

Final 2016-17 Work Program

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Adopted Work Program Table 2 Tasks


Board Minute Order #16-58 Adopting the Work Program

Final 2016 Long Range Planning Work Program Staff Report prepared for the March 22, 2016
Board of Commissioners Meeting



Table 2 – ADOPTED WORK PROGRAM TASKS

TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Ongoing Tasks					
1.1	Ongoing 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, economic and demographic data analysis, ongoing state and regional planning, transportation project development and funding, transportation performance and investment monitoring, travel demand modeling, Washington County Coordinating Committee, etc.	C
Regional Planning					
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) 2018 Growth Management decision. b) 2018 Regional Transportation Plan. c) <i>Other regional transportation funding initiatives.</i>	1.25		Growth management decision requires ongoing analysis of housing preference study results, land supply, and other data to support Growth Management decision and development of new policy guiding decisions to amend the UGB. <i>Staff multiple work groups in developing policy and project amendments for 2018 Regional Transportation Plan.</i>	C


TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.3 	Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, and redevelopment areas, including: a) 2011 UGB expansions (N. and S. Hillsboro). b) Town center planning coordination. c) Basalt Creek Concept Plan (Tualatin, Wilsonville). d) City planning of recent UGB additions or urban reserves, e.g., Banks, Cornelius, Forest Grove, Sherwood). e) <i>City comprehensive plan updates (e.g., Hillsboro and Beaverton Comprehensive Plans).</i>	1.75		Ongoing. Process IGA with Hillsboro to assign planning authority for new urban areas. Coordination with other cities in planning for urban centers funded by CPDG grants in 2015.	C
1.4	Washington County Transportation Futures 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 late 2016.	T
1.5	Urban Planning Area Agreement (UPAA) updates Update all UPAA's to support continued County/City coordination, including planning for new UGB areas. Beaverton, Hillsboro, and a number of other cities have outdated UPAA's that are due to be updated. Review Urban Services Agreements (USA's) and update as appropriate.	1	Y	Prioritization may be necessary. Specifically address consistency among UPAA's, including planning authority for new urban areas and, SB 122 considerations in the area around 209th Avenue. CAO and County Counsel participation will be necessary.	U
1.6	Southwest Corridor High Capacity Transit Plan Participate in selection of locally preferred HCT alternative, analysis of other multimodal projects and completion of DEIS.	.6		Multi-year effort leading to project development and Final EIS when funding is secured.	T



Housing Affordability Lens

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TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.7	<i>South Industrial Area Infrastructure Study</i> <i>To support economic development in the county's south industrial area, this grant will identify funding sources for infrastructure, prioritize infrastructure investments, evaluate phasing for annexation, and quantify the economic benefits of industrial development. The County will lead this project and work in partnership with Sherwood, Tualatin, and Wilsonville.</i>	.2		<i>DLCD Technical Assistance Grant has been awarded. Work will be performed June-December 2016.</i>	C
Community Plans					
1.8	North Bethany work to support Plan implementation Address several remaining issues, including: a) Review North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98. b) Potential transportation amendments. c) Seek funding for Main Street Plan d) <i>Community Service Use periodic evaluation.</i>	.5	Y	a) R&O requires review of funding plan no later than FY 2015-16. Consider parks half-street improvement costs during review. b) Identified as part of Housekeeping in 2015. c) Outside funding is required to pursue this Task. d) <i>Requirement of North Bethany Plan to review after 5 years.</i>	U,T
1.9	 Aloha Town Center / TV Highway Transit-Oriented Development Plan Develop a refined land use and transportation concept plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form and transportation investments that are supportive of planned high capacity transit, and encourage the preservation and development of housing and commercial spaces affordable to all income levels.	2.5	?	Moved from Tier 2 to Tier 1. CPDG Grant awarded. Work to commence in 2016 and continue into 2017.	U, T



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TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.10	Aloha – Reedville study implementation Continue implementation efforts. Potential items include: a) Provide staff support to continue capacity building with Aloha and Reedville Community Council (ARCC) b) Secure funding for Augusta Lane Pedestrian/Bicycle Bridge and other school access and connectivity projects. c) Support for other implementation efforts.	.15		a) Underway. Minimal ongoing support. b) Multiple funding options being explored, including resubmittal of Nature in Neighborhoods grant proposal, Gain Share, Community Development Block Grant, MSTIP 3e (in concert with 170th Ave project). c) E.g., ongoing grant applications.	U
Transportation Planning					
1.11	<i>Transportation System Plan (TSP) update - Minor amendments</i> <ul style="list-style-type: none"> • <i>Roy Rogers Road 5-lane to Beef Bend or Sherwood.</i> • <i>Completed vs. proposed roadways clean-up.</i> • <i>Transit map clean-up and consistency with TriMet Service Enhancement Plans and Southwest Corridor.</i> • <i>Banks, Cornelius, Gaston, Forest Grove UGB areas.</i> <i>Other amendments as needed.</i>	.4	Y	<i>This work will include assisting Engineering & Construction Services in amending the Road Design & Construction Standards to reflect current best practices.</i> <i>May be one or several ordinances.</i>	T
1.12	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 helps boost the number of SRTS programs/activities countywide while building valuable partnerships among city and county agencies, schools, community organizations, and neighborhoods.	.5		State funding for 3-year SRTS Coordinator part-time position expires in September 2016. Will need to make decision on continuation and funding of County SRTS program.	T
1.13	Grant-funded projects – Transportation: Transportation Demand Management (TDM) Plan countywide (RTO Grant)	.3	Y	Grant awarded, project will take place throughout 2016, early 2017. Ordinance in 2017.	T



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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.14 	Right Sizing the Parking Code (TGM Grant) This project will evaluate current County parking policies and development standards. Anticipated outcomes include improved parking standards for new development and a toolkit of context sensitive parking management strategies, particularly for Town Centers and Station Communities.	.4	Y?	Grant awarded, project underway, to be complete by July 2016. Likely to result in recommendations for code/policy revisions for consideration in 2016 or 2017.	U, T
1.15 	<i>Transportation Development Tax / SDC review and update</i> <i>Review credit policies of TDT and Transportation SDCs. Potential code amendment to clarify appeal procedures and credits. Potential project list amendments to respond to new development areas and opportunities.</i>	.25	Y	<i>Code amendments require ordinance; project list amendments require R&O.</i>	T
1.16 	Transportation Development Review Process Update Update the procedures used to determine the transportation safety related conditions of development approval, currently known as Resolution & Order 86-95. The current procedures were last updated in 1986. The TSP calls for a review and update of these procedures to consider the multimodal transportation system.	.5		The effort will be informed by the recently completed Multimodal Performance Measures grant project. Current Planning, Traffic Engineering and County Counsel are involved in developing the update. Verbally expressed interest by PC to make this a higher priority.	T
1.17	Urban/Rural Roadways Issue Paper Develop Issue Paper to identify major rural roads that serve urban traffic (including cars, freight, and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users and identify priorities and approach to address the State's exceptions process.	.25	?	CCI requested Issue Paper during 2013-2014 TSP update process. Director's Office interested in coordinating this with DLCD policy coordination efforts. Results of Transportation Futures Study will inform needs for rural roads.	U,R,T



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Long Range Planning Issues					
1.18 	<i>Housing Affordability.</i> <i>Together with the Departments of Housing Services and Community Development, explore options for encouraging the development of affordable housing. Options might include reductions in development requirements (e.g., parking standards, zoning flexibility, subsidizing fees and taxes, density bonuses) and alternative housing types (e.g., cottage housing, micro-housing, cluster housing, tiny houses, co-housing, detached row houses.)</i>	1.25	Y	<i>Work should begin with a Board retreat with LUT and the Departments of Housing Services and Community Development. Draw on options being explored by Metro and other jurisdictions. May also need to include building staff.</i> <i>Ordinance likely in 2017.</i>	C
1.19	New tools for eliminating walkway gaps Implement Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas.	.2	Y	Potential amendments to CDC Article V and Article VII. Potential new processes and resource development including expanded use of the Transportation Improvement Master List (TIM).	U
1.20	<i>Rural tourism study potential implementation measures</i> <i>Potential implementation measures could include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts as well as minor changes to intent statements and allowed uses in certain districts.</i>	.5	Y	<i>Board directed Rural Tourism study is near completion and will be distributed in late spring. A Work Session discussion will be scheduled after the report is distributed. Follow up ordinance(s) could be Tier 1 or 2 depending on Board direction. FTE assumes only minor CDC changes.</i>	R
1.21	Rural regulations State law comparison 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.	.25	Y	Task will depend on outcomes of DLCD rural regulations study and Rural Tourism study.	R



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.22	<i>Measure 49 Transfer of Development Credits (TDC) program</i> <i>Prepare an issue paper to consider the ramifications of developing a new program based on provisions of Measure 49 and recently adopted administrative rules. The program would allow the transfer of development credits from Measure 49 properties on EFU, AF-20 and lands with certain sensitive resources to receiving areas in the AF-10, AF-5 and RR-5 districts. An ordinance would be required to implement.</i>	.5		<i>TDC programs are complex. This is a new program and no other counties have yet to implement. Likely requires additional State rule changes to make it feasible. High staff requirements to develop such a program. Oregonians in Action, Dave Hunnicutt request.</i>	R
1.23	Plan amendment procedures update Update R&O 84-24 and 87-145 regarding plan amendment procedures to incorporate and improve current process and billing structure.	.1		2013 WP item that was inadvertently not carried forward to 2014.	C
1.24	 <i>Development within the UGB in cities with voter approved annexations</i> <i>Prepare an Issue Paper detailing issues that arise in areas where voter approved annexations have precluded development from moving forward. Such areas are within the UGB and intended for urban development. Examples of this have occurred in Sherwood (Brookman Rd. area) and North Plains.</i>	.25		<i>Community members in the Brookman Road area adjacent to Sherwood have requested the County allow urban development to occur under County jurisdiction. The area is within the UGB and concept planning has occurred, but annexation has failed three times at the ballot box. Wait until implementation of recently passed legislation, SB 1573, to determine whether this Issue Paper is still timely.</i>	U
1.25	 <i>Murray/Cornell redevelopment</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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1.26 	<i>Infill development standards in R-5 and R-6</i> <i>Prepare an Issue Paper to review the provisions of CDC Section 430-72 Infill in light of Hearings Officer concerns that its standards are not "clear and objective." The Issue Paper's scope will be limited to CDC Section 430-72's existing standards relating to privacy, screening, building orientation and other factors.</i>	.25	?	2015 CCI request. CPO 7/CCI request was Tier 2 in 2014-15 and 2015-16.	
Potential Code Changes					
1.27	Recreational marijuana land use regulations Consider any changes needed to the County's CDC to respond to issues arising with implementation of recreational marijuana rules, including OLCC rulemaking and potential 2016 state law revisions. Periodically brief the Board on status.	.5	Y	OLCC rulemaking complete and implementation underway. Development applications to be submitted after January 1, 2016.	C
1.28	Wineries legislation implementation Amend CDC to address state law changes adopted in 2011.	.25	Y	Related to Rural Tourism study. Moved from Tier 2 to Tier 1.	R
1.29	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). This item will also include addressing FEMA mapping changes.	.4	Y	This item is a placeholder until the extent of changes is known. No date has been given for release of the final Biological Opinion. While the County will have several years to achieve compliance with the new rules, the work will be complex and time consuming. <i>This Task might include updating outdated data for regulating floodplains. A study, like 'Watersheds 2000,' may need to be completed for rural watersheds.</i>	C



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1.30	<p><i>Minor Code Amendments</i> <i>Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</i></p> <ul style="list-style-type: none"> <i>a) Map amendments to reflect minor changes to the UGB boundary made by the legislature in 2015.</i> <i>b) Minor revisions to Property Line Adjustment (PLA) standards to clean up changes made last year.</i> <i>c) Minor revisions to CBD district standards to clean up changes made in 2014.</i> <i>d) Revisions to address split lots on UGB boundary to address recent changes to state law that allow creation of a separate parcel that is smaller than allowed by the district if the lot is split by the UGB.</i> <i>e) Bonny Slope West map and associated text clean-up.</i> <i>f) North Bethany minor text change.</i> <i>g) References to Local Wetland Inventory reports.</i> <i>h) Site distance clarification.</i> <i>i) Other potential minor amendments.</i> 	.4	Y	<p><i>Likely to be an early ordinance.</i></p> <p><i>b) Issues raised by Mr. Michael Jameson after ordinance adoption.</i></p>	U, R
1.31	<p><i>Possible remand of Ordinance No. 801 or 802</i> <i>Both Ordinance No. 801 (N. Bethany Natural Features Buffer) and Ordinance No. 802 (Bonny Slope West Subarea Plan), adopted in 2015, have been appealed to the Land Use Board of Appeals (LUBA.) Decisions are expected in mid-2016.</i></p>	.25	?	<p><i>At this time it is unknown the extent of staff time needed or whether a new ordinance will be required. This will depend on the decision rendered by LUBA.</i></p>	



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No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.32	Group care and Fair Housing clean-up  Issue papers to be completed in FY 2015-16. CDC amendments to occur through 2016 or 2017 ordinance.	.25	Y	<i>Housing issue but separate from affordability.</i>	C
1.33	<i>Food Cart CDC Regulations</i> <i>Current CDC regulations do not provide for food carts as a potential land use. This Task would start with an Issue Paper outlining how food carts are currently considered under County code and making recommendations for possible CDC changes to allow food carts in certain districts under certain conditions. An ordinance could follow in 2016 or 2017, based on Board direction.</i>	.25	Y	<i>Current Planning regularly receives requests to allow food carts, which are not provided for under current CDC regulations. Most recently, interest in food cart pods has been raised relative to potential redevelopment of the Murray/Cornell site.</i>	U
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		

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

28.15


(26.22 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	<p>North Bethany Main Street Planning</p> <p>The North Bethany community plan requires that a specific Urban Design Plan for the Main Street area (Kaiser Road) be in place before commercial development can occur. The Plan includes a <i>Main Street Program Guide</i> that identifies plan, design and process requirements specific to development in the main street area. Development of the Main Street area will also be closely tied to the design/improvement of Kaiser Road.</p> <p>North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. Some developer interest in commercial development in the main street area has been expressed, and it appears timely to begin preparation of the Main Street Plan in this fiscal year.</p>	M-H	Y	Seek developer contributions and support for completing Main Street Plan. No other funding source identified, except for possible road fund to assist with design of Kaiser. Include high level road design integrated with urban design.	U
2.2	<p> North Cooper Mountain Planning</p> <p>Develop community plan and implementing regulations for North Cooper Mountain.</p>	M	Y	Board decided not to move forward with this in 2015-16. Multiple requests have been made to finalize the community plan in 2016-17.	U
2.3	<p>Streamline cell tower CDC standards and address FCC rules</p> <p>Ongoing need to streamline current regulations and to address FCC report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.</p>	M-H	Y	County has received several requests from the industry to streamline regulations to match current federal regulations. Current regulations are outdated and confusing.	C



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TIER 2 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.4 	County Infill Policy Develop an issue paper outlining options, issues, and concerns with facilitating infill development to meet regional goals.	M	?		U
2.5	Addressing broader Article VII concerns – CDC Sections 421 and 422 Addressing broader Article VII (Public Transportation Facilities) concerns - Section 421 and 422.	H	Y	Tier 2 in 2014 – minor amendments already made.	C
2.6	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 our CDC. Currently apply state law directly case-by-case and have been waiting to see how it plays out.	L	?	May be possible to fold into work on Rural regulations state law comparison.	R
2.7	Minor CDC amendments Address several 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.	M	Y	Several of these items were in the 2014 WP.	C
2.8	Mineral/Aggregate Overlay District update to reflect current OARs This update will require analysis of current rules to determine any necessary changes for the sites currently recognized on the County’s plan, and the applicable review standards. In addition, this work will involve changes to the way impact areas are identified and possible refinement of District “B” regulations/limitations and District “A” bauxite protections.	M	Y	Carry over from 2014-15. Originally requested by Manning Rock to update regulations as they relate to their quarry. Current regulations are difficult to implement and explain to landowners.	R



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2.9	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	M	?	Potential to address as a quasi-judicial plan amendment if property owners coordinate and assemble land. Continue to search for grant funding.	U
2.10	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 regulations and issues.	L			C
2.11	Neighborhood meeting potential changes Consider the following CCI Request: 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.				




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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	<i>Scope could be narrowed by focusing on specific sections most in need of revision (as identified by current planning or the public.)</i>	C
3.2	Airports 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. Make minor changes identified during 2013 development of Ord. No. 772 related to the Residential Airpark Overlay District.	L	Y	Depends on City of Hillsboro's schedule.	C
3.3	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	L			U
3.4	Review small lot subdivisions in North Bethany	M			U
3.5	Noise/wind-generated systems Monitor noise levels of wind-generated systems to determine if it's an issue.	L			C
3.6	Historic Overlay and map updates Update current mapping and site designations to reflect current conditions.	M	Y	Not to include Oak Hills subdivision.	U

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3.7	Vacation Rental by Owner (VRBO) regulation request Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes being rented as short term rentals. Work could include preparing an issue paper regarding short term rentals (e.g., VRBO and Air bnb) to explore issues and opportunities in response to regulatory and code compliance issues raised.	L	Y	Submitted in 2015 by CPO 3 residents and LUT Code Compliance due to complaints.	C
3.8	Cooper Mountain Urban Reserve Area tree preservation review Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the County to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB).	M	Y	Requested by Beaverton as part of Cooper Mountain implementation. Moved down from Tier 2 to Tier 3.	U
3.9	Habitat protection policies <i>Current Planning is applying habitat protection policies derived from a 1977 document, which is very out of date. To make changes, however, would require a countywide habitat study.</i>	H	Y	<i>Issue identified by Current Planning.</i>	C



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AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: **CONSIDER THE 2016 LONG RANGE PLANNING WORK PROGRAM AND AUTHORIZE FILING OF LAND USE ORDINANCES**

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

SUMMARY:

At the Board's February 2, 2016 work session, staff received direction to distribute the draft 2016 Long Range Planning Work Program for public review and comment. The draft work program was sent to a number of organizations and interested parties, including citizens who had already provided comment, 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 2016. Tier 2 priorities are additional projects and ordinance topics proposed to be addressed in 2016 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 2016.

- The final work program staff report will be provided to the Board prior to the March 22 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 is 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 2016 Work Program outlined in the staff report prepared for the March 22, 2016 meeting and authorize the filing of ordinances for Tier 1 and Tier 2 tasks where prior authorization does not exist.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 16-58
DATE 03-22-16
BY R. D. Rappleyea
CLERK OF THE BOARD

Agenda Item No.	<u>5.a.</u>
Date:	03/22/16



March 14, 2016

To: Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

RE: **Final 2016 Long Range Planning Work Program**

RECOMMENDATION

Approve the attached 2016-17 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. Direct specific changes to the Work Program if desired.

