or disseminate this communication unless you are the intended addressee. If you have received this in error, please notify me.



From: paul robertson [<mailto:paul.connie.robertson@gmail.com>]

Sent: Wednesday, February 25, 2015 4:13 PM

To: Soren Petersen; Stephen Shane

Subject: North Cooper Mountain Planning

In response to your questions to the above issues, I would whole heartily agree with the comments made by Soren Petersen with one exception. My suggestion is that consideration be made to making the Tile Flat Road project more of a short term project than a long term project for all of the above reasons. With all of the proposed development and new High School construction, having a better better traffic plan during all of the turmoil could help to alleviate what could be a traffic nightmare throughout the entire process.

Please have some consideration for those of us who have invested in our future here in the Beaverton area.

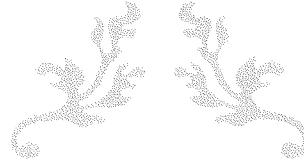
Respectfully

Paul and Connie Robertson
17560 SW Casilda Ct
Beaverton, OR 97007

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FEB 26 2015

Long Range Planning
Land Use & Transportation



Issue Paper 2015-01B North Cooper Mountain Transportation Planning

**Prepared for Washington County Department of Land Use &
Transportation Planning and Development Services | Long Range
Planning 155 N First Avenue, Suite 350 MS14 | Hillsboro, OR 97124**



**Eric Squires
17172 SW Rider Lane
Aloha Oregon
97007-8581**

LUTIssuePaper@EricSquires.com

Wednesday, February 25, 2015

Issue Paper 2015-01B North Cooper Mountain Transportation Planning

To Stephen Shane

Fr Eric Squires

Re Issue Paper 2015-01B

Mr. Shane,

Thank you for inviting public comment on this important topic and the North Cooper Mountain Transportation Issue Paper. I'd also like to thank you for your time spent the (Errol Hassel) open house referenced within the document that occurred in October 2014.

One overarching concern that I sure me as follows: both Beaverton and Washington County have engaged in communication that has convoluted the sub areas of Cooper Mountain. For example, this issue paper is titled North Cooper Mountain transportation planning, yet much of the focus is on the South Cooper Mountain Annexation Area in the Urban Reserve (6B). This perpetuates additional confusion and provides a substantial barrier to citizen input, as citizens who want to be involved are unable to determine and conjugate the correct modality of engagement due to geographic misnomers. Imagine if you would, that a CPO Chair such as myself is a 'first responder' to LUT issues, and this misnomer is a doozy. This excerpt from page 2 of the issue paper is a prime example of prose that perpetuates the confusion, specifically where the 'entire south slope' is referenced:

"South Cooper Mountain Concept Plan: Metro Ordinance No.11-1264B added the SCMAA into the UGB and directed the City of Beaverton, with county support, to lead concept planning for the SCMAA and the Urban Reserve. The inclusion of North Cooper Mountain as part of the concept planning area was formalized in a February, 2013 Intergovernmental Agreement between Beaverton and Washington County. Combining these three areas into one concept planning area recognized the need to holistically plan for transportation, residential development, and natural resource considerations for the entire south slope of Cooper Mountain."

The theory and concept of traffic dispersion concurrent with equalization of regional traffic through the Cooper Mountain area is one I take issue with. While our regional government Metro is charged with the high level qualification of land to include within the urban growth boundary, some element of responsibility lies upon our regional government to provide land that may be profitably developed. In the specific scenario of the development of Cooper Mountain, an unrealistic amount of pressure has

been placed on Washington County to maintain and upgrade an antiquated road network to support additional pressure of urban, and urban to urban traffic in a rural context. While one can dispute the wisdom of Beaverton annexing clear to Tile Flat Road, that decision is a matter of settled law.

What is clearly germane to this conversation is that Beaverton will not update its TSP in the year 2018, and in the meantime that (the current Beaverton TSP) plan is fundamentally grounded in a premise of using transit to support transportation. Tri-Met is the logical service provider for transit, yet this agency is currently encumbered with a tragic revenue forecast. Making matters even worse for this agency, is its commitment to its union member employees' long-term health care. Questions linger regarding the solvency of this agency, and this is led to audits conducted by the Oregon Secretary of State that suggest that there is room for improvement. The synthesis of these facts leads to my conclusion that we may not rely on Tri-Met as a service provider form meaningful traffic reduction in any one of the subareas, or frankly in any area of new urban expansion as a pertains to Washington County generally. Despite increased costs, the use of transit when benchmarked to population, does not seem to have increased enough to be fiscally sound solution for the transportation problems of Cooper Mountain area. Despite the fanfare of transit, it is turned out to be a far worse investment than that of freeways for not only the State, but the County its' subordinate cities as well. The steep grades offer a substantial barrier to only the most robust and adventurous pedestrians and cyclists, let alone vehicular hazards.