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, 1 comment letter was received on the *Half-Street Requirement for North Bethany Parks Issue Paper (2016-02)* distributed with the work program. Based on these comments and further staff analysis, there are several remaining questions for Board consideration, 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 2016.

On February 3, 2016, the proposed Work Program was sent to a number of organizations and interested parties for review and comment. It was sent to the Washington County Committee for Citizen Involvement (CCI), Citizen Participation Organizations (CPOs), cities and service districts. It was also posted on Long Range Planning's web site. Several work program requests were submitted during the public comment period that ended March 3, 2015. Public comments on the Work Program and staff's responses to these comments are provided beginning on page four of this report. A summary of the comment received on the issue papers can be found beginning on page thirteen of this report. Copies of the requests and comments are provided in Attachment D to this report. They have also been posted on Long Range Planning's Work Program web page along with this staff report at the following link:

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

Summary of Staff-Recommended Additions, Deletions or Other Changes

The Department of Land Use & Transportation has requested the addition of a staff position to lead the department's work on Housing – including the work described in Task 1.18 – Housing Affordability, as well as coordinating on the other tasks identified as having a potential impact on housing affordability and therefore to be viewed with an affordable housing lens (Tasks 1.3, 1.9, 1.14, 1.15, 1.16, 1.24, 1.26, 1.32, 2.2, 2.4, and 3.1). Given the Board's emphasis on this task, staff believes it is important to staff the work with an individual with specific knowledge and skills in housing planning/policy. The Work Program task list and estimate of staff time includes this position. Should this position not be approved, staff would return to the Board to consider needed changes to the Work Program, including moving some Tier 1 tasks to Tier 2.

Some Remaining Questions

1. North Cooper Mountain Planning –

Several property owners have requested that the County proceed to finalize community planning for North Cooper Mountain, and others have asked why the planning isn't moving forward this year. Metro has noted that the County is out of compliance with Metro's Title 11 requirements since it is not moving forward with community planning for this area within the UGB. The Board has indicated an interest in potentially leaving the current FD-20 land use designations on the properties until Beaverton annexes the area. The area, however, is not currently adjacent to the City's boundaries. Beaverton annexation of the area would be very difficult at this time, until the intervening Urban Reserve Area is brought into the UGB and annexed to the city. To staff's knowledge there are no current discussions about bringing this area into the UGB.

Staff resources would potentially be available to undertake this work this year, particularly if Task 1.24 (described below) does not go forward. The Work Program assumes this is a Tier 2 task. Staff would need specific direction to proceed with the planning this year as a Tier 1 task.

2. Development within the UGB in cities with voter approved annexation (Task 1.24)

Work on this task will not commence until implementation of recently passed legislation, SB 1573, to determine whether this Issue Paper is still timely and what the scope of the Issue Paper will be. This task could potentially be moved to Tier 2 pending these outcomes. SB1573 requires cities to annex certain lands within their UGB area regardless of whether they have voter approved annexation requirements.

3. Neighborhood Meeting Potential Changes. (Task 3.10)

The CCI questioned the proposed movement of Task 3.10 from Tier 2 to Tier 3. The task reads as follows:

3.10 - Neighborhood meeting potential changes

Based on 2013 Issue Paper, 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?

Staff is not opposed to leaving sub-task (a) of this task in Tier 2 for further exploration as time permits. In 2013 the Board did indicate some interest in exploring this issue further.

Regarding sub-task (b), however, staff recommends removing the item from further consideration. In 2013 staff recommended this sub-task not be included in the Work Program. Work Session minutes from 2013, however, suggest that the Board wanted a better understanding of the implications before taking any further action.

By way of additional explanation, Future Development Plans (FDP) are required when a lot is large enough to be further subdivided but only a single family residence is currently proposed. The FDP must show that location of a proposed dwelling on an oversized lot will not preclude future development of the site to the density allowed by the district. It is required only to show *feasibility* – it does not trigger construction of improvements shown in the FDP for full buildout, nor does it regulate how future development must be laid out. As such, there is no more impact in these cases than there is from development of one home on a lot that is not oversized. For these reasons, staff continues to recommend against requiring a neighborhood meeting for a single dwelling that requires a FDP, and recommends removing this item from the Work Program.

2016-17 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. Urban/Rural Roadways (Task 1.17)
2. Housing Affordability (Task 1.18)
3. Measure 49 Transfer of Development Credits (TDC) Program (Task 1.22)
4. Development within the UGB in cities with voter approved annexation (Task 1.24)
5. Infill development standards in R-5 and R-6 (Task 1.26)
6. Group care and fair housing clean-up (Task 1.32)
7. Food cart regulations (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 7%. 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 2016 Work Program may be needed if additional tasks are added, existing tasks are expanded, or Long Range Planning's proposed budget for Fiscal Year 2016/2017 is reduced through the budget adoption process. Staff will come back to the Board for refinements to the work program as needed.

Planning Commission discussion

On March 2, 2016, the Planning Commission discussed the Work Program in its Work Session. While a robust discussion was had, no action or specific recommendations were made. Staff will consider comments made in this work session as work on specific tasks moves forward.

2016 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 2016, 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 (February 2 –March 3, 2016)

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 – noting the City's desire to complete this task this year.
 - 1.18 – Housing Affordability – noting interest in participating on this regional issue.
 - 2.9 – Canyon Road redevelopment – noting interest in participating if funded.
 - 3.3 – Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Redevelopment – noting an interest in participating if funded.
 - 3.8 – 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.

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.*

2. The CCI Steering Committee submitted a letter supporting the following items in the Work Program:
 - 1.1 – Ongoing discretionary tasks – including school district cooperative agreements.
 - 1.12 – Safe Routes to School – including ongoing County funding support.
 - 1.15 – TDT/SDC review and update to include costs associated with road damage from construction impacts.
 - 1.16 – Updating R&O 86-95.

- 1.17 – Urban/Rural Roadways Issue Paper.
- 1.19 – New tools for eliminating sidewalk gaps – support implementing CDC changes to address the issue. Believe all homes built on lots of record in urban unincorporated areas should be subject to dedication of right-of-way and sidewalk requirements.
- 1.26 – Infill development standards in R-5 and R-6. CCI Steering Committee supports this work. Requests that Task 2.4 related to infill policy be moved up to Tier 1.

In addition, the CCI Steering Committee had the following comments about other work program tasks:

- 1.5 – Urban Planning Area Agreements (UPAAs) – requesting public participation.
- 1.30 – Minor Code Amendments - requesting an additional change requiring certain construction signage.
- 3.7 – Vacation Rentals by Owner – expressing concern that this was moved from Tier 2 to Tier 3. Requests this task not be put off any longer.
- 3.8 – North Cooper Mountain tree preservation review – requesting clarification on this item and how it relates to Task 2.2 - North Cooper Mountain planning. Making an urgent appeal for a countywide tree code.
- 3.10 – Neighborhood meeting potential changes – concern that this task has been moved from Tier 2 to Tier 3, and requesting information regarding site posting changes.

Staff response: *No changes are required on the items the CCI supports. Comments are noted and will be considered during the work on these items. Regarding the remaining comments, staff offers the following:*

- 1.5 – *Urban Planning Area Agreements (UPAAs) – at a minimum, public participation in the UPAAs typically occurs during the ordinance process, since these are adopted as amendments to the Comprehensive Plan. Staff will consider this request as work commences on UPAAs to determine if there are other appropriate points for public participation.*
- 1.30 – *Minor Code Amendments – Sign requirements affecting public rights-of-way and related utility work are generally addressed by Operations and Engineering review through the Manual on Uniform Traffic Control Devices (MUTCD) (rather than the CDC). Long Range Planning staff has passed this request on to Engineering, Operations, and Public Assurances staff. They recommend against implementing the signage request, but suggest providing public education on how to access the desired information (publicly available electronically and by contacting the County).*
- 3.7 – *Vacation Rentals by Owner – staff notes that this item was on Tier 3 last year. This issue has been raised by several parties, however, it has not risen to a high priority item. Staff does not recommend that the task rise to a higher Tier. A fuller discussion of this issue is found under staff response number 9, below.*
- 3.8 – *North Cooper Mountain tree preservation review – this item should more accurately be titled “Cooper Mountain Urban Reserve Area tree preservation review.” The City of Beaverton requested the addition of this task last year as part of the implementation of its South Cooper Mountain planning effort (which included this*

area). This item does not directly relate to Task 2.2 - North Cooper Mountain planning. The request to do countywide tree code has been made in past years and Board support has not been present to do this work.

3.10 – Neighborhood meeting potential changes - Based on a 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?*

Staff is not opposed to leaving sub-task (a) of this task in Tier 2 for further exploration as time permits. In 2013 the Board did indicate some interest in exploring this issue further.

Regarding sub-task (b), staff recommends removing the item from further consideration. In 2013 staff recommended this sub-task not be included in the Work Program. Board Work Session minutes from 2013, however, suggest that the Board wanted a better understanding of the implications before taking any further action.

*By way of additional explanation, Future Development Plans (FDP) are required when a lot is large enough to be further subdivided, but only a single family residence is currently proposed. The FDP must show that location of a proposed dwelling on an oversized lot will not preclude future development of the site to the density allowed by the district. It is required only to show **feasibility** – it does not trigger construction of improvements shown in the FDP for full buildout, nor does it regulate how future development must be laid out. As such, there is no more impact in these cases than there is from development of one home on a lot that is not oversized. For these reasons, staff continues to recommend against requiring a neighborhood meeting for a single dwelling that requires a FDP, and recommends removing this item from the Work Program.*

The CCI asked some questions in their letter that staff will respond to separately.

- 3. CPO 7 submitted a letter requesting updates to the Community Development Code (CDC) they believe are needed to address amendments made to state law in 2007 regarding school district service availability. They believe that changes are needed to provide clear direction to school service providers, applicants and County staff when schools are at or near capacity. Specifically, they are asking for the following CDC changes:
 - a) A requirement that the school district service provider letter be no more than 90 days old at the time of development application submittal; and
 - b) Review standards for “large school districts” to reflect different state requirements that apply to schools within these districts.

Staff Response:

(a) *The CDC requires that service provider letters for water, sewer and fire protection – defined as Critical Services - are to be less than 90 days old at the time of development application. Service provider letters for Essential Services, on the other hand, don't have a specific time limitation in the CDC. Essential services requiring service provider documentation are: schools, police protection, transit, and regional trails. School districts, and other essential service providers, have the option to establish the time frame for their service provider letters. If the facility availability situation is quickly changing, they might choose to provide a 90-day expiration -- or something shorter or longer. It is up to the district to establish the appropriate time frame. In general, Current Planning has the discretion to require an updated service provider letter if they believe it is warranted. For example, they might ask for a new letter if the existing letter is more than a year old and a new school year is starting.*

Staff believes that changing the CDC to require service provider letters to be no more than 90 days old for essential services would create additional time, effort, and cost to both districts and applicants with limited to no benefits. ORS 195.110 does not require nor address this issue. School districts have not requested this additional requirement and, as noted, school (and other) districts can set the time frame for expiration of the service provider letters. Staff, therefore, does not recommend this change.

(b) *This issue was also raised by Planning Commissioner Manseau during discussions on Ordinance No. 796 last year. The issue relates primarily to denial criteria included in state law (ORS 195.110 (13)). This statute states:*

(13) A city or county may deny an application for residential development based on a lack of school capacity if:

(a) The issue is raised by the school district;

(b) The lack of school capacity is based on a school facility plan formally adopted under this section; and

(c) The city or county has considered options to address school capacity.

Staff believes that the CDC currently provides for the possibility of denial based on school capacity, based on the following analysis:

CDC Section 501 - 7.1B. lists schools as an Essential Service

CDC Section 501 - 8.2A. regarding Essential Services (schools) requires service provider documentation that adequate levels of service are available or will be available within the time frame required. It also states that if the service provider documents that an adequate level of service is not available or will not be available within the time frame required, the service provider shall be requested to provide information regarding their ability to provide adequate levels of services and alternative means which could be employed to provide adequate levels of service. It then provides a list of possible alternatives that the district can use to provide adequate

levels of service (e.g., double shifting, portables, bussing.) **These provisions address ORS 195.110(13)(a) and (c).**

CDC Section 501-6.1 states:

Development proposals that cannot ensure critical and essential services within the required time frames shall be denied unless all of the following findings can be made:

- A. The particular inadequate facility(ies) or service(s) is not necessary for the particular proposal within the time period identified by the service provider;*
- B. The approval of the development application will not substantially interfere with the ability to later provide the particular inadequate facility(ies) or service(s) to anticipated uses in the vicinity of the subject property;*
- C. The approval of the development application without the assurance of the particular inadequate facility(ies) and service(s) will not cause a danger to the public or residents in the vicinity of the subject property; and*
- D. It is shown that the applicant has exhausted all practical methods within the ability of the applicant to ensure the provisions of the unacceptable facility(ies) and service(s).*

This last section addresses the ability to deny applications based on school capacity.

*The statute states that “A city or county **may** deny an application” – the permissive language means the County’s decision is discretionary. Staff read “may” to mean the County can approve the application, deny the application, or do nothing at all. Because there is no mandatory language requiring particular County action, staff do not believe it is necessary to incorporate the exact language of this statute into the CDC.*

Staff believes that the CDC sections listed above address state law requirements, allowing the districts to raise capacity issues in their adopted school facility plans and their service provider letters, and requiring that they consider possible alternatives if they determine that adequate facilities will not be available. It also provides for the ability to deny the application if school facilities are not going to be available within the required time frames. Based on this discussion staff does not recommend changes to the CDC to address the issues raised.

4. Planning Commissioner Manseau submitted a series of comments in advance of the Planning Commission discussion on the Work Program on March 2, 2016. Questions and comments included:
 - a) Whether/how the Vacation Rental by Owner (VRBO) issue was being dealt with in the Rural Tourism Study and why it would be prioritized in the rural area as opposed to the urban area;
 - b) Why Tasks 1.26 and 2.4 relating to infill are separate issue papers;

- c) The perception that the Work Program is focused on rural issues, with examples;
- d) Specific questions about the sidewalk issue paper;
- e) Why urban zoning is not moving forward for North Cooper Mountain;
- f) What happened with the CPO 7 school facility letter request?; and
- g) Whether CDC changes were necessary to address recent release of statewide maps by DOGAMI.

Staff response: *Staff offers the following responses. Additional detailed responses are included in Attachment E.*

- a) *Some general references and a consultant recommendation to consider addressing VRBO as part of a broader rural tourism strategy are included in the draft Rural Tourism study (yet to be released). The Washington County Code does not currently address these short-term rentals, and without further study there is no indication that specific land use code changes are appropriate. No further work on VRBO – in the rural or urban area – is recommended at this time.*
- b) *The Task 1.26 Infill in R-5 and R-6 Issue Paper is narrowly focused to address only the request made by the CCI and CPO 7 regarding the provisions of CDC Section 430-72, Infill. Staff believes this narrowly focused look could be done within existing staff resources. Task 2.4 would take a much broader look at the question of Infill development and how to facilitate it to meet our regional housing goals. It would be a big picture look and a broad policy discussion. Staff does not believe there are sufficient resources to take on this broader look at this time.*
- c) *The Work Program does not split resources based on any formula of rural versus urban projects. While there may be a perception that there is as focus on rural issues, there are actually more Tier 1 Tasks related to urban issues than rural issues.*
- d) *Specific questions about the sidewalk issue paper are addressed in the detailed response found in Attachment E.*
- e) *Regarding North Cooper Mountain planning, last year the Board considered two Issue Papers regarding Cooper Mountain planning. At that time, the Board determined that it preferred to leave the FD-20 land use designations on the properties and not move forward with completing the community planning. Part of the decision was based on staff resources given the remainder of the items in the work program and the Board's assessment of priorities. The question is once again before the Board on whether it would like staff to move forward with the planning this year.*
- f) *See response 3 above for a response to the CPO 7 school facility letter request.*
- g) *The DOGAMI maps referenced by Planning Commissioner Manseau include a statewide map that is a composite of a statewide landslide inventory that DOGAMI released in 2014; a statewide slope map; and a statewide generalized geologic map. DOGAMI staff confirmed that this statewide mapping is intended as a high-level screening tool to help DOGAMI prioritize different areas across the state to determine where they should conduct detailed analyses. They indicated the maps were not intended to be used by local jurisdictions for incorporation into their comprehensive plans, because they are based on more generalized data. No CDC changes are needed to address these maps.*

5. Planning Commissioner Urstadt provided comments regarding the prioritization of certain Tasks, as follows:
- Safe Routes to School could be Tier 2 (now Tier 1 Task 1.12) unless the County can meet state funding timelines.
 - New tools for eliminating walkway gaps could be Tier 2 (now Tier 1 Task 1.19)
 - Rural Regulations State Law comparison could be Tier 2 (now Tier 1 Task 1.21)
 - Food carts could be Tier 3 (now Tier 1 Task 1.33)
 - Streamline cell tower CDC standards could be Tier 1 (now Tier 2 Task 2.3)
 - HB 2746 replacement dwelling in EFU... could be Tier 1 (now Tier 2 Task 2.6)

***Staff Response:** Staff notes these comments for Board consideration, however, staff does not recommend these changes. It is staff's intent to work on streamlining cell tower regulations should any staff resources become available this fiscal year.*

6. A letter was received from the Bicycle Transportation Alliance (BTA) in support of several Tier 1 tasks and making specific suggestions regarding individual tasks as staff moves forward on the work. This includes support for the Aloha-Reedville Town Center/TV Highway Transit-Oriented Development Plan (particularly to include a protected bikeway and or multi-use path along the highway), minor amendments to the TSP to include the neighborhood bikeway plan, Safe Routes to School, Transportation Demand Management work, Right-sizing the parking code, transportation development review process update, housing affordability, and eliminating walkway gaps. Regarding housing affordability, the BTA requested the County utilize a combined housing and transportation cost index when looking at affordability and that the County promote location-efficient affordable housing.

***Staff response:** Staff will consider these comments and keep the BTA informed as we perform work on these specific tasks going forward.*

Regarding including the neighborhood bikeway plan in the TSP, staff notes that neighborhood bikeways are low stress streets that take advantage of existing low speeds and low motor vehicle volume streets to create an environment that is comfortable for bicyclists of all ages and skill levels. These low stress and low traffic streets provide alternatives to major streets. The public engagement and planning effort undertaken for the neighborhood bikeway plan did not anticipate the specific routes would become part of the TSP. A more robust public engagement and planning effort would be required in order to adopt, maintain, and modify these designations in the TSP. Additionally, the improvements to implement neighborhood bikeways are within the realm of LUT's Operations and Maintenance Division. As such, the improvements and implementation of these treatments and signs can be conducted with more flexibility to better respond to changing conditions and neighborhood comments. Staff has and will continue to pursue funding opportunities such as grants to implement these bikeways. The Springville Road capital project will include the signing and striping of a neighborhood bikeway as part of the project. Staff believes adding these designations to the TSP will not facilitate implementation. For these reasons, staff believes there is no need to incorporate the neighborhood bikeway plan routes into the County Transportation System Plan (TSP). Staff continues to work

diligently, identifying opportunities to complete the facility gaps in our walking and biking networks.