What I ascertained to be a fixable conflict is as follows: the matter of timing of separately tracking initiatives is signaled within the issue paper. To have three simultaneous or organizationally linked efforts synchronized, those being the Westside transportation Study, Beaverton's 2018 TSP update, and the next Washington County TSP update, would provide a wonderful benefit, yet may be clearly unrealistic. I directly express frustration with the County process citing that as the chair of CP06, I solicited and provided active and engaged volunteers to participate in the county's last TSP update. Upon commencement, the county clearly signaled that this last TSP update was going to be a very minor. Midway through this process, the county changed course and signaled that this update would be far more comprehensive. Again as the (past) chair of CP06, express concern that sufficient infrastructure within the citizen engagement process did not exist to support the grandiose aspirations of planners. Demands on leadership included request for participation in the Urbanization Forum, the TV Highway Study, the Aloha Reedville study, plans for South Hillsboro, Amber Glen, River Terrace, not to mention the more mundane tasks of managing type II infill land-use applications. The city of Beaverton and entered the picture with bombastic if not tyrannical expectations of the CPO. Following my departure as a leader within the CPO program, Oregon State University appears to have had an epiphany in its newfound understanding that running that program is not its' strong suit. I build upon that premise in stating that despite millions of dollars spent over many decades, the support provided was lackluster, convoluted, counterproductive, and it appears LUT now owns the aftermath.

I take issue with the modality of planning of the entire Cooper Mountain area, directly challenging the premise that the existing road network can handle additional traffic without new travel lanes. Additional North South routes are needed, and Metro owns the fact that existing CC&R's in the North Cooper Mountain area effectively block either new routes, or the ability to finance them through lot subdivision and development. This should have been a deal breaker in analysis precluding development of the area. I argue that it is pure folly that the additional traffic generated by the urban growth boundary expansion is manageable under even the most robust and complete executions of the concept and community

plans. What limited plans are embedded in the issue paper as solutions if implemented, trigger a larger TSP question that includes systemic and regional transportation.

Sen. Bruce Starr's allocation of \$1.5 million for the Westside transportation study should be handled with more of a near-term public facing execution, than the long-term posturing and messaging the County is currently engaged in. I look forward to seeing the reconciliation of the legislature's climate Smart Communities Challenge with the lack of transit in the Cooper Mountain area. Federal legislation and legislation from our nearby state neighbor, the state of California, have resulted in a consistent increase in fuel efficiency in passenger vehicles. As the modality of tax revenues based on fuel sales, the prescribed outcomes in the legislation are coming to fruition. This foreshadows more trouble generating funding for the projects needed as described in the issue paper. The county could've done a much better job in the vehicle registration fee messaging for the last election cycle. There is palpable support for the improvement of capacity in the transportation system, yet strong political leadership appears absent to actuate that support. I applaud the county's posturing with both Hillsboro and Beaverton to suggest they avoid reliance on MSTIP funding.

One substantial change is suggested to mitigate the arguably biggest impact of traffic to the area, and that is the high school traffic flow. While the issue paper is explicit to the North Cooper Mountain area, the voluminous impact on the locale at peak times MUST be considered, especially due to the direct routes students will likely take, and the unlikelihood that bike and pedestrian solutions will work for students outside the South Cooper Mountain Annexation Area. Planners for some time have realized that right in right out traffic flow patterns mitigate cross traffic conflict. The unique topography of the intersection of SW 175th and Scholls Ferry Road allows for a low-cost solution that would actuate the aforementioned right in right out traffic from the high school site. A single lane one-way bridge designated a non-truck route could be placed running east-west over SW 175th. As virtually all of the traffic at peak levels will either be coming, or going, the single lane non-truck route bridge would allow extra traffic to circle back and connect northbound on SW 175th. This would eliminate the need for signalization on the east end of the school site. This could vastly improve urban to urban regional through traffic, and prevent what will most certainly be protracted congestion that will back up on SW Roy Rogers. Additional Bike-ped benefits would occur via this grade separated solution.