Staff supports the suggestion to consider transportation costs when looking at housing affordability, and will incorporate that in future work on this issue.

7. Four letters of support were received regarding the Housing Affordability focus in this year's Work Program. Letters were received from the Community Housing Fund, Community Partners for Affordable Housing, the Washington County Department of Housing Services, and Office of Community Development. Each letter recognized the current issues with housing affordability in the region and offered to work with us on this complex issue. They also applauded the intent to look at other Work Program tasks through a Housing Affordability lens. An additional comment was received from Planning Commissioner Wellner to also consider Task 1.16 – *Transportation Development Review Process Update* through this Housing Affordability lens.

Staff response: *Staff will consider these comments and intends to coordinate with these agencies as work on these tasks gets underway. As noted in discussions on this topic, this is a multi-pronged, multi-disciplinary and complex issue requiring a substantial amount of coordination and cooperation both locally and regionally. An additional staff person with particular housing expertise is being requested as part of this year's LUT budget to effectively undertake this work.*

8. Letters were received from the City of Cornelius and Mr. David Noren requesting an amendment to the CDC to address new state rules regarding land divisions for parcels split by the Urban Growth Boundary (UGB). HB 2457, passed in 2015, provides for such partitions. Cornelius is asking for the CDC amendment early in the ordinance season so that a parcel along Council Creek can be divided and a portion sold to Metro for habitat, and out of concern that development of some of the properties recently brought into the UGB in southeast Cornelius could be delayed. Mr. Noren similarly is asking for early adoption of CDC changes addressing this issue.

Staff response: *In the Metro region, streams and other natural features have sometimes been used to establish UGB boundary amendments rather than following property lines. In many cases, this has resulted in the portion outside the UGB being smaller than the statutory requirement of 80 acres for farm and forest parcels, resulting in a tax lot with both rural and urban allowed uses that cannot be partitioned. For these lots, the state-required minimum lot size has acted as a barrier for property owners that wished to divide their land.*

House Bill 2457A, passed by the legislature in 2015, addressed this issue by authorizing split lot partitions along the UGB that allow the portion of the tax lot outside of the UGB to be smaller than the statutory minimum lot size found in ORS 215.780. The bill was signed by the governor on May 20, 2015 and became effective that same day. The Land Conservation and Development Commission are scheduled to consider amendments to Division 33, the state administrative rule regulating farm zones at their March meeting.

The Community Development Code (CDC) does not currently allow land divisions below 80 acres, therefore updates to the CDC will be needed to account for the new state legislation. Staff is prepared to include amending legislation to the CDC in the Omnibus ordinance to be filed this year. This ordinance is likely to be the first filed in 2016.

Discussion specific to the ability to site a dwelling on the remaining area outside the UGB has recently occurred among both planning staff in other jurisdictions as well as DLCD and County staff. This may result in further state rulemaking on this issue beyond what is to be discussed this March, however nothing is being proposed at this time. If CDC amendments particular to this issue were not to occur this year, staff would process any requests for a land division of a split zone parcel along the UGB by applying state law directly.

9. A letter was received from John and Susan Marsh requesting that Task 3.7 - Vacation Rental by Owner (VRBO) regulation request be moved to a Tier 1 priority. The Marsh's request that short term vacation rentals in residential areas be regulated / banned. Their letter cites numerous issues and concerns with living next to an AirBnB rental.

Concerns included drunk and disorderly conduct by renters, additional parking and traffic impacts, noise complaints, litter, safety, the number of people in one house at any one time, and neighborhood livability. Since these rentals are a growing trend, Mr. and Mrs. Marsh request that the County consider the issues now before it becomes a bigger problem. They suggest that such businesses are like a hotel and should only be allowed in commercial areas.

Staff response: *This issue has also been raised by the LUT code compliance officer based on this 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. Portland has adopted some regulations, however, it does not appear that these address specific concerns such as rental occupant behavior, owner responsibilities to maintain neighborhood livability, mitigation options or requirements, or steps to mediation option/requirements. Enforcement of regulations has been an issue for Portland and other jurisdictions. The County does not currently regulate such uses in the urban or rural areas either through the land use process or through a business license.*

Given other priorities in the work program, however, staff is recommending that this item continue to 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.

10. A letter was received from Tim Wybenga of TVA Architects working on behalf of the Sisters of St. Mary of Oregon to envision the future of their campus on the corner of TV Highway and Murray Boulevard. The Sisters would like to develop retirement residences (independent and possibly assisted living) in order to provide more housing and 'age-in-place' opportunities. The uses under consideration fall under the *Retirement Housing Community* category under *Group Care*. They have met with Current Planning and have been told that this specific use isn't currently allowed in their land use district (INST - Institutional). The Sisters request that the County consider allowing this use in INST as part of the Long Range Planning Work Program.

Staff response: Retirement Housing, which could include independent and assisted living type housing, is currently only allowed in the Transit-Oriented Districts. From a cursory review of the adoption status of these regulations, it is not clear why they were limited to these districts other than the fact that the County ordinance that allowed this use was looking specifically at the provisions in Transit-Oriented Districts. A look at the Sister's of St. Mary request can potentially be included in the work to be done under Task 1.32 - Group Care and Fair Housing this year.

COMMENTS ON ISSUE PAPERS

Two issue papers were distributed along with the draft Work Program to solicit review and comment from the public. No comment letters were received on the *Solutions for Addressing Walkway Gaps in the Urban Unincorporated Area Issue Paper (2016-01)*, however, several questions about the content were submitted by Planning Commissioner Manseau. These questions are answered in Attachment E. One comment letter was received on the *Half-Street Requirement for North Bethany Parks Issue Paper (2016-02)*. These comments are summarized below:

Half-Street Requirement for North Bethany Parks

West Hills Development submitted a letter of comment on the Issue Paper on February 29, 2016. The letter indicated their support for the staff's conclusions in the Issue Paper and requested that the Board not exempt Tualatin Hills Park & Recreation District (THPRD) from the half-street improvement requirements applicable in North Bethany. They also requested that the Board not add consideration of such exemption to the 2016 Work Program.

West Hill's objections to THPRD's request for exemption from half-street improvements include the following:

- The exemption would set an undesirable precedent and would be bad planning policy.
- The exemption would be inconsistent with the purpose of the North Bethany planning work and will result in transportation system gaps.
- Provision of half-streets is not overly burdensome.
- Developers rely on THPRD and other developers to each make their fair share of street improvements in North Bethany.

Staff notes that the Board did consider the Issue Paper at their Work Session on March 8, 2016. At that meeting the Board asked staff to consider including funding any remaining half-street

improvements along linear parks in North Bethany in either the System Development Charge (SDC) or the County Service District (CSD) as part of the 5-year review of the transportation funding plan being undertaken this year (Task 1.8b).

2016 Requests already addressed in the February 2, 2016 Staff Report:

A short summary of these requests and staff responses is included below. For a fuller description and copies of the requests, please refer to the February 2, 2016 Board Staff Report.

1. The Tualatin Hills Park & Recreation District (THPRD) requested that the Board include a work program item to amend the North Bethany Subarea Plan to provide standards for “necessary pedestrian connections.” Necessary pedestrian connections are shown on the North Bethany *Parks, Trails and Pedestrian Connections Map*, along with parks, off-street trails, and accessways.

The Plan’s General Design Elements provide guidance for off-street trails, referring to THPRD standards. However no guidance or standards are provided for the necessary pedestrian connections when they are provided on-street. THPRD is concerned that this lack of guidance or standards for on-street connections will lead to confusion in the standards of their development, as well as inconsistency in the safety and mobility in the built environment.

The THPRD letter requests that standards for on-street “necessary pedestrian connections” be set at 10 to 12 feet in width, which would mean 10 to 12-foot sidewalks in certain areas.

Staff response: *Imposing additional requirements for on-street pedestrian facilities above those provided in the CDC could have nexus and proportionality issues. It is sometimes difficult to get a standard sidewalk as a condition of new development, and staff anticipates additional resistance from developers should this requirement be increased. Additionally, a shift in County policy would be required, since County policy has been that bike travel can be accommodated in a shared roadway on local roads and neighborhood routes. A potential solution for THPRD could be to request that developers provide wider sidewalks in the “necessary pedestrian connection” locations, and in exchange THPRD could give a credit against their parks SDC for the increased sidewalk width.*

Staff does not recommend further work on this item.

2. The CCI submitted a letter on November 18, 2015, citing a pressing need for updates to the infill development standards found in Community Development Code Section 430-72, Infill. A 2013 Hearings Officer decision called these standards into question and noted that the standards of this section should be “clear and objective.” The CCI has requested that clear and objective infill criteria be adopted by Washington County.

Staff response: *Staff recommends that a narrowly focused Issue Paper be developed to explore the issue and possible options for how to address the “clear and objective” standards requirement (see Task 1.26).*

3. A letter was submitted by Mr. Dave Hunnicutt, Oregonians in Action, requesting that the County enact a local ordinance to implement a Measure 49 Transfer of Development Credits (TDC) program. Development of such a program is enabled by Measure 49 language and detailed in recently adopted LCDC rules.

Staff response: While this program is currently allowed under state law and LCDC rules, no Oregon county has yet to implement it. The program would allow development rights from certain Measure 49 claims to be transferred to properties in other areas. The intent of the program is to preserve areas of high value farmland and sensitive resources (e.g., groundwater restricted areas, scenic resource areas) by allowing Measure 49 development rights to be transferred to less sensitive areas (AF-5, AF-10, RR-5 districts).

Staff recommends preparation of an Issue Paper in 2016 to fully flesh out the costs and benefits, risks and opportunities, and staffing requirements of possible implementation of such a program. The intent would be to return to the Board with a discussion of these issues – and if the Board desired, an ordinance could be prepared in 2017.

4. A letter was submitted by Walt and Marilyn Wittke, residents and property owners in the North Cooper Mountain area, requesting that the work to finalize the land use designations in the North Cooper Mountain area be done this year. The Wittke's property fronts Gassner Road, an area for which the concept plan anticipated low density residential development. The Wittke's current land use designation is FD-20, and they request that their property be designated R-5/6. The Wittke's letter provides some history of development in the area, including the current plans by TVWD for water storage in the area and the Beaverton School District's high school construction.

Other requests to rezone their property to R-6 have been received from Tim Gray and Tracy Glen, property owners in the northern portion of North Cooper Mountain.

Staff response: The Cooper Mountain area was brought into the UGB by Metro in 2002, along with North Bethany, Bonny Slope West, parts of North and South Hillsboro, and part of Basalt Creek (between Tualatin and Wilsonville). In 2004, the Board applied the FD-20 district designation to North Cooper Mountain and other 2002 UGB expansion areas (Ordinance No. 615). The FD (Future Development) districts are intended to limit urban development in UGB expansion areas until urban planning has been completed and urban development regulations are in place, consistent with Metro requirements.

The County and City of Beaverton partnered to develop a joint Cooper Mountain Concept Plan (South and North Cooper Mountain and Urban Reserve Area 6B), which was completed by the City of Beaverton in the fall of 2014. The Board acknowledged the Concept Plan in January 2015 through Resolution and Order 2015-4. That concept plan showed the land in North Cooper Mountain as Low Density and Very Low Density residential.

The work to complete more detailed planning and adoption of urban development regulations for North Cooper Mountain was considered by the Board as part of the 2015

Long Range Planning Annual Work Program process. To assist in the Board's discussion, Issue Paper 2015-01A laid out the land use considerations in North Cooper Mountain and presented several options for the Board's consideration. The Issue Paper recommended that an ordinance not proceed in 2015, and that as part of the 2016 Work Program, "... 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." Given the many other pressing planning needs throughout the county, including Bonny Slope West planning, the Board did not advance North Cooper Mountain planning last year and retained it as a Tier 2 task.

Several North Cooper Mountain property owners have grown frustrated with the now 13-year wait to be able to develop their properties (or sell them for development), including Mr. Wittke, Mr. Gray and Tracy Glen. Staff has been contacted by each of these property owners, and staff has indicated to them that the Board would need to provide specific direction to advance North Cooper Mountain planning efforts as part of the 2016 Annual Work Program process. In the past staff has also heard from some property owners that they would like to lock in 1-acre land use designations. Staffing for this effort would be about .4 FTE, since much of the work has already been completed. The Work Program assumes this is a Tier 2 task. Staff would need specific direction to proceed with the planning this year as a Tier 1 task.

5. A letter dated January 27, 2016, was submitted by owners of seven properties in the Brookman Road area adjacent to the city of Sherwood, requesting that the County help them to move forward with developing their property following repeated failures at voter approved annexation to the city. The properties are zoned FD-20, an urban holding zone until city annexation and adoption of urban zones.

Staff response: *The Brookman Road area adjacent to Sherwood was brought into the Urban Growth Boundary (UGB) in 2002. The County subsequently gave the land an FD-20 designation in anticipation of city concept planning and eventual annexation. In 2009, the city adopted a concept plan for the 235-acre area in anticipation of city annexation and development. There have since been three failed attempts at voter approved annexation of portions of the area into the City of Sherwood.*

The County's policy position has been that urban development should occur in cities, particularly when adjacent to a city and requiring city services to develop. Because of a need for urban land, however, the County may have an interest in situations where unincorporated areas located within the UGB and slated for development are not allowed to move forward because of voter approval requirements. Staff recommends that an Issue Paper be developed outlining the issues and possible next steps.

Since the initial request, SB 1573 was adopted by the state legislature (it has not yet been signed by the Governor). This bill requires cities to annex land without submitting the question to the voters upon receipt of a petition from all property owners. Certain conditions apply: the land must be inside the UGB, subject to the city's comprehensive plan, contain at least one parcel that is contiguous to the city limit or separated from the

city limits only by a public right-of-way or body of water, and the proposal conforms to all other requirements of city ordinances. Depending on how this plays out, the issues raised above may be moot. At this time, however, staff recommends retaining this task in Tier 1 but waiting until implementation of SB 1573 to determine whether this Issue Paper is still timely and what the scope of the Issue Paper will be.

DRAFT ORDINANCE HEARING SCHEDULE

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

Ordinance Topic	Proposed Ordinance Filing	Initial PC Hearing	Initial Board Hearing
– Minor Code amendments	Late March	Early May	Early June
– Floodplain Updates – TSP minor amendments	Mid- May	Mid-June	Mid-July
– Marijuana regulations – Wineries Implementation	Late May	Early-July	Early to Mid-August
– Housekeeping – Walkway Gaps CDC changes – Infill development standards	Mid-June	Late July	Late August
- Parking Code amendments - Food Cart CDC Regulations (if directed)	Mid-Late June	August	September
- Group Care and Fair Housing - UPAAs (Tualatin, other) - *	Late June/Early July	Mid-August	Mid-September

* If the Board directs inclusion of North Cooper Mountain Planning it would be filed as part of the last group.

The remaining elements of this Draft 2016-17 Work Program Staff Report consist of:

- **Table 1**, which outlines the general time frames 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 Planning, 5) Long Range Planning Issues, and 6) Potential Code Changes. Whether each task has a Countywide, Transportation, Rural or Urban focus is

also noted. Additionally, those tasks which will be reviewed under an Affordable Housing Lens are indicated. Many of the tasks shown were continued from 2015, 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 2015. Some Tier 1 tasks will continue into 2017 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 2016 or are tasks where there are insufficient staff resources or priority to address at this time. Some Tier 2 tasks need further evaluation in order to determine their priority. Because most of Long Range Planning's resources will be devoted to Tier 1 tasks, staff expects that few Tier 2 tasks will be addressed this year and most will be carried over to 2017. Their priority in 2017 will be determined as part of next year's work program.

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

- **Attachment A**, 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 2016 Work Program.
- **Attachment D**, containing Work Program requests and comments received after February 3, 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>
- **Attachment E**, containing a detailed response to Planning Commissioner Manseau's comment letter.