Yet another option that also addresses Issue Paper stated **"inconsistencies with county access management standards and the proposed local street network connecting to county arterials"**. As existing residential areas exist, a frontage type road(s) parallel to 175th that will aggregate neighborhood traffic and minimize the already constrained access to 175th is possible, despite the stated impossibility of 175th becoming a 5 lane arterial (regardless of urban or rural arterial designation) through the entire planning area. I submit that conditioning the preservation of right of way for this is a high priority.

I choose to share the concern here that the proposed 175th-185th connection at Mayberry has geotechnical and wetlands applications that may not be fully discovered, or completely known to the county at this time. Consistent feedback from residents in this area was noted during my tenure in the administration of CPO6 activities, and it's sad to report that JLA Public Involvement provided a substandard level of work product and communicating this the other numerous outreach scenarios and multiple, segregated planning efforts. Incidentally, conflicts involving hiking trails in their encroachment on private properties are noted in the exact same area.

I must advocate for the unincorporated area we call Aloha. This unincorporated community will bear the brunt of pass through regional traffic, as the Cooper Mountain area lacked any meaningful employment centers. The apparent long-term trajectory of employment clusters is along Highway 26. Cooper Mountain provides a substantial wintertime physical barrier, and is therefore an illogical place to develop, at least some of the planned development densities. Again, the urban growth boundary expansion in Beaverton's annexation are a matter of settled law. Beaverton's Mayor Denny Doyle stated clearly that Metro forbid Beaverton from placing homes next to jobs in the South Cooper Mountain annexation area.(Recent Aloha Business Association meeting) If true, Metro is beholden to all stakeholders to support a solution to the forthcoming traffic problems. As the county adopted the Metro 2040 Growth Concept, this ameliorates Metro as a solution provider for traffic mitigation, as the county has acquiesced to the embedded traffic expectations of the 2040 Growth Concept. Sadly Metro could be such a better partner. My understanding is that the "Metro Model" is the transportation model that must be used in our decision-making process. This model apparently excludes weather and accident data inputs, and is virtually inaccessible by members of the public. Personally, I see the failed Aloha-Reedville study is nothing more than a whitewash, only necessary to provide mitigation necessary when federal dollars are used. The county is seen the traffic problems looming ahead for Aloha, and they are ominous. Solutions should exclude simple road relabeling, and encompass capacity building.

Another group I must advocate for the existing residence of Cooper Mountain, myself included. An advocacy group called Save SW 175th formed and I participate in that group. Our pleas for the preservation of our personal safety of fallen on deaf ears with the city Beaverton. Mundane tasks such as checking mailboxes have become ever more dangerous. In discussions with our local postmaster, the solutions proposed are arguably more expensive without mitigating the danger. As an addendum to this communication, I have included a draft letter heading towards Congresswoman Suzanne Bonamici. Is frankly infuriating that we must ask the help of the member of Congress to help us safely obtain our mail. Washington County is to be commended for much better communication than that of the city Beaverton as it pertains to Save SW 175th.

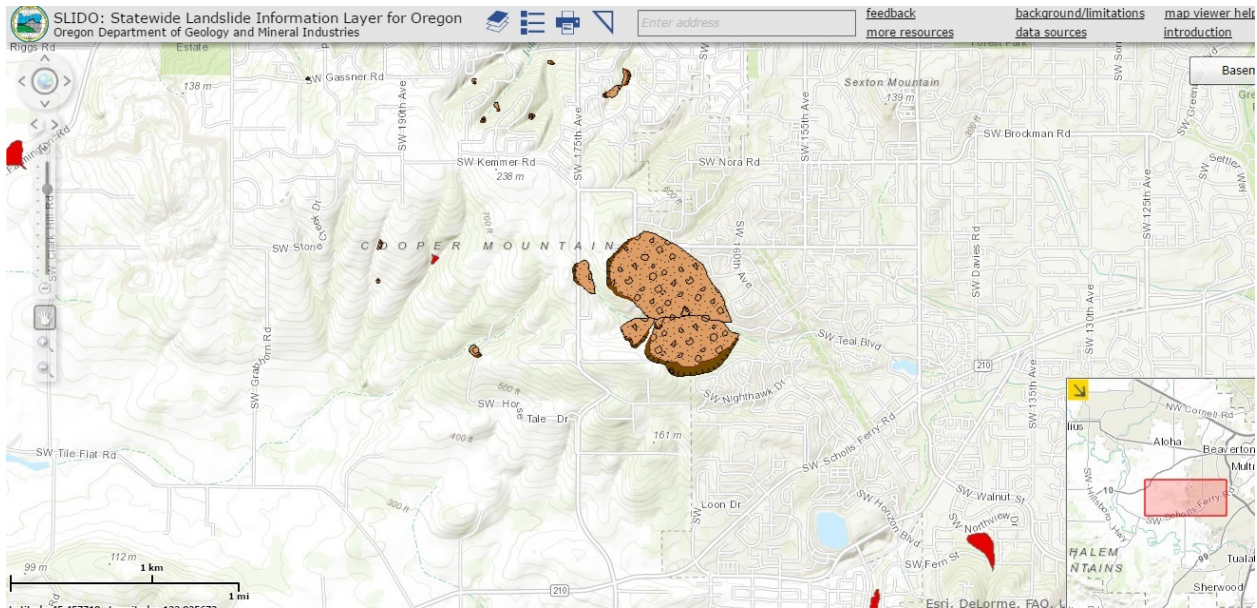
Circling back to our interpersonal conversation at the open house, please accept this reminder of two topics we discussed:

- 1) DOGAMI; As CPO6 Chair I encountered a firestorm of discontent from residents of the North Cooper Mountain area were shocked frightened and angry about the expansion of the mineral overlay district associated with the quarry. The third and final time that I requested an answer from Mr. Joe Dills of Angelo Planning was at this open house. Again, I share profound frustration the tax dollars are being spent on this subcontractor to provide planning and interpretive services of existing conditions, yet Mr. Dills failed to accurately communicate any delineation of the quarry as it would interact with the existing neighborhoods, or planned rezoning of the neighborhoods. My concern as expressed to you was as follows: real estate values commonly use comparative analysis to derive a formulaic mathematical model for the generation of the subject home value. Homes near the quarry are subject to building standards that arguably do nothing for the integrity home with the exception of protecting the quarry from litigation as a result of quarry explosive use. That higher increased cost of construction is a mathematical

factor that negatively skews the values of homes throughout the entire area. This is a very germane and real concern to existing residence, yet it belaboring this one concern bore no fruit.

- 2) LIDAR mapping was used in Beaverton's planning process. That data appears to be available and potentially an integral part of a data set the Washington County may inherit in further planning efforts. I provided testimony to the Beaverton planning commission that states this mapping contained an erroneous interpretation of the man-made feature on the property I live on. This feature is a home site created through cut and fill, yet it now enjoys a landslide hazards designation on Beaverton's maps. What I find even more bewildering, is that additional man-made features that are nearby remained unmapped, even though they appear even larger than the mapped features. I cast a cloud of doubt on the data sets that Washington County may inherit from Beaverton, with this example. Please consider how unfriendly it is to the development community that an investment is now a nightmare artifact needing immediate damage control in the underwriting process of financing a construction project.

As mentioned in #2 above, landslide hazards are noted in the (government generated) image embedded immediately below.



This map appears to affirm a repair feature found on SW 175th near the Winkleman Dog Park. A strong concern I share is that the entire Cooper Mountain planning process that involves transportation overly relies on existing roads. When one of those roads (SW 175th) is built on existing mapped landslide, it begs the question of the sanity of the plans.

Metro postures to be the gatekeeper of federal grant applications, and should be beholden to circle back to the table and engage as a meaningful partner to address the long-term traffic issues that are exacerbated by the inclusion of the Cooper Mountain, River Terrace, and South Hillsboro growth areas. As mentioned, transit and bike/pedestrian solutions are arguably unworkable at least in the short term in this area. Washington County is beholden to its citizens to address the inequities of the urban unincorporated and the systemic lack of investment those unincorporated communities have been

punished with. Perhaps the mayors that engage in dialogue with the Washington County Coordinating Committee could explain why now the urban unincorporated areas must address their traffic, when historically they've spoken on behalf of those areas stating that they don't want services. Those urban unincorporated areas now look forward to brand-new roads that are full, only to have their aspirations for the formation of their own cities dashed by the scenario that their potential tax base created by up-zoning and redevelopment cannot be realized due to the transfer of the lowest cost transportation improvements to supporting neighboring jurisdictions. Holding the city Beaverton accountable to a realistic transportation plan update concurrent with a funding mechanism that is also realistic is a prerequisite for a meaningful planning outcome.