TABLE 1 - General Timeframes for Major Planning Projects

	2016				2017				2018				2019				2020							
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec				
County Land Use Planning	North Bethany Implementation																							
	• Application Review • Provision of Parks, Roads, etc. • Develop Main Street Plan • N. Bethany 5-Year Funding Review																							
	• Aloha Implementation & Aloha Town Center																							
	• T-V Highway Transit-Oriented Development Planning																							
County Transportation Planning	Update Urban Planning Area Agreements to Implement UGB Urban Reserve Decisions and other coordination needs																							
	Washington County Transportation Futures Study																							
	Transportation System Planning and Forecasting																							
City Planning	Coordination with City Land Use and Transportation Planning																							
	• UGB Expansion Area Planning (Basalt Creek, So. Hillsboro, etc.) • City TSP Updates (Hillsboro/Beaverton) • 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																							
	• Regional Flexible Funds and STIP (Statewide Transportation Improvement Program)																							
Other	Monitor Statewide Planning Program/Legislature/LCDC																							
	State Legislative Session					State Legislative Session					State Legislative Session					State Legislative Session					State Legislative Session			

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	Ongoing 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, economic and demographic data analysis, ongoing state and regional planning, transportation project development and funding, transportation performance and investment monitoring, travel demand modeling, Washington County Coordinating Committee, etc.	C
Regional Planning					
1.2	Regional Coordination Participate in and respond to major Metro initiatives, including: a) 2018 Growth Management decision. b) 2018 Regional Transportation Plan. c) <i>Other regional transportation funding initiatives.</i>	1.25		Growth management decision requires ongoing analysis of housing preference study results, land supply, and other data to support Growth Management decision and development of new policy guiding decisions to amend the UGB. <i>Staff multiple work groups in developing policy and project amendments for 2018 Regional Transportation Plan.</i>	C



Housing Affordability Lens

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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.3 	Planning by cities or others Participate with cities for the planning of UGB expansion, urban reserve, and redevelopment areas, including: a) 2011 UGB expansions (N. and S. Hillsboro). b) Town center planning coordination. c) Basalt Creek Concept Plan (Tualatin, Wilsonville). d) City planning of recent UGB additions or urban reserves, e.g., Banks, Cornelius, Forest Grove, Sherwood). e) <i>City comprehensive plan updates (e.g., Hillsboro and Beaverton Comprehensive Plans).</i>	1.75		Ongoing. Process IGA with Hillsboro to assign planning authority for new urban areas. Coordination with other cities in planning for urban centers funded by CPDG grants in 2015.	C
1.4	Washington County Transportation Futures 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 late 2016.	T
1.5	Urban Planning Area Agreement (UPAA) updates Update all UPAA's to support continued County/City coordination, including planning for new UGB areas. Beaverton, Hillsboro, and a number of other cities have outdated UPAA's that are due to be updated. Review Urban Services Agreements (USA's) and update as appropriate.	1	Y	Prioritization may be necessary. Specifically address consistency among UPAA's, including planning authority for new urban areas and, SB 122 considerations in the area around 209th Avenue. CAO and County Counsel participation will be necessary.	U
1.6	Southwest Corridor High Capacity Transit Plan Participate in selection of locally preferred HCT alternative, analysis of other multimodal projects and completion of DEIS.	.6		Multi-year effort leading to project development and Final EIS when funding is secured.	T



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TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.7	<i>South Industrial Area Infrastructure Study</i> <i>To support economic development in the county's south industrial area, this grant will identify funding sources for infrastructure, prioritize infrastructure investments, evaluate phasing for annexation, and quantify the economic benefits of industrial development. The County will lead this project and work in partnership with Sherwood, Tualatin, and Wilsonville.</i>	.2		<i>DLCD Technical Assistance Grant has been awarded. Work will be performed June-December 2016.</i>	C
Community Plans					
1.8	North Bethany work to support Plan implementation Address several remaining issues, including: a) Half-street improvement requirement for parks. b) Review North Bethany Transportation SDC requirements and funding plan as required by R&O 10-98. c) Potential transportation amendments. d) Seek funding for Main Street Plan e) <i>Community Service Use periodic evaluation.</i>	.5	Y	a) Issue Paper. b) R&O requires review of funding plan no later than FY 2015-16. c) Identified as part of Housekeeping in 2015. d) Outside funding is required to pursue this Task. e) <i>Requirement of North Bethany Plan to review after 5 years.</i>	U,T
1.9	 Aloha Town Center / TV Highway Transit-Oriented Development Plan Develop a refined land use and transportation concept plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form and transportation investments that are supportive of planned high capacity transit, and encourage the preservation and development of housing and commercial spaces affordable to all income levels.	2.5	?	Moved from Tier 2 to Tier 1. CPDG Grant awarded. Work to commence in 2016 and continue into 2017.	U, T



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TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.10	Aloha – Reedville study implementation Continue implementation efforts. Potential items include: a) Provide staff support to continue capacity building with Aloha and Reedville Community Council (ARCC) b) Secure funding for Augusta Lane Pedestrian/Bicycle Bridge and other school access and connectivity projects. c) Support for other implementation efforts.	.15		a) Underway. Minimal ongoing support. b) Multiple funding options being explored, including resubmittal of Nature in Neighborhoods grant proposal, Gain Share, Community Development Block Grant, MSTIP 3e (in concert with 170th Ave project). c) E.g., ongoing grant applications.	U
Transportation Planning					
1.11	<i>Transportation System Plan (TSP) update - Minor amendments</i> <ul style="list-style-type: none"> • <i>Roy Rogers Road 5-lane to Beef Bend or Sherwood.</i> • <i>Completed vs. proposed roadways clean-up.</i> • <i>Transit map clean-up and consistency with TriMet Service Enhancement Plans and Southwest Corridor.</i> • <i>Banks, Cornelius, Gaston, Forest Grove UGB areas.</i> <i>Other amendments as needed.</i>	.4	Y	<i>This work will include assisting Engineering & Construction Services in amending the Road Design & Construction Standards to reflect current best practices.</i> <i>May be one or several ordinances.</i>	T
1.12	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 helps boost the number of SRTS programs/activities countywide while building valuable partnerships among city and county agencies, schools, community organizations, and neighborhoods.	.5		State funding for 3-year SRTS Coordinator part-time position expires in September 2016. Will need to make decision on continuation and funding of County SRTS program.	T
1.13	Grant-funded projects – Transportation: Transportation Demand Management (TDM) Plan countywide (RTO Grant)	.3	Y	Grant awarded, project will take place throughout 2016, early 2017. Ordinance in 2017.	T



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.14 	Right Sizing the Parking Code (TGM Grant) This project will evaluate current County parking policies and development standards. Anticipated outcomes include improved parking standards for new development and a toolkit of context sensitive parking management strategies, particularly for Town Centers and Station Communities.	.4	Y?	Grant awarded, project underway, to be complete by July 2016. Likely to result in recommendations for code/policy revisions for consideration in 2016 or 2017.	U, T
1.15 	<i>Transportation Development Tax / SDC review and update</i> <i>Review credit policies of TDT and Transportation SDCs. Potential code amendment to clarify appeal procedures and credits. Potential project list amendments to respond to new development areas and opportunities.</i>	.25	Y	<i>Code amendments require ordinance; project list amendments require R&O.</i>	T
1.16 	Transportation Development Review Process Update Update the procedures used to determine the transportation safety related conditions of development approval, currently known as Resolution & Order 86-95. The current procedures were last updated in 1986. The TSP calls for a review and update of these procedures to consider the multimodal transportation system.	.5		The effort will be informed by the recently completed Multimodal Performance Measures grant project. Current Planning, Traffic Engineering and County Counsel are involved in developing the update. Verbally expressed interest by PC to make this a higher priority.	T
1.17	Urban/Rural Roadways Issue Paper Develop Issue Paper to identify major rural roads that serve urban traffic (including cars, freight, and cyclists) and roads that separate urban zones from rural/agricultural zones; explore design/operational practices and policies to protect the vitality of rural/ag uses while serving transportation needs of rural/urban users and identify priorities and approach to address the State's exceptions process.	.25	?	CCI requested Issue Paper during 2013-2014 TSP update process. Director's Office interested in coordinating this with DLCD policy coordination efforts. Results of Transportation Futures Study will inform needs for rural roads.	U,R,T



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
Long Range Planning Issues					
1.18 	<i>Housing Affordability.</i> <i>Together with the Departments of Housing Services and Community Development, explore options for encouraging the development of affordable housing. Options might include reductions in development requirements (e.g., parking standards, zoning flexibility, subsidizing fees and taxes, density bonuses) and alternative housing types (e.g., cottage housing, micro-housing, cluster housing, tiny houses, co-housing, detached row houses.)</i>	1.25	Y	<i>Work should begin with a Board retreat with LUT and the Departments of Housing Services and Community Development. Draw on options being explored by Metro and other jurisdictions. May also need to include building staff.</i> <i>Ordinance likely in 2017.</i>	C
1.19	New tools for eliminating walkway gaps Implement Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas.	.2	Y	Potential amendments to CDC Article V and Article VII. Potential new processes and resource development including expanded use of the Transportation Improvement Master List (TIM).	U
1.20	<i>Rural tourism study potential implementation measures</i> <i>Potential implementation measures could include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts as well as minor changes to intent statements and allowed uses in certain districts.</i>	.5	Y	<i>Board directed Rural Tourism study is near completion and will be distributed in late spring. A Work Session discussion will be scheduled after the report is distributed. Follow up ordinance(s) could be Tier 1 or 2 depending on Board direction. FTE assumes only minor CDC changes.</i>	R
1.21	Rural regulations State law comparison 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.	.25	Y	Task will depend on outcomes of DLCD rural regulations study and Rural Tourism study.	R



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.22	<i>Measure 49 Transfer of Development Credits (TDC) program</i> <i>Prepare an issue paper to consider the ramifications of developing a new program based on provisions of Measure 49 and recently adopted administrative rules. The program would allow the transfer of development credits from Measure 49 properties on EFU, AF-20 and lands with certain sensitive resources to receiving areas in the AF-10, AF-5 and RR-5 districts. An ordinance would be required to implement.</i>	.5		<i>TDC programs are complex. This is a new program and no other counties have yet to implement. Likely requires additional State rule changes to make it feasible. High staff requirements to develop such a program. Oregonians in Action, Dave Hunnicutt request.</i>	R
1.23	Plan amendment procedures update Update R&O 84-24 and 87-145 regarding plan amendment procedures to incorporate and improve current process and billing structure.	.1		2013 WP item that was inadvertently not carried forward to 2014.	C
1.24	 <i>Development within the UGB in cities with voter approved annexations</i> <i>Prepare an Issue Paper detailing issues that arise in areas where voter approved annexations have precluded development from moving forward. Such areas are within the UGB and intended for urban development. Examples of this have occurred in Sherwood (Brookman Rd. area) and North Plains.</i>	.25		<i>Community members in the Brookman Road area adjacent to Sherwood have requested the County allow urban development to occur under County jurisdiction. The area is within the UGB and concept planning has occurred, but annexation has failed three times at the ballot box. Wait until implementation of recently passed legislation, SB 1573, to determine whether this Issue Paper is still timely.</i>	U
1.25	 <i>Murray/Cornell redevelopment</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>Infill development standards in R-5 and R-6</i> <i>Prepare an Issue Paper to review the provisions of CDC Section 430-72 Infill in light of Hearings Officer concerns that its standards are not "clear and objective." The Issue Paper's scope will be limited to CDC Section 430-72's existing standards relating to privacy, screening, building orientation and other factors.</i>	.25	?	2015 CCI request. CPO 7/CCI request was Tier 2 in 2014-15 and 2015-16.	
Potential Code Changes					
1.27	Recreational marijuana land use regulations Consider any changes needed to the County's CDC to respond to issues arising with implementation of recreational marijuana rules, including OLCC rulemaking and potential 2016 state law revisions. Periodically brief the Board on status.	.5	Y	OLCC rulemaking complete and implementation underway. Development applications to be submitted after January 1, 2016.	C
1.28	Wineries legislation implementation Amend CDC to address state law changes adopted in 2011.	.25	Y	Related to Rural Tourism study. Moved from Tier 2 to Tier 1.	R
1.29	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). This item will also include addressing FEMA mapping changes.	.4	Y	This item is a placeholder until the extent of changes is known. No date has been given for release of the final Biological Opinion. While the County will have several years to achieve compliance with the new rules, the work will be complex and time consuming. <i>This Task might include updating outdated data for regulating floodplains. A study, like 'Watersheds 2000,' may need to be completed for rural watersheds.</i>	C



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TIER 1 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.30	<p><i>Minor Code Amendments</i> <i>Omnibus or grouped ordinance(s) to address several minor but important CDC amendments, including:</i></p> <ul style="list-style-type: none"> <i>a) Map amendments to reflect minor changes to the UGB boundary made by the legislature in 2015.</i> <i>b) Minor revisions to Property Line Adjustment (PLA) standards to clean up changes made last year.</i> <i>c) Minor revisions to CBD district standards to clean up changes made in 2014.</i> <i>d) Revisions to address split lots on UGB boundary to address recent changes to state law that allow creation of a separate parcel that is smaller than allowed by the district if the lot is split by the UGB.</i> <i>e) Bonny Slope West map and associated text clean-up.</i> <i>f) North Bethany minor text change.</i> <i>g) References to Local Wetland Inventory reports.</i> <i>h) Site distance clarification.</i> <i>i) Other potential minor amendments.</i> 	.4	Y	<p><i>Likely to be an early ordinance.</i></p> <p><i>b) Issues raised by Mr. Michael Jameson after ordinance adoption.</i></p>	U, R
1.31	<p><i>Possible remand of Ordinance No. 801 or 802</i> <i>Both Ordinance No. 801 (N. Bethany Natural Features Buffer) and Ordinance No. 802 (Bonny Slope West Subarea Plan), adopted in 2015, have been appealed to the Land Use Board of Appeals (LUBA.) Decisions are expected in mid-2016.</i></p>	.25	?	<p><i>At this time it is unknown the extent of staff time needed or whether a new ordinance will be required. This will depend on the decision rendered by LUBA.</i></p>	



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TIER 1 <i>(new Tasks are italicized)</i>					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
1.32	Group care and Fair Housing clean-up  Issue papers to be completed in FY 2015-16. CDC amendments to occur through 2016 or 2017 ordinance.	.25	Y	<i>Housing issue but separate from affordability.</i>	C
1.33	<i>Food Cart CDC Regulations</i> <i>Current CDC regulations do not provide for food carts as a potential land use. This Task would start with an Issue Paper outlining how food carts are currently considered under County code and making recommendations for possible CDC changes to allow food carts in certain districts under certain conditions. An ordinance could follow in 2016 or 2017, based on Board direction.</i>	.25	Y	<i>Current Planning regularly receives requests to allow food carts, which are not provided for under current CDC regulations. Most recently, interest in food cart pods has been raised relative to potential redevelopment of the Murray/Cornell site.</i>	U
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		

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

28.15


(26.22 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	<p>North Bethany Main Street Planning</p> <p>The North Bethany community plan requires that a specific Urban Design Plan for the Main Street area (Kaiser Road) be in place before commercial development can occur. The Plan includes a <i>Main Street Program Guide</i> that identifies plan, design and process requirements specific to development in the main street area. Development of the Main Street area will also be closely tied to the design/improvement of Kaiser Road.</p> <p>North Bethany residential land is being developed at a good pace but no commercial land has yet been developed. Some developer interest in commercial development in the main street area has been expressed, and it appears timely to begin preparation of the Main Street Plan in this fiscal year.</p>	M-H	Y	Seek developer contributions and support for completing Main Street Plan. No other funding source identified, except for possible road fund to assist with design of Kaiser. Include high level road design integrated with urban design.	U
2.2	<p> North Cooper Mountain Planning</p> <p>Develop community plan and implementing regulations for North Cooper Mountain.</p>	M	Y	Board decided not to move forward with this in 2015-16. Multiple requests have been made to finalize the community plan in 2016-17.	U
2.3	<p>Streamline cell tower CDC standards and address FCC rules</p> <p>Ongoing need to streamline current regulations and to address FCC report and order relating to local government obligations to review and approve applications to modify wireless facilities on existing wireless towers and other support structures.</p>	M-H	Y	County has received several requests from the industry to streamline regulations to match current federal regulations. Current regulations are outdated and confusing.	C



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TIER 2 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.4 	County Infill Policy Develop an issue paper outlining options, issues, and concerns with facilitating infill development to meet regional goals.	M	?		U
2.5	Addressing broader Article VII concerns – CDC Sections 421 and 422 Addressing broader Article VII (Public Transportation Facilities) concerns - Section 421 and 422.	H	Y	Tier 2 in 2014 – minor amendments already made.	C
2.6	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 our CDC. Currently apply state law directly case-by-case and have been waiting to see how it plays out.	L	?	May be possible to fold into work on Rural regulations state law comparison.	R
2.7	Minor CDC amendments Address several 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.	M	Y	Several of these items were in the 2014 WP.	C
2.8	Mineral/Aggregate Overlay District update to reflect current OARs This update will require analysis of current rules to determine any necessary changes for the sites currently recognized on the County’s plan, and the applicable review standards. In addition, this work will involve changes to the way impact areas are identified and possible refinement of District “B” regulations/limitations and District “A” bauxite protections.	M	Y	Carry over from 2014-15. Originally requested by Manning Rock to update regulations as they relate to their quarry. Current regulations are difficult to implement and explain to landowners.	R



Housing Affordability Lens

* FTE = Full-time equivalent staff

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


TIER 2 (<i>new Tasks are italicized</i>)					
No.	Tasks	Staff Time (FTE)*	Ordinance	Comments	Area Priority**
2.9	Canyon Road redevelopment Contingent upon outside funding. TGM grant funding application made but not awarded.	M	?	Potential to address as a quasi-judicial plan amendment if property owners coordinate and assemble land. Continue to search for grant funding.	U
2.10	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 regulations and issues.	L			C



Housing Affordability Lens

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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	<i>Scope could be narrowed by focusing on specific sections most in need of revision (as identified by current planning or the public.)</i>	C
3.2	Airports 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. Make minor changes identified during 2013 development of Ord. No. 772 related to the Residential Airpark Overlay District.	L	Y	Depends on City of Hillsboro's schedule.	C
3.3	Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road redevelopment plan	L			U
3.4	Review small lot subdivisions in North Bethany	M			U
3.5	Noise/wind-generated systems Monitor noise levels of wind-generated systems to determine if it's an issue.	L			C
3.6	Historic Overlay and map updates Update current mapping and site designations to reflect current conditions.	M	Y	Not to include Oak Hills subdivision.	U



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3.7	Vacation Rental by Owner (VRBO) regulation request Request for establishment of policies and regulations for Vacation Rentals by Owner (VRBO) based on impacts to neighbors from parties and other events being held in homes being rented as short term rentals. Work could include preparing an issue paper regarding short term rentals (e.g., VRBO and Air bnb) to explore issues and opportunities in response to regulatory and code compliance issues raised.	L	Y	Submitted in 2015 by CPO 3 residents and LUT Code Compliance due to complaints.	C
3.8	Cooper Mountain Urban Reserve Area tree preservation review Implementation measure in Beaverton's Cooper Mountain Concept Plan requesting the County to identify and evaluate options to require or incentivize tree protection within the SCM Urban Reserve Area (URA) prior to inclusion in the Urban Growth Boundary (UGB).	M	Y	Requested by Beaverton as part of Cooper Mountain implementation. Moved down from Tier 2 to Tier 3.	U
3.9	Habitat protection policies <i>Current Planning is applying habitat protection policies derived from a 1977 document, which is very out of date. To make changes, however, would require a countywide habitat study.</i>	H	Y	<i>Issue identified by Current Planning.</i>	C
3.10	Neighborhood meeting potential changes Based on 2013 Issue Paper, Board asked staff to return on two issues: c) 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 d) 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?	L	?	This Task has been moved from Tier 2 to Tier 3.	U




Housing Affordability Lens

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DESCRIPTION OF 2016 TASKS AND LAND USE ORDINANCES

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

TIER 1 PRIORITIES

Tier 1 tasks will be the primary work undertaken by Long Range Planning staff in 2016, in addition to required, ongoing staff responsibilities. Long Range Planning has 26.22 budgeted full time equivalent employees (FTE), including the additional 1 FTE proposed in the 2016-17 budget for work on housing affordability. Due to budget constraints, 24.42 positions are currently filled. Because the total projected FTE for Tier 1 tasks exceeds 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. Estimated FTEs for each task are shown below.

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, coordination with school districts including negotiating cooperative agreements with high growth school districts, legislation review, grant funding opportunities, participating in Metropolitan Transportation Improvement Project (MTIP) and Statewide Transportation Improvement Plan (STIP) processes, travel demand modeling, update of the county-maintained Westside Travel Model to be consistent with latest regional forecasts and the Metro Regional Transportation Plan update, Transportation Development Tax policy support, Washington County Coordinating Committee support, Department of Land Conservation & Development policy coordination, 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 2016 Work Program staff report.

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

Staff Resources Needed – **8.5 FTE**

Regional Planning

1.2. Regional Planning Coordination

Participate in and respond to major Metro initiatives, including:

a) 2018 Growth Management Decision

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

b) *2018 Regional Transportation Plan*

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

c) *Other Regional transportation funding initiatives.*

Reason for Tasks – To comply with state and federal legislation.

Staff Resources Needed – **1.25 FTE**

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) City planning of 2011 UGB expansions and new UGB areas, particularly the areas known as North Hillsboro and South Hillsboro.
- b) Town Center planning coordination.
- c) 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.
- d) City planning of urban reserve areas. Support cities in developing concept plans for urban reserve areas that are currently funded through Metro Community Planning and Development Grants (CPDG).
- e) City comprehensive plan updates (e.g., Hillsboro and Beaverton)

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

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

Staff Resources Needed – **1.75 FTE**

1.4 Washington County Transportation Futures Study

At the close of its 2013 session, the Oregon legislature provided \$1.5 million for the Washington County Transportation Futures 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 late 2016.

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

1.5 Urban Planning Area Agreement (UPAA) Updates

Since the adoption of the county/city UPAA's 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 UPAA's are in need of a major update in order to address a variety of planning issues that have arisen during the past two decades, such as compliance with Metro's 2040 Plan. Several UPAA's with cities in Washington County also require updating to reflect areas brought into the UGB since 2002, to authorize planning authority for urban reserve areas, and to show the eventual service providers for urban reserve areas identified in 2011 and 2014. This task anticipates the review of all county/city UPAA's. Prioritization may be necessary and this work may take several years to complete.

Work has commenced with the City of Beaverton on their UPAA. The city and county have identified coordination procedures in the UPAA that should be updated to reflect current practice, facilitate smooth transition during annexation and facilitate 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.

Both Hillsboro and Tualatin have also requested updates of their UPAA's.

Reason for Task – To support continued county/city coordination.
Staff Resources Needed – **1 FTE**

1.6 Southwest Corridor High Capacity Transit Plan

The Southwest Corridor Plan integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a corridor refinement plan to examine the function, mode and general location of a High Capacity Transit (HCT) project; and other 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 2016, the Steering Committee will recommend a preferred HCT mode and alignment for this corridor and will initiate the Draft Environmental Impact Statement (DEIS). The DEIS is expected to be completed in 2018. 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 – **.6 FTE**

1.7 South Industrial Area Infrastructure Study (new task)

A \$45,000 DLCD Technical Assistance Grant has been awarded to the county for continued work to support economic development in the county's south industrial area. This work will identify funding sources for infrastructure, prioritize infrastructure investments, evaluate phasing for annexation, and quantify the economic benefits of industrial development in the south county area. This project will be led by the county, and conducted in partnership with Sherwood, Tualatin, and Wilsonville. Work will be performed June-December 2016.

Reason for Task – To address county issues and meet regional goals.

Staff Resources Needed – **.2 FTE**

Community Plans

1.8 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) *Half-street improvements requirement for parks.*

In 2015-16, staff prepared an 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 requires Tualatin Hills Park & Recreation District (THPRD) parks to construct half-street improvements when they are located adjacent to their parks, including linear parks. An ordinance clarifying the intent was considered by the Board in 2013, however, THPRD and West Hills Development disagreed on who should be responsible for construction along linear parks and the issue remains unresolved. The Issue Paper will be discussed with the Board and depending on their direction, further work may be required.

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

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.

c) *Potential transportation amendments.*

This task would address various transportation issues that have been identified. These include conflicts between the adopted street designations for North Bethany and recent changes in the Transportation System Plan and the Road Design & Construction Standards as well as the design for improvements to Springville Road.

d) *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.

e) *Community Service Use Periodic Evaluation*

The North Bethany Plan includes a requirement to review how and whether the provisions for community service uses have been implemented after five years.

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

Staff Resources Needed – **.5 FTE**

1.9 Aloha-Reedville Town Center/TV Highway Transit-Oriented Development Plan 

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

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

Much of this work will be managed by a consultant. Outcomes would likely necessitate CDC changes in 2017.

Reason for Task – To address county issues.

Staff Resources Needed – **2.5 FTE**

1.10 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) Provide continued staff support for implementation efforts such as grant management, further refinements to intergovernmental agreements and staff attendance at up to four community organizational meetings;
- b) Pursue local, regional, state, and federal funding to continue implementation for efforts such as constructing the Augusta Lane pedestrian/bicycle bridge over Beaverton Creek, identifying and installing pedestrian safety crossings, and identifying and pursuing interim improvements in connectivity gaps around public schools;
- c) 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 – **.15 FTE**

Transportation Planning

1.11 Transportation System Plan (TSP) Update – Minor amendments (new task)

The update of the Transportation System Plan occurred in 2013 and 2014. Follow-up tasks are needed to incorporate ongoing planning efforts and clean up several text and map changes including changes to related documents. This task may also include assisting Engineering and Construction Services in amending the Road Design & Construction Standards to reflect current best practices. This work may include a change in designation for Roy Rogers Road to five lanes as a separate ordinance.

Reason for Task – Update documents to implement the TSP. Ensure consistency with adopted plans.

Staff Resources Needed – **.4 FTE**

1.12 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. The state funding for this position expires in September 2016. LUT is proposing continuation of this program through county funding.

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

Staff Resources Needed – **.5 FTE**

1.13 Grant-funded Projects - Transportation

Transportation Demand Management (TDM) Planning (Regional Travel Options Grant). This work includes developing a planning framework to support TDM countywide, including:

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

The project will get underway in 2016 and result in a coordinated assessment of travel options and demand management programs in Washington County. The end goal of the project is to catalyze travel options program development, identify potential program partners and leverage future funding opportunities. Potential amendments to documents implementing the TSP may follow in 2017.

Reason for Task – To improve coordination with jurisdictions and non-profits in the development and implementation of travel options and demand management strategies.

Staff Resources Needed – **.3 FTE**


1.14 Right Sizing the Parking Code (TGM Grant) 

Currently underway, this project will evaluate current county parking policies and development standards. The project purpose is to determine parking management strategies to improve the balance of vehicle and bicycle parking demand with parking supply in Town Centers and Station Communities. Anticipated outcomes include recommendations for code/policy revisions aimed at improved parking standards for new development, and a toolkit of context-sensitive parking management strategies, particularly for Town Centers

and Station Communities. Project to be completed by July 2016 and may result in an ordinance to address CDC changes in 2016 or 2017.

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

Staff Resources Needed – **.4 FTE**

1.15 Transportation Development Tax (TDT)/System Development Charge (SDC) review and update (new task) 

This task includes a coordinated review of credit policies for both the TDT and Transportation SDCs. This task will, in part, address issues raised by West Hills Development during discussions on the Bonny Slope West transportation SDC. Potential code amendments may be needed to clarify procedures. This task also includes potential project list amendments to respond to new development areas and opportunities.

Reason for Task – To address a county issue.

Staff Resources Needed – **.25 FTE**

1.16 Transportation Development Review Process Update 

This task will update the procedures used to determine the transportation safety related conditions of development approval, currently known as Resolution & Order 86-95. The current procedures were last updated in 1986. The update of the Transportation System Plan calls for a review and update of these procedures. The effort is informed by the recently completed Multimodal Performance Measures grant project. Current Planning, Traffic Engineering and County Counsel will be involved in developing the update.

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

Staff Resources Needed – **.5 FTE**

1.17 Urban/Rural Roadways Issue Paper

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

Staff Resources Needed – **.25 FTE**

Long Range Planning Issues

1.18 Housing Affordability (new task)

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

Reason for Task – To address a county issue.

Staff Resources Needed – **1.25 FTE**

1.19 New tools for eliminating walkway gaps

Issue Paper No. 2016-01, which addresses both funding and regulatory issues related to eliminating gaps in the sidewalk system in the urban unincorporated area, is now completed. The Issue Paper summarizes the various ways that sidewalks gaps are identified and addressed through public improvement projects and private development under current practices. 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.

This task would address implementation of Issue Paper recommendations, including potential CDC changes to address regulatory obstacles to eliminating walkway gaps in the urban unincorporated areas.

Reason for Task – To address a county issue.

Staff Resources Needed – **.2 FTE**

1.20 Rural tourism study potential implementation measures

The Board directed Rural Tourism study is near completion and will be distributed in February 2016. The study will identify 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 Work Session discussion will be scheduled for March 2016. Follow up ordinance(s) could be Tier 1 or 2 depending on Board direction. Potential implementation measures could include CDC changes, preparation of educational materials, and legislative proposals. CDC changes could include implementing SB 960 and expanding it to other rural districts as well as minor changes to intent statements and allowed uses in certain districts.

Reason for Task – To address a county issue.

Staff Resources Needed – **.5 FTE**

1.21 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.

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

Staff Resources Needed – **.25 FTE**

1.22 Measure 49 Transfer of Development Credits (TDC) program (new task)

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

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

Reason for Task – To address county issues.


Staff Resources Needed – **.5 FTE**

1.23 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.

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

Staff Resources Needed – **.1 FTE**

1.24 Development within the UGB in cities with voter approved annexations (new task) 

Prepare an Issue Paper detailing issues that arise in areas where voter approved annexations have precluded development from moving forward. Such areas are within the UGB and intended for urban development. Examples of this have occurred in Sherwood (Brookman Road area) and North Plains. Community members in the Brookman Road area adjacent to Sherwood have requested the County allow urban development to occur under county

jurisdiction. The area is within the UGB and concept planning has occurred, but annexation has failed three times at the ballot box. This paper will be developed in conjunction with the City of Sherwood. Work on this Issue Paper may wait until implementation of recently passed legislation, SB 1573, to determine whether this Paper is still timely and what the content might be post legislation.

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

1.25 Murray/Cornell redevelopment (new task) 

Following on from the consultant work to explore development options for the property at the southeast corner of Cornell and Murray, the county has received several potential development proposals for the property. The county purchased the property in 2008 as part of a MSTIP project that improved the Cornell/Murray intersection. The property has some development challenges including access and parking. Once a development proposal has been chosen, 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 2016. If not, they could move forward in 2017.

Reason for Task – to facilitate development of a unique property in a Town Center.
Staff Resources Needed – **.25 FTE**

Potential Code Changes

1.26 Infill development standards in R-5 and R-6 (new task) 

Prepare an Issue Paper to review the provisions of CDC Section 430-72 Infill in light of Hearings Officer concerns that its standards are not “clear and objective.” The Issue Paper’s scope will be limited to CDC Section 430-72’s existing standards relating to privacy, screening, building orientation and other factors. This task was requested in 2015 and again this year by the CCI. Specifically they have cited concerns that a county Hearings Officer determined that the standards are not considered “clear and objective.”

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

1.27 Recreational Marijuana Land Use Regulations

Implementation of Measure 91, passed by Oregon voters in November, 2014, is underway. OLCC rulemaking is complete and applications for marijuana businesses are being accepted as of January 4, 2016. Staff is monitoring the state’s process. Land Use Compatibility Statements (LUCS) can now be submitted to the county. There may be changes needed to the county’s CDC to respond to issues arising with implementation of recreational marijuana rules, including interpretation of the county’s CDC, OLCC rulemaking and potential 2016 state law revisions. Staff will periodically brief the Board on the status of implementation.

Reason for Task – To address county issues and changes in state law.
Staff Resources Needed – **.5 FTE**

1.28 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 2016 if time permits.

Reason for Task – To address county issues and changes in state law.

Staff Resources Needed – **.25 FTE**

1.29 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. This task will also address FEMA mapping changes.

Reason for Task – To address federally mandated changes.

Staff Resources Needed – **.4 FTE**

1.30 Minor Code Amendments (new task)

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

- a) *Map amendments to reflect minor changes to the UGB boundary made by the legislature in 2015.*
- b) *Minor revisions to Property Line Adjustment (PLA) standards to clean up changes made last year.*
- c) *Minor revisions to CBD district standards to clean up changes made in 2014.*
- d) *Revisions to address split lots on UGB boundary to address recent changes to state law that allow creation of a separate parcel that is smaller than allowed by the district if the lot is split by the UGB.*
- e) *Bonny Slope West map and associated text clean-up.*
- f) *North Bethany minor text change.*
- g) *References to Local Wetland Inventory reports.*
- h) *Site distance clarification*
- i) *Other potential minor amendments.*

Reason for Task – To address county issues.


Staff Resources Needed – **.4 FTE**

1.31 Possible remand of Ordinance No. 801 and 802 (new task)

Both Ordinance No. 801 (North Bethany Natural Features Buffer) and No. 802 (Bonny Slope West Subarea Plan), adopted in 2015, have been appealed to the Land Use Board of Appeals (LUBA.) Decisions are expected in mid-2016. Depending on the nature of the decision, there may be additional work in 2016 or 2017 to address the LUBA decision.

Reason for Task – To address county issues.

Staff Resources Needed – **.25 FTE**

1.32 Group care and fair housing clean up 

Update to county's group care requirements, including list of group care types, are needed to ensure consistency with state law, including ORS Chapter 443, and federal fair housing requirements. Changes would include reflecting current trends/types of group care uses and to identify additional land use districts where they may be appropriate. An Issue Paper is being developed including both group care as well as fair housing issues. After considering the Issue Paper, the Board may direct staff to file an ordinance. This work may be folded into the affordable housing work, Task 1.18.

Reason for Task – To address county issues.

Staff Resources Needed – **.25 FTE**

1.33 Food Cart CDC Regulations (new task)

Current Planning regularly receives requests to allow food carts as a potential land use, however, they are not provided for under current CDC regulations. Most recently, interest in food cart pods has been raised relative to potential redevelopment of the Murray/Cornell site. This task would start with an Issue Paper outlining how food carts are currently considered under county code and making recommendations for possible CDC changes to allow food carts in certain districts under certain conditions. An ordinance could follow, based on Board direction.

Reason for Task – To address county issues.

Staff Resources Needed – **.25 FTE**

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 – To maintain the Comprehensive Plan and make its requirements and procedures more efficient, effective and user-friendly.

Staff Resources Needed – **.25 FTE**

TIER 2 PRIORITIES

Tier 2 tasks are projects and ordinance topics that are not scheduled to begin until late in 2016 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 2017. Their priority in 2017 will be determined as part of next year's work program.

2.1 North Bethany Main Street Planning

Complete standards for planning the Main Street were not fully developed during the North Bethany concept planning process and subsequent adoption of the community plan and CDC requirements in 2010, 2011 and 2012. The community plan did, however, require that a specific Urban Design Plan for the Main Street area (Kaiser Road) must be in place before commercial development can occur. The North Bethany Plan includes a *Main Street Program Guide* that identifies plan, design and process requirements specific to development in the Main Street area.

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

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.

Reason for Task – To address a community plan requirement.

Staff Resources Needed – **Medium to High**

2.2 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.

An Issue Paper laying out the Board’s options for addressing North Cooper Mountain planning and transportation issues for public review and comment was presented with the 2015 Work Program. The Issue Paper also included the question of timing and whether to bring this task forward in 2015 or 2016. The Board decided not to move forward with this task in 2015-16. Multiple requests have been made to finalize the community plan in 2016-17. 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**

2.3 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 – **Medium to High**

2.4 County Infill Policy 

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

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

2.5 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**

2.6 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**

2.7 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 county issues.

Staff Resources Needed – **Medium**

2.8 Mineral/Aggregate Overlay District update to reflect current OARs

The county's Goal 5 program is generally inconsistent with changes to the state administrative rule effective in 1996. Where mineral and aggregate resources are concerned, the 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 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. In 2014, Manning Rock requested 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 – **Medium**

2.9 Canyon Road Redevelopment

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

as a quasi-judicial plan amendment if property owners were able to coordinate and assemble land.

Reason for Task – To address a county issue.

Staff Resources Needed – **Medium**

2.10 Standing Wall Remodel/Non-conforming Uses

Issue Paper to examine the legality and justifications for “Standing Wall Remodel” (SWR) development applications, and summarize other non-conforming use regulations. This issue was raised in the Cedar Mill Town Center area with the development of a new Walgreen’s store that was not required to meet new transit oriented regulations because 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**

TIER 3 PRIORITIES

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

3.1 Comprehensive Community Development Code (CDC) Overhaul 🏠

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

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

Staff Resources Needed – **High**

3.2 Airports

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. Make changes identified during 2013 development of Ordinance No. 772 related to the Residential Airpark Overlay District.

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 2016 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.

Reason for Task – To address a county issue.

Staff Resources Needed – **Low**

3.4 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**

3.5 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**

3.6 Historic Overlay and map updates

Since the adoption of the Comprehensive Plan provisions for historic and cultural resources in the late 1980s, a small number of additional county properties have been listed on the National Register of Historic Properties. The proposed amendment would only recognize properties added to the National Register of Historic Properties *since* the adoption of the county's historic overlay provisions. The number of properties affected is likely to be minimal and owner agreement is anticipated. Through this update, staff would also correct some mapping errors. 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. *Not* to include Oak Hills subdivision. Moved down from Tier 2.

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**

3.7 Vacation Rental by Owner (VRBO) regulation request

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

Reason for Task – Address a county need.

Staff Resources Needed – **Low**

3.8 North Cooper Mountain tree preservation review

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

Reason for Task – Address a county need.

Staff Resources Needed – **Low**

3.9 Habitat protection policies (new task)

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

Reason for Task – Address a county need.

Staff Resources Needed – **High**

3.10 Neighborhood Meeting Potential 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?

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**

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ONGOING LONG RANGE PLANNING TASKS AND ACTIVITIES

The items described below represent the majority of ongoing 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 ongoing 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 and Bonny Slope West.

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

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.

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 ongoing 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 ongoing 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 participate 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 Tigard Triangle, Basalt Creek, Hillsboro and Beaverton Comprehensive Plan Updates and the Old Town Hillsboro Refinement Plan.

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.

Parks, Trails and Open Space

Long Range Planning staff devotes a large amount of staff resources to these ongoing 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.

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 ongoing 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 ongoing 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 2016 and 2017 sessions 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 giving presentations and leading discussions on transportation and other regional issues, as well as providing administrative staff support, for activities of the Washington County Coordinating Committee and the WCCC Transportation Advisory Committee. Each group meets once per month.

Metropolitan 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. 2016 will include more activity than usual as staff participates in policy and project development for the 2019-21 Regional Flexible Funds (a subset of MTIP).

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 and Project Development

Continue to support the development of projects funded by county, regional and state funding sources. Work in 2016 will include prioritizing projects for the next round of the Major Streets Transportation Improvement Program (MSTIP), selecting school access projects as part of the Gain Share program, potentially submitting project proposals for

Regional Flexible Funds, supporting the ODOT Region 1 Area Commission on Transportation in prioritizing local projects for state funding, and continuing to work on IGAs for the Residential High Growth Transportation Funding Program.

Ongoing Transportation Modeling

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. Staff anticipates increased activity in 2016 due to a new model year being released by Metro.

Transportation Development Tax (TDT)

Continue to coordinate the countywide TDT programs through the WCCC (annual TDT Report, appeals, project list amendments, potential minor TDT code amendments, and ongoing inquiries from county and city staff and developers). A moderate amount of staff time is required for this task.