Sincerely,

Eric Squires

17172 SW Rider Lane

Aloha Oregon 97007-8581

The Honorable Congresswoman Suzanne Bonamici

12725 SW Millikan Way, Suite 220
Beaverton, OR 97005

Please consider this request to open a constituent file on a matter pertaining to mitigation of mailbox danger along SW 175th Avenue between SW Scholls Ferry Road and SW Rigert Road in unincorporated Washington County.

Background: Numerous planning efforts are winding down and apparently signally the commencement of substantial residential development in the areas of South Cooper Mountain, River Terrace, and South Hillsboro. Formerly known as SW Reusser Road, the road in question is now referred to as "175th". This road currently designated a 'rural arterial'. Despite the arterial classification, this road is serving urban traffic without the related safety and urban funding mechanisms. In the South Cooper Mountain planning process, no new north-south lane capacity was designated. Further complicating matters, Beaverton has yet to update its' (TSP) transportation system plan, and that plan is substantially focused in its' current state to shunt transportation into transit. The 'logical' transit provider is Tri-Met, and this agency is likely unable to address the north-south capacity needs, citing the first connections to address system need will be east-west in the area. Planned improvements include a center turn lane, along with shoulder work to support bicycle and pedestrian flow. While these appurtenances are desirable in a planning scenario, the functional result is a longer distance for existing residents to cross a dangerous road, a road that is undergoing a re-design to handle a significantly higher level of traffic.

Existing residents have unified to have a say in the impacts of urbanization to the rural residential areas surrounding the recent annexations, and have done so by forming "Save 175th". Their basic daily activity of checking a mailbox is in further jeopardy. In bottom up discussions with the local Postmaster, straightforward solutions proposed by citizens receive costly responsive solutions such as group mailboxes that may actually exacerbate exposure to this hazard. What is sought is mailbox relocation, with the goal of eliminating the need to cross SW 175th. Simply, residents are bewildered that mailboxes are currently serviced on both sides of SW 175th; however, resistance from USPS to changing service matching the street side of service with home occupancy leads to this top down intervention request. A gentle conversation with the appropriate USPS management and your assistance in the capacity of the Congressional Delegation is requested.

With warm regards,

Eric Squires

17172 SW Rider Lane

Aloha Oregon 97007-8581

From: Eric Squires [<mailto:eric@ericsquires.com>]

Sent: Thursday, February 26, 2015 2:12 PM

To: LUT Planning; Stephen Shane

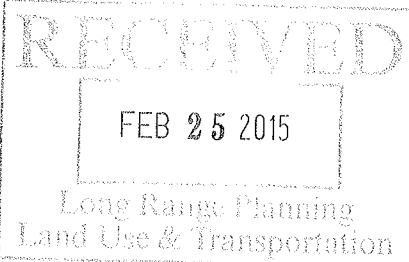
Subject: Issue Paper 2015-01B North Cooper Mountain Transportation Planning

Mr. Shane,

I was unable to ascertain the nuance of how the issue paper interacted with today's' deadline for comments on the work plan. While I'd like endless hours to word-smith this, that is unrealistic. Kindly find my response to the North Cooper Mountain Traffic Issue paper, attached as MS Word attachment in this Email.

Warm regards,

Eric Squires



Issue Paper 2015-02

Written Testimony by Email

Prepared for Washington County Department of Land Use & Transportation
Planning and Development Services | Long Range Planning 155 N First Avenue,
Suite 350 MS14 | Hillsboro, OR 97124



Wednesday, February 25, 2015

Anne Kelly,

Washington County Department of Land Use & Transportation
Planning and Development Services | Long Range Planning
155 N First Avenue, Suite 350 MS14 | Hillsboro, OR 97124

Issue Paper 2015-02 Written Testimony by Email

Greetings Ms. Kelly,

In this day and age, electronic communication is arguably the most prevalent form of communication. Washington County is home to one of the most sophisticated manufacturing plants on the planet. The workforce that supports the high-tech industry warmly embraces electronic communication such as email. Washington County must embrace forward thinking scenarios for citizen engagement communication, and specifically testimony.

Electronic communication for public testimony creates risks and rewards for both parties. Differing levels of anonymity are appurtenances to both forms of communication. I fully recommend the county moves forward on the path that embraces forms of communication that include, and concurrently transcend email communication.

In managing electronic communication, the county appears hamstrung in reliance on what's called a "wet signature". Federal legislation called Check 21 helped revolutionize the digitization of signatures. Now commonplace execution of this legislation would be A PIN number used in a debit card transaction. An example of an email transmission, the county would enjoy metadata such as an IP address. While both an IP address and a signature or potentially subject to forgery, each provides some level of limited security. When these two communication styles are combined, such as request for a signed PDF document sent to the county as an

attachment, additional levels of security are demonstrated. Yet these are very low levels of security.

In moving forward in scenario with email testimony acceptance, the county could set up guidelines that include setting and managing the expectations of individuals providing testimony in the following way:

Making a clear expectation that the use of an email auto-responder to provide a ticketed receipt will provide a near instantaneous confirmation and registration that the testimony has been received. Absent an email auto-response, the sender knows that the testimony is yet undelivered.

Hybrid technologies to bridge the short-term gap could include a recommendation of free Internet enabled websites such as www.gotfreefax.com I particularly like this website as I get three emails that babysit the process of providing a fax. In this scenario I get an email that acknowledges that the faxes been uploaded, then I received another email that the faxes are in process, and the third including email confirms a successful delivery of the faxes. I offer the presumption that if the fax does not go through, that the third email state so. I've never had that problem.

Several years ago I came across a trend that emerged as the website known as Facebook.com grew to gigantic proportions on the Internet. Many people I interacted with no longer used email, and their primary form of electronic communication was instant messaging on Facebook. When finding very interesting is that state of Oregon in its regulatory efforts of nonprofits favors instant messaging over email for absentee voting for the Board of Directors of Oregon nonprofits. The reasoning behind this is as follows: instant messaging is real-time communication, and email is a near real-time communication. The logical further extension of this concept is as follows: does the county need to prepare for future scenarios where twitter is a modality of providing public testimony?

I'd like to offer a policy suggestion and provide guidance on the preceding question. The county should embrace all reasonable and possible forms of electronic communication to engage with the people. The thought of untangling a long form narrative of public testimony in a land-use decision via a Snapchat photo of the text document is frankly nauseating. What is equally nauseating is a grammatical train wreck sent in via fax, with a USPS certified letter of the same document. Let us apply the same logic that we use for the inclusion of people with either no English

skills, or the altar enabled such as deaf and blind. It's federally mandated that we take steps to include everyone with disabilities. Under the same theory we should extend a reasonable amount of care to extract and document the meaning of anything that presents with the appearance of meaningful communication no matter what form.

To continue on with the policy recommendation, I wholeheartedly recommend that the county forms policies and engages citizens in both traditional and popular forms of communication. It is a long-standing tradition for government to set and manage the expectations of the public. The benevolence that the government should present to the public is that it will reasonably accommodate any attempt of communication, and take reasonable measures to include and properly distribute said communication.

A forthcoming conundrum will present itself as these technologies become embedded within routines and systems of government. What has been known as shorthand in the circles of stenography, has its own analogs with in the digital realm. Iconography such emoji's, text message shorthand, are a subset of language is prevalent in today's culture. With this issue paper has not touched on is this scenario: a citizen might use a cell phone to compose a text message that enters the county system as an email, and this email containing a short string of characters could provide a credible rebuttal germane to a high dollar land-use application. The county may be in a situation where the metadata from the cell phone and email delineates a clear Washington County jurisdiction, yet the cell phone is a prepaid disposable, and the county may be unable to verify phone ownership were even the name of the entity providing testimony. (This foreshadows arguments of anonymity and protection of anonymous interaction with government that follow.) This provides contrast to the systemic use of phone numbers assigned in geographic territories, commensurate with the physical address tied to billing. A logical conclusion of this concern is that a substantial economic investment guided by a Type II or Type III land use application may be upset by an anonymous, semi-anonymous submission of testimony.

Washington County should consider that email is considered an "old persons" form of communication by some. The prevalence of text messaging among youth and

millennial adults as preferred form of communication does posture email as something they seem to embrace, if only for professional correspondence. That does clearly comport with the intent and direction of this issue paper.

One additional trended like to recommend is as follows: privacy is an illusion, enhanced entrenchment and penetration of electronic industries into daily life has created a data stream of personal data. When held in government hands the utmost care of this data should be maintained. The preservation of the ability for entities to engage with their own government with some level of, or complete anonymity, must be preserved. In tracking the River Terrace citizen involvement process, I personally found it very frustrating to extract a direct answer from city employees and related subcontractors as to whether or not posts on a subcontractor generated civic engagement website were, or were not subject to public records laws. Setting and managing the expectation of privacy in regards to data management is what I would characterize as a front end task that should be displayed for example as a systems control delineated as a checkbox, that must be checked before a web form enabling text testimony to be submitted could be enabled.