Regional Coordination

Ongoing tasks include coordination in the early phases of the 2018 Metro Regional Transportation Plan update and continued participation in ongoing Metro committees such as TPAC, Regional Freight Committee, and regional funding efforts. 2016 includes work on a Regional Over-Dimensional Truck Route Study. 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 design and implement transportation improvements identified in the North Bethany Funding Plan. Staff will provide assistance with ongoing tasks associated with the North Bethany service district and the North Bethany transportation SDC. 2016 includes a required five-year review of the North Bethany Funding Strategy. 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.

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

This includes projects such as the TSP updates for the cities of Hillsboro, Beaverton and Tigard, Tualatin and Sherwood UGB amendments, the City of Beaverton's urban renewal planning, and multi-jurisdictional planning in the Basalt Creek area. 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.

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.

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.

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.

This task also includes Transportation Performance and Investment Monitoring. This task develops historical and ongoing transportation investment data to respond to frequent public inquiries about geographic equity, modes served, etc. Develop transportation system “dashboard” to keep track of sidewalk and bike lane completion, congestion, severe/fatal crashes, etc. In response to increasing requests for data on historic transportation spending, and the transportation planning profession moving toward better performance monitoring.

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 next 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 adopted 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 2016 WORK PROGRAM

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

1. North Bethany Necessary Pedestrian Connections, THPRD Request

As noted in the staff report to the Board, in October, 2015, the Tualatin Hills Park & Recreation District (THPRD) requested that the Board include a work program item to amend the North Bethany Subarea Plan to provide standards for “necessary pedestrian connections.” Necessary pedestrian connections are shown on the North Bethany *Parks, Trails and Pedestrian Connections Map*, along with parks, off-street trails, and accessways.

The Plan’s General Design Elements provide guidance for off-street trails, referring to THPRD standards. However no guidance or standards are provided for the necessary pedestrian connections, which are on-street trails. THPRD is concerned that this lack of guidance or standards for on-street connections will lead to confusion in the standards of their development, as well as inconsistency in the safety and mobility in the built environment.

The THPRD letter requests that standards for on-street “necessary pedestrian connections” be set at 10-12 feet in width, which would mean 10-12 foot sidewalks in certain areas.

***Staff response:** Based on the analysis provided in the staff report, staff believes that an on-street sidewalk with a minimum 5-foot width for local streets or 6-foot width for neighborhood routes, with bike travel shared in the vehicular travel lane, meets the necessary pedestrian connection requirement. Staff believes this existing sidewalk requirement will provide a safe, on-street necessary pedestrian connection for pedestrians and bicyclists in North Bethany.*

Imposing additional requirements for on-street pedestrian facilities above those provided in the CDC could have nexus and proportionality issues. It is sometimes difficult to get a standard sidewalk as a condition of new development, and staff anticipates additional resistance from developers should this requirement be increased. Additionally, a shift in county policy would be required, since county policy has been that bike travel can be accommodated in a shared roadway on local roads and neighborhood routes. A potential solution for THPRD could be to request that developers provide wider sidewalks in the necessary pedestrian connection locations, and in exchange THPRD would give a credit against their parks SDC for the increased sidewalk width.

Staff does not recommend further work on this item.

2016

Work Program

Requests and Comments

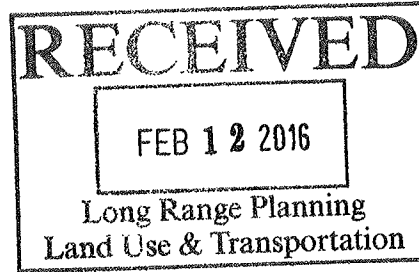
Received between
February 2 and March 11, 2016



Beaverton
O R E G O N

Community Development

February 9, 2016



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 2016 Work Plan

Dear Mr. Back:

The City of Beaverton Community Development Department staff have reviewed the County's draft 2016 Work Program 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 program:

Tier 1 Projects: Tasks 1.3, 1.5, and 1.18

Tier 2 Projects: Task 2.9

Tier 3 Projects: Tasks 3.3 and 3.8

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.

Task 1.5 Urban Planning Area Agreement (UPAA) Updates.

As noted in Attachment A to the Draft 2016 Work Program, work within Task 1.3 may be related to Task 1.5. This is the case for the City of Beaverton. The City has desired to complete the update of the UPAA for several years. The City is proceeding with an update to the City's Comprehensive Plan Land Use Element and a key part of that update is interjurisdictional coordination. The City has received a Technical Assistance grant from DLCDC for the express purpose of reaching a conclusion on interjurisdictional coordination for inclusion in the element update. It is the City's desire to see Task 1.5 completed this year.

Task 1.18 Housing Affordability. The City is interested in participating in this project if the County forms an advisory committee or other body to help discuss this issue. As noted in the project description, housing affordability is a regional issue and is an important issue in the City of Beaverton.

Task 2.9 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.

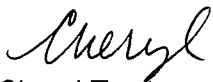
Mr. Andy Back
February 9, 2016
Page 2 of 2

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.

Task 3.8 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.

Thank you for the opportunity to provide comment on the Department of land Use and Transportation's Draft 2016 Long Range Work Program. If you have any questions about the City's interest in the work program, please feel free to contact me.

Sincerely,



Cheryl Twete
Community Development Director

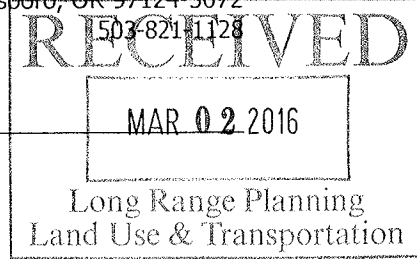
c: Andrew Singelakis, DLUT Director

March 14
Feedback from CCI?



Washington County Committee for Citizen Involvement

155 N First Avenue, Suite #200, M/S #48
Hillsboro, OR 97124-3072
503-821-1128



The CCI serves as the officially recognized citizen participation resource committee committed to the success of citizen participation in government decision-making processes. The CCI assists the County in complying with Goal 1.

Vision

Individuals and their Washington County communities will be meaningfully engaged in collaborative, dynamic processes of open and responsive government.

Mission

The Mission of Citizen Participation Organizations in Washington County is to encourage and empower public involvement.

Values

Civility, Community, Compassion, Diversity, Education, Equity, Improvement, Inclusiveness, Information, Learning, Process, Respect, Transparency

Steering Committee

*Jim Long, Chair
Bruce Bartlett, Vice Chair
Stan Houseman, Secretary
Paul Johnson, Member
Mary Manseau, Chair
Code and Ordinance Subcommittee*

March 2, 2016

Washington County Board of Commissioners
c/o Andy Back, Planning and Development Services Manager
Department of Land Use and Transportation
Long Range Planning Section
155 N. First Avenue, Suite 350
Hillsboro, Oregon 97124

RE: Washington County 2016 Work Program

Dear Commissioners and Mr. Back:

The CCI Steering Committee wishes to provide comment and input regarding certain tasks from the recent LUT Draft 2016 Work Program.

CCI fully supports LUT inclusion of the following Tier 1 tasks:

- 1.1 Ongoing Discretionary Tasks. We welcome the improved communication with school districts including implementation of mandated cooperative agreements.
- 1.12 - Safe Routes to Schools (SRTS), with continuation of county funding of this program when the current grant expires.
- 1.15 - TDT / SDC with review and update which will recommend consideration of factoring in costs associated with road damage from construction impacts.
- 1.16 - Updating of R&O 86-95. Much needed to address multimodal safety issues.
- 1.17 - Urban/Rural Roadways. CCI appreciates this proposed Issue Paper as it reviews coordination associated with DLCD policy and forthcoming results of the Transportation Futures Study.
- 1.19 - New Tools for Eliminating Walkway Gaps. We support implementing changes to Code to help address sidewalk gaps. However, we believe all homes constructed on lots of record, inside urban unincorporated Washington County (UUWC), shall be subject to dedication of right-of-way and sidewalk requirements.
- 1.26 - Infill Development Standards in R-5 and R-6. Again, CCI applauds the upcoming work on this Issue Paper which will address the "clear and objective standards" required and the ambiguous language which has been identified in Code. While we appreciate the singular mission for producing this paper, CCI requests moving 2.4 - County Infill Policy to a Tier 1 position to address issues which, absent policy, will burden the BOCC and staff.

REQUESTS REGARDING THE FOLLOWING:

Task 1.5 - Urban Planning Area Agreements (UPAA). The CCI and CPOs welcome opportunities for public participation in the drafting of the UPAA's prior to their adoption through the ordinance process. These agreements have significant impact on urban unincorporated areas and participation will enable residents opportunities to shape the future of their communities.

Task 1.30 - Minor Code Amendments addition, subtask (h). Several CPOs have requested we pursue the following Code addition and/or change. "Appropriate signage, designed to be sturdy and readable at all times, containing contact information for a person who is responsible for the development, shall be clearly visible for all developments within urban unincorporated Washington County where excavation or other disturbance to public utilities and/or roads will be performed."

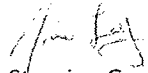
Task 3.7 - Vacation Rental by Owner (VRBO) regulation request. CCI is surprised and concerned over the moving of Vacation Rentals from Tier 2 to Tier 3 given prior requests from multiple parties. Jurisdictions throughout the state either have or are working to enact Codes for short term "vacation rentals" due to concerns this issue raises. We recommend not putting regulations off any longer. See: http://www.oregonlive.com/front-porch/index.ssf/2014/07/portland_legalizes_airbnb-styl.html.

Task 3.8 - North Cooper Mountain tree preservation review. This task change requires clarification. It appears from the text that Urban Reserves associated with South Cooper Mountain (per the Beaverton Cooper Mountain Concept Plan) will come into the Urban Growth Boundary during development of North Cooper Mountain. Meanwhile, Task 2.2 - North Cooper Mountain Planning, is broad in scope but not specific. It will be helpful to understand the logic of splitting these two tasks as planning will require a tree preservation review before moving forward. Given the tremendous outpouring of negative community sentiment as well as multiple lawsuits against the City of Beaverton over tree allocation in the development planning of South Cooper Mountain, please address this decision. And, AGAIN, an urgent appeal for a county-wide Tree Code.

Task 3.10 – Neighborhood Meeting Potential Changes. CCI is troubled to see that the Board's 2013 request for staff input on Neighborhood Meetings for Type II and Type III Commercial, Institutional and Industrial uses located across the street from a residential district has actually been moved from Tier 2 to Tier 3 without explanation. With the volume of current and planned changes and significant development in UUWC, regardless of land use designation, the impacts to residents and their need to provide input is greater than ever. One example will be regulations for recreational marijuana dispensaries. Neighborhood meetings, not only across the street, but from as broad a surrounding area as is impacted should be a matter of course. Note: Current Code does not require a site to be posted with signage during the land development approval process inside UUWC if holding a neighborhood meeting is not required. Please provide CCI with the rationale for this change.

The CCI very much appreciates your attention to these specifically identified tasks.

Sincerely,



Steering Committee of the Committee for Citizen Involvement (CCI)

Jim Long, Chair

At the CCI meeting held February 16, 2016, the membership passed a motion (11-0) authorizing the Code and Ordinance Subcommittee to draft this letter for Steering Committee approval, which was unanimous at their February 29, 2016 meeting.

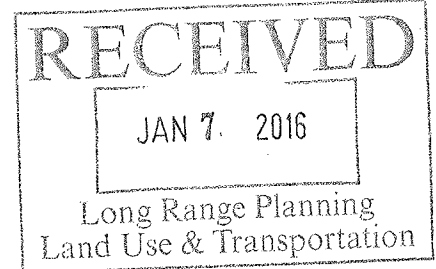


Washington County

Citizen Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany
4804 NW Bethany Blvd, Ste I-2, Box 173
Portland, OR 97229-4982

Board of County Commissioners
c/o Department of Land Use and Transportation
Andy Back, Planning & Development Services Manager
Long Range Planning Section
155 N First Avenue, Suite 350, MS 14
Hillsboro, OR 97124



January 3, 2016

RE: Request for 2016 Work Program updates for Schools

Dear Chair Duyck and Commissioners,

With 2007 changes to state law, land-use applications can be denied by Washington County if certain conditions can be met. Although the Comprehensive Framework Plan has been updated for both the 2001 and 2007 changes to ORS 195.110, the Community Development Code (CDC) is in need of an update. Clarifications are needed in the CDC to provide clear direction to school service providers, to applicants and to county staff when schools are at or near capacity.

Changes that are needed within the CDC include, but should not be limited to:

- **A requirement that the school district service provider letter be no more than 90 days old.** In a rapidly growing school area, a service provider letter issued more than 90 days before an application is submitted can be seriously out of date. If the 90-day rule can only apply to critical services, then schools should be upgraded to a critical service.
- **Review standards for "large school districts" reflecting the different state requirements that apply to these schools within these large school districts".** Because ORS 195.110 applies different rules to "large school districts" with facility plans, the CDC needs to provide review standards specific to "large school districts".

Please let us know if you have any questions and thank you for your thoughtful consideration of our request.

Sincerely,

Kevin O'Donnell, CPO 7 Chair

Approved by majority vote of CPO 7 Steering Committee on 12/30/2015



Comments from PC Commissioner Mary Manseau Regarding 2016 Work Program

1. Task 1.20 Rural Tourism Study

Was Vacation Rental By Owner (VRBO) a consideration/concern addressed in the rural tourism study? If not, why not? Does code currently prohibit in rural areas? if so, why isn't VRBO Task 3.7 planned to be addressed as part of the upcoming code changes resulting from the Rural Tourism Study? Why should the tourism impacts on rural areas be prioritized over the tourism impacts of urban areas?

2. Task 1.26 infill in R-5 and R-6 Issue Paper vs. Task 2.4 County Infill Issue Paper. Why separate issue papers?

3. Why the continued focus on rural issues? Are LR Planning resources split equally based upon commissioner districts or some other population based distribution? If not, why not?

- Tier one Task, 1.21 Rural regulations/state law comparison, while 3.1 Comprehensive CDC Overhaul is a Tier 3 Task. Why are the rural issues more important than an overhaul of the CDC?
- Task 1.2 and Task 3.9 are both about preserving resources. Measure 49 Transfer of Development Credits is an optional program, yet is it a Tier 1 task applicable to Rural areas. Our staff identified needed changes to Habitat Protection Policies is identified as a Tier 3 task would impact both urban and rural areas. Why the rush to implement an optional program.

4. Is this an appropriate time to ask questions about the Sidewalk Issue Paper?

- a. This Issue Paper states erroneously that 501-2.2 exempts certain development from the Public Facility and Service Standards. 501-2.2 exempts certain development from the Public Facility and Service Standards in CDC 501-1 through 501-10 only. These developments are NOT exempt from the Public Facility and Service Standards found in CDC 502. The identified inconsistency in code identified in this issue paper does not exist.
- b. Will another look be taken at CDC changes requiring dedication of current right-of-way along homes to be constructed on lots of record? Exempting development from dedicating right-of-way creates problems for not just sidewalks and deserves a second look. Why would any development be exempt from meeting current right-of-way standards?

5. North Cooper Mountain--would like more information about the thinking about why zoning is not moving forward to allow urban development.

6. What has happened with the CPO 7 request for school SPL to be no older than 90 days at time of application submittal?

7. With the release of the statewide Dogami maps, will any CDC changes need to be made?

<http://www.oregonlive.com/pacific-northwest->

[news/index.ssf/2016/02/new_map_shows_oregons_hotspots.html#incart_river_index](http://www.oregonlive.com/pacific-northwest-news/index.ssf/2016/02/new_map_shows_oregons_hotspots.html#incart_river_index)



Comments from PC Commissioner Eric Urstadt Regarding 2016 Work Program

From: Eric Urstadt [<mailto:ericurstadt@hotmail.com>]

Sent: Monday, February 29, 2016 2:29 PM

Subject: RE: March 2 PC Packet

Eric's comments to the work plan are as follows:

- Safe Routes to School could be Tier 2 (now Tier 1- 1.12) unless the county can meet State funding timelines.
- New Tools for eliminating walkway gaps should per Tier 2 and not (now Tier 1- 1.19)
- Rural Regulations State Law comparison could be Tier 2 (now Tier 1- 1.21)
- Food Cart could be Tier 3 (now Tier 1-1.33)
- Streamline cell tower CDC standards could be Tier 1 (now Tier 2- 2.3)
- HB 2746 replacement dwelling in EFU... could be Tier 1 (now Tier 2- 2.6)

Also, I will be submitting a new item to Commissioner Terry, that I believe should be Tier 1 that pertains to revising the County grading procedures for grading outside the UGB. I believe this is one of the biggest problems pertaining to properties outside the UGB.

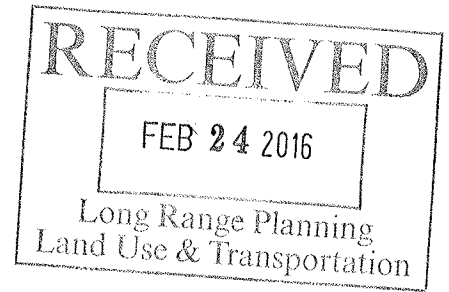
Eric Urstadt
971.250.1520 (mobile-message)
503.647.1919 (land)

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NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
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226
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F503
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February 24, 2016

Board of County Commissioners
c/o Department of Land Use & Transportation
Andy Back, Planning & Development Services Manager
Long Range Planning Section
155 N First Avenue, Suite 350, MS 14 Hillsboro, OR 97124

Re: Draft Long Range Planning Work Program for 2016/17



Dear Washington County Department of Land Use and Transportation:

Thank you for the opportunity to comment on the Draft 2016 Long Range Planning Work Program. The Bicycle Transportation Alliance is grateful for the hard work of Washington County Land Use and Transportation and would like to offer the following comments on the draft work program. We thank Washington County for working to improve livability in Aloha, improve safety and multi-modal options along the Tualatin Valley Highway and for supporting Safe Routes to School. We also request that the County adopt the Neighborhood Bikeways Plan into the Transportation System Plan.

Task 1.9 Aloha-Reedville Town Center/TV Highway Transit-Oriented Development Plan- Thank you for taking on this important body of work to provide Aloha residents with more and better options to live, work, and play. Making TV Highway safer for everyone by providing complete sidewalks, safe crossings, slower speeds, and a protected bikeway and/or multi-use path is a top priority of the BTAⁱ and we ask that studying options to create protected bike lanes or a multi-use path along the highway be included in this planning effort.

Task 1.11 Transportation System Plan Update- Minor Amendments- Washington County worked with stakeholders in 2013-14 to create a Neighborhood Bikeways Planⁱⁱ outlining routes that provide safe, convenient alternatives to major streets and the minor improvements necessary on these routes. Please adopt the Neighborhood Bikeways Plan, including recommended routes and treatments, into the Transportation System Plan.