Respectfully,

Eric Squires

17172 SW Rider Lane

Aloha Oregon

97007-8581

LUTissuePaper@EricSquires.com

Angela Brown

From: Anne Kelly
Sent: Wednesday, February 25, 2015 3:35 PM
To: Angela Brown
Subject: FW: Email Issue Paper

Anne Kelly | Associate Planner
503-846-3583 anne_kelly@co.washington.or.us

From: Anne Kelly
Sent: Wednesday, February 25, 2015 1:56 PM
To: 'Eric Squires'
Subject: RE: Email Issue Paper

Hi, Eric.

Received your email and fax.

Thank you.

Anne Kelly | Associate Planner
503-846-3583 anne_kelly@co.washington.or.us

From: Eric Squires [<mailto:eric@ericsquires.com>]
Sent: Wednesday, February 25, 2015 1:32 PM
To: Anne Kelly
Subject: Email Issue Paper

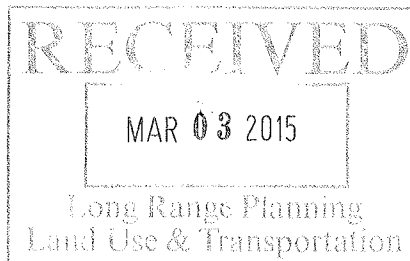
Greetings Ms. Kelly,

Kindly reply only to acknowledge receipt of this comment of Email Testimony in the related Issue Paper presented to the public.

Thank you

Eric Squires

▪



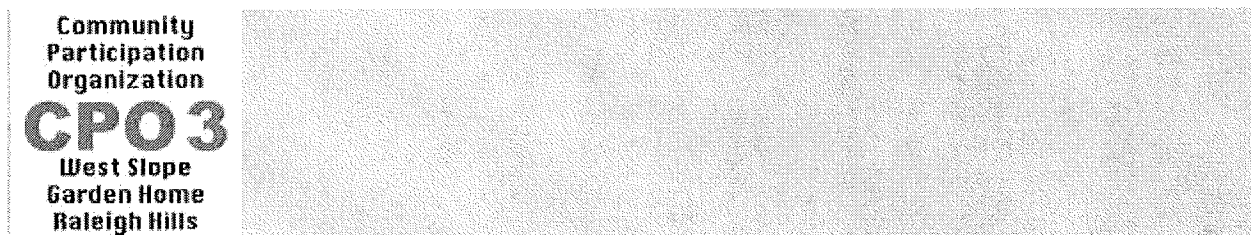
From: CPOThree Chair [mailto:cpo3chair@gmail.com]
Sent: Friday, February 13, 2015 12:14 PM
To: Anne Kelly
Subject: Email Testimony consideration

Wanted to let you know that I have posted the blow info on my NextDoor community as well as I will at the CPO3 meeting next Thursday.

11

"Email" Testimony consideration afoot - This is very important People... 5 Feb

Joy Patterson from Garden Home



The most common complaint I hear from citizens is that we are not being heard. Part of the problem is that attending a hearing and/or sending written or faxed testimony is only allowed and not convenient for busy families, friends and neighbors.

Below is the link address in consideration of allowing "email testimony" on Land Use decisions in our CPOs.

<http://www.co.washington.or.us/LUT/Divis...>

I see the contact 4 Email testimony is Anne Kelly (anne_kelly@co.washington.or.us).

Please consider strengthening your voice by responding to this opportunity we have. Thanks, Joy

I hope you are hearing from a lot of people.

Best regards,
Joy Patterson
CPO3Chair

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MAR 02 2015

Long Range Planning
Land Use & Transportation

From: Patrick H. Barrett [<mailto:politicalphb@gmail.com>]
Sent: Saturday, February 28, 2015 10:37 PM
To: Anne Kelly
Subject: Please accept email testimony

RE:
http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/upload/IP_2015-02_Email_Testimony.pdf

Yes, please accept email testimony.

Patrick H. Barrett, Citizen, Veteran, Voter
7035 SW 83rd Ave.
Portland, OR 97223
503-245-0325