Task 1.12 Safe Routes to School- Thank you for promoting Safe Routes to School in Washington County. In three years, County staff have built relationships with all school districts and cities in the county, analyzed school access needs at 50 schools, and educated countless parents, staff, and community members about Safe Routes to School. We greatly appreciate LUT's recommendation to continue this work, and BTA remains committed to securing funding for every child to have a safe route to school, including safe streets for walking and biking, bicycle and pedestrian safety education, and encouragement programs.



Tasks 1.13, 1.14, 1.16, 1.18, and 1.19- Thank you for your work on Transportation Demand Management, the Parking Code, conditions of development approval, housing affordability, and eliminating walkway gaps. Each of these tasks are effective strategies to improve livability and efficiency in Washington County, and efforts should be coordinated among each one. In particular, we request the County utilize a combined housing and transportation cost index when looking at affordability.ⁱⁱⁱ Many low-income households spend as much or more on transportation as they do on housing. By taking these costs into account we can promote location-efficient affordable housing that minimizes all costs for Washington County residents.

We applaud your efforts and offer our assistance and support as these tasks move forward.

Sincerely,

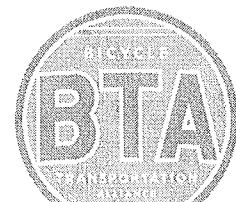


Lisa Frank
Washington County Advocacy Manager

ⁱ See <https://btaoregon.org/get-involved/tualatin-valley-highway/> for more information about our work and priorities on TV Highway.

ⁱⁱ See the completed plan at <http://www.co.washington.or.us/LUT/Divisions/TrafficEngineering/DesignInformation/neighborhood-bikeway-plan.cfm>.

ⁱⁱⁱ See a sample analysis here: <http://www.oregonmetro.gov/news/true-housing-affordability-portland-beyond-rent>.





The Community Housing Fund | 3700 SW Murray Blvd., #190, Beaverton, OR 97005 | *Per Meeting*
503.846.5794 | www.thecommunityhousingfund.org | *3/2/16*

March 2, 2016

Theresa Cherniak, Principal Planner
Washington County, Dept. of Land Use & Transportation
Planning and Development Services/Long Range Planning
155 N First Avenue, Suite 350 MS14
Hillsboro, OR 97124

RE: Draft 2016 Long Range Planning Work Program

Dear Theresa and members of the Planning Commission:

The Community Housing Fund (CHF) is a nonprofit loan fund that secures new sources of capital and makes those funds available to community development partners who work to create and preserve affordable housing in Washington County. **We are excited to see housing affordability listed as a Tier 1 task in your Draft 2016 Long Range Planning Work Program.** Just a few reasons this is critical:

- Clearly, housing costs have been increasing at a much faster pace than wages in our region. While renter incomes have increased 39% since 2006, rents have increased 63%.
- A stall in construction during the recession, combined with significant in-migration, has resulted in record low vacancy rates (under 3%).
- The number of *new* residents between 2013-14 (33,500) in the region exceeded the population of the entire City of Tualatin.
- The pressure on renters of modest means has been enormous. A cook in Washington County would need to work two full-time jobs to afford the average one-bedroom apartment. The average rent for a two-bedroom apartment in Hillsboro is over \$1,200!
- One in five renters is cost burdened, many severely so—leading to rapid increases in evictions and displacement.
- Far too many households are at risk of losing their housing, or have already lost it, leading to increases in the number of homeless, and the number who are living in overcrowded situations.
- Our last Consolidated Plan estimates a gap in affordable housing units countywide of over 12,000 (and probably closer to 20,000) units. Washington County, and the cities within it, are understandably searching for solutions.

Safe and affordable housing is at the base of all those things we value most in Washington County: success at school, work, and home.

- To improve academic outcomes, students need a place to call home. Living in poor quality housing is the most consistent predictor of emotional and behavioral problems for low-income children.
- To remain healthy, families need a safe and secure place to live, with enough money left over each month to pay for other basic needs (food, utilities, transportation and health care).
- To attract and retain a strong and productive workforce, we need housing near our job centers, with access to transit.
- We know that vulnerable populations, Veterans, seniors, and those with disabilities often struggle the most to secure housing they can afford, and have grown as sectors of our local homeless population. We know from the Homeless Cost Studies that have been completed that dealing with homelessness is much costlier in both personal and financial terms than providing housing.

For all these reasons, we applaud your placement of affordable housing in the top tier of 2016 planning priorities.

We know that staff resources within Long Range Planning, as well as within other County agencies or departments (Housing Authority, Community Development), will place limits on what can be accomplished in a given year. Affordability is not a problem that snuck up on us, nor is it one that will be quickly or easily resolved. As you note: "Housing affordability is a complicated issue, requiring a multi-pronged, multi-disciplinary, regional approach." 102 staff members from local government attended Metro's Equitable Housing Summit held on February 1 to discuss a variety of strategies for addressing these issues. Many of the ideas discussed appear in your Work Plan, and we look forward to working with you on them:

1.3 Planning by cities or others: You mention as a new item—City comprehensive plan updates. You've likely seen the *Draft Housing Implementation Plan* that Beaverton has developed as a "companion document" to their Comp Plan, that will "guide actions, inform budget decisions and public investment strategies" over five years. In this way, a jurisdiction can review and reassess annually, but also have a "look ahead" list of strategies, that staff can begin preparing for. We often say we're putting something in the parking lot to address at a later date, and this multi-year plan format is one way to memorialize that. Tracking the top tier priorities of cities within Washington County may also help county staff determine where coordinating efforts might help move a strategy forward more quickly or consistently.

1.9 Aloha Town Center/TV Highway TOD Plan: We are pleased to learn that funding is available to continue this important work, and look forward to contributing to the "affordable housing lens" in whatever way we can at CHF. Creating additional opportunities and amenities in this plan area will lead to a higher quality of life for current and future residents. CHF provided a loan to facilitate an exciting new 20-unit project for Veterans in this area which should break ground in 2016.

1.14 Right Sizing the Parking Code: We appreciate the opportunity to participate in this project and the County's leadership in this arena. Some have argued that our region's parking standards provide "inclusionary zoning for cars." Many residents are happy to reduce their auto dependence, particularly in transit-oriented areas. And for households of modest means, owning a car may not even be an option. CHF has seeded several projects that would have benefitted greatly, and functioned well, with reduced parking. The money saved could have produced more affordable housing units. We hope that this initiative will allow for a resulting shift in project budgets from housing cars to housing people.

1.15 Transportation Development Tax/SDC review: We appreciate this review of the TDT. As one of the most significant soft costs in any new project, we hope the County will find a way to reflect the transportation cost savings associated with affordable housing development. Metro research demonstrates that lower-income households residing within ½ mile of a MAX station have an 18% higher ridership rate, and along frequent bus routes a 45% higher rate, than those with higher incomes. We know their auto ownership rates are lower. In short, they are less taxing on our local road infrastructure, and perhaps the County can find a way to reflect that in TDT assessments or payments.

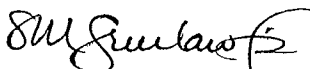
1.18 Housing Affordability: This is perhaps the broadest category of your Tier 1 issues, exploring options which might include reductions in development requirements (such as parking, zoning, fees and taxes, density bonuses) and alternative housing types (courtyard, cluster, tiny houses, plexes and a variety of housing types we often call the “missing middle”). This covers a broad range of ideas, many of which have been included in the past several Consolidated Plans.

It may be helpful to know that the Vision Action Network (VAN) has been co-convening a countywide anti-poverty collaborative effort, known as **Washington County Thrives**. This group with broad-based membership has prioritized near-term strategies in its own “top tier” areas—affordable housing, workforce development, and early learning. In the area of affordable housing the group has prioritized (see attached): Prevention Rent Assistance, Gap Funding, SDC and Fee Waivers, and Land Transfers.

1.25 Murray/Cornell Redevelopment: This site offers a tremendous opportunity for the County. Such land transfers are one of the key strategies local government can employ to promote affordable housing. Affordable developers are often pushed into difficult-to-develop sites in neighborhoods which do not offer high opportunity, because they cannot compete with private developers for land. The cost of land is one of the key components for which gap funds must be assembled. Transfer of an appropriately zoned parcel in a high opportunity neighborhood offers an incredible opportunity to affirmatively further fair housing and to directly promote the development of affordable housing. With so little buildable land near transit, this is a truly unique opportunity.

In Metro’s Equitable Housing report, we learn that 19,000 people are without homes in the four-county metro region. If these “households” without homes were gathered together in one place, they would create a city the size of Sherwood! This really helps put the urgency for our work together in perspective. For our part at CHF, we will work to grow our lending capacity. But the projects we seed will require everything you and the other jurisdictions in our region can assemble and move forward—from land transfers to reductions in fees and SDCs, to new codes that help us find our “missing middle” housing. **We appreciate the tremendous boost that making this a top tier strategy will provide to our collective efforts in the coming year and welcome the opportunity to work together.**

Sincerely,



Sheila Greenlaw-Fink
Executive Director

Attachments: Beaverton Housing Plan, Thrives



WHO WE ARE

Washington County Thrives (“Thrives”) is a collaborative of nonprofit, business, government, and faith-based leaders.

OUR VISION

Washington County is a place where all people can contribute to and benefit from its prosperity.

OUR MISSION

Thrives works to reverse the rapid growth of poverty in Washington County by improving access to essential resources that help establish a foundation of long-term economic security.

OUR STRATEGY

Thrives’ strategy embraces a two-pronged approach:

- 1) Build broad-based support for a comprehensive, long-term investment strategy in Thrives’ priority areas of focus.
- 2) Achieve incremental progress through short-term investments in these same areas.

OUR PRIORITIES

Thrives promotes three strategic areas of focus that its membership agrees will result in the greatest impact on reducing poverty and increasing economic vitality. They are:

- Safe, stable and affordable housing
- Workforce development
- Early learning opportunities

These priorities include essential support services, such as health and wellness care, youth programs, and life skills training that increase the likelihood of successful and sustainable outcomes.

WHAT YOU CAN DO

There are several ways you and/or your organization can support Thrives:

- As an organization, become a member to actively promote Thrives’ mission with leaders in government and business
- Endorse the work of Thrives with a letter of support
- Request to be added to Thrives’ eNews list for periodic updates

For more information, go to www.visionactionnetwork.org and click on Washington County Thrives.



Recommended Near-Term Strategies



HOUSING

Prevention Rent Assistance - Prevent homelessness by keeping households intact and/or allowing renters 90-120 days to find additional income and/or other housing options.
Estimated price tag – \$3,000/family (3-6 months assistance).

Gap Funding - Provide gap funding to substantially accelerate the timeline of an additional affordable housing project in the pipeline of Washington County HOME, Department of Housing Services, Community Housing Fund, etc. Estimated price tag – \$350,000+ (Cost will vary significantly based on size and number of projects).

SDC and Fee Waivers - Look for opportunities to structure reductions or waivers, such as in the Transportation Development Tax (TDT) which has a strong nexus to workforce housing (low-income workers are disproportionately burdened with transportation costs and commute times, given limited affordability along key transit lines). Estimated price tag – \$100,000+ (Cost will vary significantly based on size and number of projects).

Land Transfers - Look for opportunities to provide publicly owned surplus land to affordable housing developers. Consider a process to identify these sites and eliminate any administrative barriers to transfer land.
Estimated price tag – administrative costs and foregone revenue.



WORKFORCE DEVELOPMENT

On-the-Job Training (OJT) - The OJT program is an efficient way to move unemployed workers more quickly into jobs and provide them with transportable skills and a cost effective way to help local businesses develop and retain the workers that they need. Estimated price tag – \$3,500/person.

Subsidized Internships - Provide work readiness training for youth participants and cover all the costs associated with screening and matching youth to job sites, job coaching throughout the work experience, and employer-of-record services. Estimated price tag – \$2,200/person (180 hours @ minimum wage).

Certificated Training - Customized training programs in which participants may earn a certificate of competency to more effectively compete for industry-specific jobs in high-demand fields like healthcare and manufacturing.
Estimated price tag – \$1,000-5,000/person (Program costs will vary based on industry requirements).



EARLY LEARNING DEVELOPMENT

Healthy Families - Increase capacity to provide home visiting services for eligible children and families.
Estimated price tag - \$6,000 per family.

Preschool Program - Increase capacity to provide affordable, quality preschool education to eligible children.
Estimated price tag - \$10,000 per child.

Parenting Education Classes - Increase the number of parenting classes to serve eligible families.
Estimated price tag - \$8,000 per series (10 classes for 12 -16 participants).

Family Resource Managers - Increase the number of Family Resource Managers to assess family needs, connect to resources, and provide services and support. Estimated price tag - \$75,000 per year per FTE.

City of Beaverton Draft Housing Implementation Plan

The Comprehensive Plan Housing Element (Chapter 4) contains goals and policies intended to address Beaverton's current and future housing needs across a spectrum of housing types, cost levels, and housing tenure. The Comprehensive Plan's major themes – livability, equity, sustainability, and resiliency - are reflected in the housing goals and policies. Housing goals include:

- Goal 4.1.1: Provide an adequate supply of housing to meet future needs
- Goal 4.2.1: Provide a variety of housing types that meet the needs and preferences of residents
- Goal 4.3.1: Increase the supply of housing in Central Beaverton and close-in neighborhoods
- Goal 4.4.1: Encourage the development and preservation of fair and affordable housing
- Goal 4.5.1: Ensure that Beaverton continues to be one of the most livable communities in the region

A series of policies for each of the housing goals are intended to provide a consistent direction for decision makers to help achieve the five goals. This Housing Implementation Plan (HIP) is a companion document to the Comprehensive Plan that identifies a list of programs and project activities that will guide development of a Five-Year Housing Action Plan that establishes priorities to inform budget decisions and public investment strategies. The action plan will be reviewed by City Council annually to measure progress and reassess priorities. Programs and project activities in the HIP are organized by a general recommended timeline for implementation that ranges from "Immediately" to "Long-Term" and "Ongoing". Applicable Comprehensive Plan housing policies are included in the following table to demonstrate the relationship between specific policies and implementation programs/activities.

Project Commencement Timeline: IMMEDIATE	
1	<p>Outreach to raise the profile of city housing programs.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: d / 4.3.1: c / 4.4.1: g, l, j</p>
2	<p>Produce a 5-year plan that will guide how the activities contained within this implementation plan are budgeted for and conducted.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: d / 4.3.1: c</p>

Project Commencement Timeline: IMMEDIATE (continued)

3	<p>Actively solicit and encourage non-profit and for-profit developers to build affordable and mixed income housing in Beaverton.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: l / 4.2.1: b / 4.4.1: b, e, l / 4.5.1: g</p>
4	<p>Explore and develop a range of housing investment programs to assist affordable housing.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: l / 4.2.1: b, d, e, f / 4.3.1: a, b, c, d, e / 4.4.1: a, b, c, d, e, f, g, h, k, l, m</p>
5	<p>Formalize a land acquisition and or assembly program.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: c, h / 4.2.1: d / 4.3.1: b / 4.4.1: f</p>
6	<p>Open discussions with area churches encourage participation in the Inclement Weather Shelter program serving the homeless.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.4.1: e, g, h, i</p>
7	<p>Consider a municipal code amendment that would require that landlords provide advance notice to tenants of rent increases.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.3.1: c, e / 4.4.1: a, c, l</p>
8	<p>Consider strategies that will avert displacement of households that are priced out of their homes due to the increasing cost of housing.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: l / 4.2.1: a, b, c, d, e, f / 4.3.1: c, d, e / 4.4.1: a, b, c, d, e, g, h, j, k, l / 4.5.1: d, h, i</p>
9	<p>Fund home-ownership programs in order to move renters into permanent housing whenever possible.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: f / 4.2.1: b, e / 4.3.1: c</p>

Project Commencement Timeline: NEAR-TERM

10	<p>Produce a building permit letter to help facilitate construction loan funding.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.1.1: g, h / 4.4.1: e, m</p>
11	<p>Assist the City's Code Enforcement Department in developing a Housing Code Enforcement Program to establish maintenance standards in some of the city's dilapidated apartment buildings.</p> <p><u>Applicable Comprehensive Plan Policies:</u> 4.2.1: e, f / 4.3.1: d, e / 4.4.1: a, e, j / 4.5.1: a, c, i</p>

Project Commencement Timeline: NEAR-TERM (continued)

12	<p>Work with lenders to adopt a first-time buyer home loan program for city employees.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: b / 4.3.1: c / 4.4.1: k</p>
13	<p>Establish staff ombudsman to help affordable housing projects maintain momentum through the City's development review and permitting processes.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g, h / 4.4.1: a / 4.5.1: a</p>
14	<p>Develop an affordable housing education program to raise the profile of issues that low-income city residents and persons in poverty experience in securing housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: d / 4.2.1: b / 4.3.1: c / 4.4.1: c / 4.5.1: d</p>
15	<p>Develop an infill strategy to encourage residential development to be compatible with existing neighborhoods</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: a, b, c, e, g / 4.2.1: a, c, d / 4.5.1: a, d, e, f, g, h, i, j</p>
16	<p>Develop a city-sponsored homeless shelter or similar program.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g, h / 4.2.1: a / 4.4.1: g, h, l / 4.5.1: m</p>
17	<p>Identify capital improvements that qualify for CDBG funding in HUD designated distressed areas.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: b / 4.2.1: e / 4.3.1: a, b, d / 4.4.1: a / 4.5.1: b, c, h, i, j</p>
18	<p>Revive the city's 2011/12 neighborhood stabilization program to help reverse economic decline that is occurring in depressed areas of the city.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: b, e / 4.3.1: a, d, e / 4.4.1: c, j / 4.5.1: a, c, d, e, f, g, i</p>
19	<p>Identify and amend code provisions that might impede or discourage the development of transitional housing, ADUs, tiny houses, court yard developments, modular housing, co-housing, age in place components, SROs, and other innovative housing types; and evaluate Transfer of Development Rights (TDRs) especially to benefit affordable housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: a, b, e, g / 4.2.1: a, c, e, f / 4.3.1: d / 4.4.1: c, d, g, h, l / 4.5.1: a, e, f, h, i, j</p>
20	<p>Evaluate feasibility of converting low-income regulated housing to regulated affordable housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: b, d, f / 4.3.1: b, c, d, e / 4.4.1: a, b, e, f, h / 4.5.1: e, i</p>
21	<p>Develop strategies and incentives that create mixed-income housing and propose for implementation</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: e, l / 4.2.1: a, b, d / 4.3.1: b, c, d, e / 4.4.1: a, b, d, e, f</p>

Project Commencement Timeline: NEAR-TERM (continued)

22	<p>Develop a set of best practices to guide the city's efforts in promoting affordable housing. Update the guide periodically to reflect changing conditions.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: d, g, l / 4.2.1: a, c, d, e, f / 4.3.1: e / 4.4.1: b, d, e, f, g, h, i, j, k, m / 4.5.1: a, b, c, e, f, g, h, i</p>
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Project Commencement Timeline: MID-TERM

23	<p>Work with Washington County's Dept. of Aging Services to develop age friendly design standards and certification process.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g / 4.2.1: c, e, f / 4.3.1: a, c / 4.4.1: c, e</p>
24	<p>Establish a revolving loan program for SDC assistance to extend those costs until lease-up.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g, h / 4.2.1: d / 4.3.1: d / 4.4.1: m</p>
25	<p>Establish an efficient method of processing permit fee waivers for qualifying affordable housing development proposals.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: c, g, h / 4.2.1: d / 4.3.1: b, f / 4.4.1: a, e, m</p>
26	<p>Prepare a report assessing the city's ability to affirmatively further fair housing standards</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: d, f / 4.2.1: c, d, e, f / 4.3.1: e / 4.4.1: c, d, e, j, l / 4.5.1: g, i</p>
27	<p>Identify safety overlay zones and/or programmatic solutions in areas where impediment to aging in place have been identified and propose for implementation</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g / 4.2.1: a, c, e, f / 4.3.1: e / 4.4.1: a / 4.5.1: c, e, f, g, h, j</p>
28	<p>Update and maintain the City's buildable Lands Inventory</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: b, d, e, f / 4.2.1: a / 4.3.1: e / 4.4.1: l</p>

Project Commencement Timeline: LONG-TERM

29	<p>Establish a process that utilizes the open space reduction incentive (in PUDs) to encourage affordable housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: a / 4.2.1: b / 4.4.1: a, l / 4.5.1: a, f, g, h</p>
30	<p>Explore use of urban renewal funds to meet affordable and mixed income housing needs.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: c, e, f, l / 4.2.1: d, f / 4.3.1: b, d, e / 4.4.1: b, e, f, l</p>

Project Commencement Timeline: LONG-TERM (continued)

31	<p>Develop a green construction resource directory.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: g / 4.2.1: c, d / 4.3.1: d / 4.5.1: a, f, g</p>
32	<p>Explore tax exemption for for-profit developers as an incentive to develop affordable housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: a, c / 4.2.1: d / 4.3.1: a, b, d / 4.4.1: a, b</p>
33	<p>Consider a demolition delay policy to promote transparency within neighborhoods where removal of community attributes are proposed in order to consider development related alternatives.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: b, g / 4.2.1: c / 4.3.1: e / 4.4.1: l / 4.5.1: d</p>

Project Commencement Timeline: ONGOING

34	<p>Continue to fund the city's housing rehab programs that aid the City's low-income households with home improvements.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: b, e, f / 4.3.1: d, e / 4.4.1: a, e, j / 4.5.1: c</p>
35	<p>Monitor the affordable housing tax exemption program, assess and report performance to the City Council, and update sunset provisions contained within the participating special district resolutions as necessary.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: d / 4.3.1: b / 4.4.1: b / 4.5.1: e</p>
36	<p>Encourage Transit Oriented Development in key transit areas.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: a, b, c / 4.2.1: d, f / 4.3.1: a, b, d, e / 4.5.1: a, e, g, h</p>
37	<p>Look for grant opportunities that will advance the city's housing goals.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: c, h / 4.2.1: b, d, f / 4.3.1: a, b, c / 4.4.1: a, c, e / 4.5.1: c</p>
38	<p>Participate in advocacy work and support information sharing among organizations that participate in the development of affordable housing.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.2.1: b, e / 4.3.1: c / 4.4.1: a, d, e, g, i, j / 4.5.1: b</p>
39	<p>Whenever possible, provide funding through the city's CDBG, HOME, and Community Services programs for service providers that cater to the city's low-income and special needs population.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: i / 4.3.1: d / 4.4.1: a, b, e, g, h</p>

Project Commencement Timeline: ONGOING (continued)

40	<p>Promote and encourage enhanced Americans with Disabilities Act design and accessibility elements into the building designs wherever possible.</p> <p><i>Applicable Comprehensive Plan Policies:</i> 4.1.1: c / 4.2.1: d, e, f / 4.3.1: d / 4.4.1: c, d, e, j / 4.5.1: a, e, f, g, h</p>
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DRAFT

From: Rachael Duke [<mailto:rduke@cpahinc.org>]

Sent: Thursday, March 03, 2016 4:46 PM

To: Theresa Cherniak

Subject: comments on the draft 2016 Long Range Planning Work Programs

Greetings. I am the new executive director at Community Partners for Affordable Housing and am very pleased to have the opportunity to thank you for including housing affordability listed as a Tier 1 task in your draft *2016 Long Range Planning Work Program*. We are interested in much of what is in that plan that connects directly to housing, which extends past affordability and touches on parking, transportation and areas called out for redevelopment. We know that the County has an important role to play in ensuring housing affordability and we very much appreciate the work you have done.

Please let me know how we can participate and/or assist in this ongoing effort.

Warmly -

Rachael Duke, Executive Director

Community Partners for Affordable Housing

Mail: PO Box 23206, Tigard, OR 97281-3206

Street: 6380 SW Capitol Hwy., #151, Portland, 97239

Phone: 503/293- 4038 (Fax: 503/293-4039)

rduke@cpahinc.org; www.cpahinc.org



Please consider the environment before printing this e-mail.



**WASHINGTON COUNTY
OREGON**

March 2, 2016

Theresa Cherniak, Principal Planner
Washington County, Dept. of Land Use & Transportation
Planning and Development Services/Long Range Planning
155 N First Avenue, Suite 350 MS14
Hillsboro, OR 97124



RE: Draft 2016 Long Range Planning Work Program

Dear Ms. Cherniak and members of the Planning Commission:

Washington County needs housing affordable to all its residents to insure the current and long-term of health of our community. Safe, stable affordable housing for all residents contributes to improved health and education outcomes for children, better health and social supports for elderly and vulnerable residents, and more prosperous and safer neighborhoods for everyone. In order to maintain quality of life and future economic competitiveness, we need stable housing for families, access to education, services and amenities for all residents, and a stable local workforce for our employers.

Washington County has experienced an over 50% decrease in rental vacancy rates and rapid rise in housing costs for both renters and homeowners since 2010. Housing costs have increased much more quickly than income, leading to a significant increase in the number of Washington County residents who are housing cost burdened, and reducing housing stability for households at all income levels in the community. In 2013, 99% of the Census Tracts in Washington County had median rents that were not affordable to 2-person households earning 50% MFI. Homelessness has increased 39% in Washington County, with a significant number of families becoming homeless as a result of rent increases. The lack of affordable housing in Washington County is approaching the severity that has led other communities in Oregon state to declare a 'housing state of emergency', and has already reduced the County's ability to effectively use its Federal rental assistance funds for low-income households.

The Washington County Department of Housing Services strongly supports the focus on housing affordability in the Draft 2016 Long Range Planning Work Program. Housing Services has been a partner with Land Use and Transportation on many past projects, including the Aloha-Reedville Study and Livable Community Plan, and looks forward to taking an active role in developing the collaborative and multidisciplinary strategy that will be necessary to begin to address the housing needs of our community.

Housing Services staff are excited to partner with Long Range Planning on 1.18 Housing Affordability, as well as other Tier 1 LUT Work Plan tasks, including 1.9 Aloha Town Center /TV Highway Transit-Oriented Development Plan, 1.15 Transportation Development Tax/SDC review, and 1.32 Group care and Fair Housing. Housing staff also anticipates engagement in additional LUT tasks as part of the process of exploring options for the development of affordable housing.

Department of Housing Services
111 NE Lincoln Street, Suite 200-L, MS 63, Hillsboro, OR 97124-3072
(503) 846-4794 • fax (503) 846-4795 • TTY (503) 846-4793

Equal Housing Opportunity



WASHINGTON COUNTY
OREGON

We look forward to developing and implementing strategies that will make Washington County more affordable for all community members, and are an enthusiastic supporter of both the specific Work Plan items addressing housing issues as well as the shift to including housing issues as part of land use and transportation actions and activities. We believe that this approach can greatly benefit all Washington County residents and improve the future prospects for our community.

Sincerely,

A handwritten signature in cursive script that reads "Adolph Valfre, Jr.".

Adolph 'Val' Valfre, Jr.
Executive Director

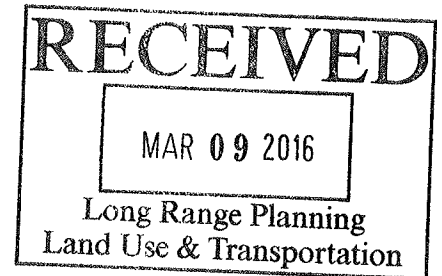
Department of Housing Services
111 NE Lincoln Street, Suite 200-L, MS 63, Hillsboro, OR 97124-3072
(503) 846-4794 • fax (503) 846-4795 • TTY (503) 846-4793

Equal Housing Opportunity



WASHINGTON COUNTY
OREGON

March 9, 2016



Theresa Cherniak, Principal Planner
Washington County, Dept. of Land Use & Transportation
Planning and Development Services/Long Range Planning
155 N First Avenue, Suite 350 MS14
Hillsboro, OR 97124

RE: Draft 2016 Long Range Planning Work Program

Dear Ms. Cherniak and members of the Planning Commission:

I am writing to convey my strong support for the County's Draft 2016 Long Range Planning Work Program which includes a strong emphasis on affordable housing in its Tier 1 Work Plan. The Office of Community Development is responsible for the administration of the County's Community Development Block Grant and HOME Investment Partnerships programs both of which provide funding to support affordable housing. Through our own strategic planning process (called the Consolidated Plan), we have identified ever increasing gaps in housing affordable to those with low incomes with estimates of between 12,000-20,000 units needed to address current gaps. Washington County needs housing affordable to all of its residents in order to ensure the long term health and vitality of our community. Affordable housing is foundational to a household's stability contributing to improved health and education outcomes for children, better health and social supports for elderly and vulnerable residents, and providing vital neighborhoods throughout the County. Washington County, like the entire region is experiencing critically low vacancy rates. The high cost increases of housing are not complemented with similar increases in incomes which mean households are only becoming further cost burdened. The gap is widening at an increasing rate, and it has become clear that a multi-pronged, multi-disciplinary approach is critical.

The Office of Community Development has been a partner with Land Use and Transportation (LUT) on the Aloha-Reedville Study and Livable Community Plan and the Transportation Futures Study. LUT has been a partner in our Consolidated Planning efforts which include a Coordinating Group made up of county and city planners. We are excited to partner with Long Range Planning on 1.18 Housing Affordability, as well as other Tier 1 LUT Work Plan tasks, including 1.9 Aloha Town Center /TV Highway Transit- Oriented Development Plan; 1.10 Aloha-Reedville Study Implementation; 1.15 Transportation Development Tax/SDC review; and 1.32 Group care and Fair Housing.

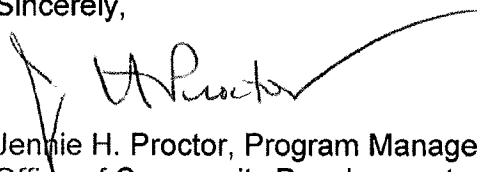
Office of Community Development

328 West Main Street, Suite 100, MS 7, Hillsboro, OR 97123-3967
phone: (503) 846-8814 • fax: (503) 846-2882

Draft 2016 Long Range Planning Work Program
March 9, 2016
Page 2

We look forward to the opportunity to work with LUT in the implementation of these efforts and are appreciative of the recognition of these critical needs by placement as Tier 1 work tasks.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennie H. Proctor". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Jennie H. Proctor, Program Manager
Office of Community Development



Comments from PC Commissioner Matt Wellner Regarding 2016 Work Program

From: Matt Wellner [<mailto:Matt@crandallgroup.com>]

Sent: Thursday, March 03, 2016 8:55 AM

To: Theresa Cherniak

Subject: Work Program

Hi Theresa,

I had one additional comment on the work program relative to affordability. I think that item 1.16 needs to have a "Housing Affordability Lens" placed on it. I expect that you are looking at this through a safety lens, given that it would be an update to 86-95. As I voiced yesterday, depending upon how staff approaches this update, it could have a dramatic impact on project feasibility. As such I ask that you add one of the little black houses to task 1.16.

Thanks,

Matt

Matt Wellner

E: matt@crandallgroup.com

C: 503.970.5699

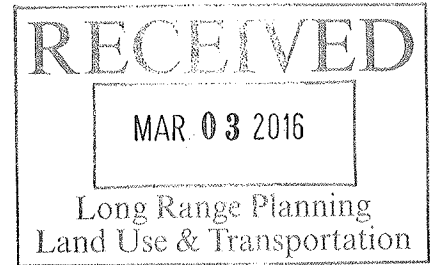
F: 503.531.9238



CITY OF CORNELIUS

March 2, 2016

Mr. Andy Duyck, Chairman
Board of County Commissioners
Washington County
155 N. First Avenue
Hillsboro, OR 97124-3072



Re: Planning Work Program – State Rules on Parcels Split by UGB

Dear Chairman Duyck & Commissioners,

The City of Cornelius is very interested in having one aspect of your proposed Planning Work Program being expedited to early in the 2016 work year. In 2015, the Oregon Legislature passed HB 2457 to allow counties the option to divide parcels that are split by an urban growth boundary (UGB) at that boundary.

In 2014, the city was working with a local farmer immediately outside the UGB to be able to sell a stand of timber and land on either side of Council Creek to Metro for further preservation of the creek. It was only then that the city and farmer learned that we couldn't partition farmland that straddles the UGB. We consulted with DLCD and they informed us that state law needed to be revised to enable the transaction. They also informed us that this situation is not unique in Washington County and similar conditions exist statewide in multiple locations. We requested they support a bill in the 2015 legislative session to allow counties to partition land split by the UGB. The bill passed and now your work program is the final stage to allow farmland to be partitioned that straddles the UGB in Washington County.

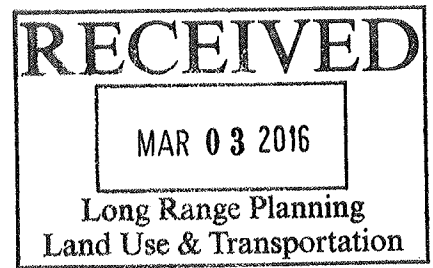
Metro is still interested in purchasing this land to create habitat along Council Creek that connects with other properties they own. We also have serious concerns that some development of property linked-up with the 'Grand Bargain' site in southeast Cornelius could be held-up due to the inability of Washington County to approve a simple land partition until your rules have been changed.

We hope that you can adjust your work schedule to allow a much faster adoption and enactment of the new state rules on parcels split by the UGB. Thank you for your consideration.

Sincerely,

Rob Drake
City Manager

C: Mr. Andy Back, Planning and Development Services Manager



DAVID C. NOREN
Attorney at Law
P.O. Box 586, Hillsboro, Oregon 97123-0586
330 NE Lincoln Street, Suite 200, Hillsboro, Oregon 97124
Telephone: (503) 640-2661 Fax: (503) 648-0760
e-mail: david@norenlaw.com

March 2, 2016

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

Re: Planning Work Program – State Rules on Parcels Split by UGB

Dear Mr. Back:

The state legislature passed House Bill 2457 in the 2015 session to allow counties the option to divide parcels that are split by an urban growth boundary at that boundary. State law generally requires an 80-acre minimum for rural farm and forest lands, so dividing the rural portion from the urban at the UGB was prohibited if the rural portion was less than 80 acres. LCDC adopted implementing rules for forest lands in January 2016, and is expected to adopt implementing rules for agricultural lands at its meeting on March 10, 2016. Because the county code continues to require, generally, an 80-acre minimum and does not allow the option of land divisions along UGB lines, Community Development Code Section 424 needs to be amended to implement these changes.

Your work program identifies this as Tier 1 Task 1.30(d) and indicates that as part of minor code amendments it should be an early ordinance. Because this new tool will facilitate numerous other planning efforts, it should be made available as soon as possible. And while the principal impetus for the legislation and rule changes may have been the so-called “grand bargain” UGB amendments that routinely led to split urban and rural zoning on individual parcels, many other parcels have long been constrained by the prohibition on dividing at the UGB. For example, the original UGB was often established along flood plain lines, presumably on the theory that the portion of a parcel in the flood plain is not suitable for urban development.

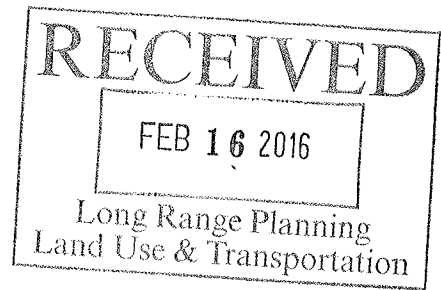
Please seek the Board’s direction to make these code changes in an early ordinance this year.

Very truly yours,



David C. Noren

From: Sue Marsh [mailto:s.marsh@comcast.net]
Sent: Monday, February 15, 2016 2:53 PM
To: LUT Planning
Subject: 2016-2017 Long Range Planning Annual Work Program



Board of County Commissioners
c/o Department of Land Use & Transportation
Andy Back, Planning & Development Services Manager
Long Range Planning Section

2016-2017 Long Range Planning Annual Work Program

***Move Short Term Rentals/AirBnB's/VRBO's in residential zoned areas to a Tier 1 Priority**

First of all, thank you again for allowing us to voice our concerns regarding a topic that we believe needs to be addressed by the Land Use and Transportation Staff and the Board of Commissioners. We would like the staff to again look at regulating/not allowing short term vacation rentals in a residential zoned area.

Last year at this time, we had just found out that a house near us was going to be a short term vacation rental (renting out on AirBnB and TripAdvisor). We had heard stories of the problems that they can cause for neighbors, but had yet to experience it for ourselves. Well, now we have. Here is what living next to an AirBnB rental has been like...

- 1) We have had parties there with drunk people partying late into the evening (during the week) with lots of noise, yelling, broken shot glasses and bottles in the street
- 2) Party Buses pulling up to the house - alcohol "no problem" on the bus, according to the drivers
- 3) Lots of cars parking around the house on the streets
- 4) Car doors slamming all day and night
- 5) Cigarette butts littering the street
- 6) Strangers walking around and in front of our house. (So much for the Neighborhood Watch, we don't know who these people are staying next door and wandering around).
- 7) A "production crew" staying there for two weeks with guys pacing back and forth all day and night in front of our house on their cell phones (this is a "business" renting to another "business" in a residential area). This group also had a van of women show up in the late afternoon/evening and leave in the morning (we will leave that up to your imagination what that was about).
- 8) Another "work" group staying there coming back in the middle of the night (during the middle of the week) from a night of partying, drunk and loud, slamming car doors

9) Strange men staying there and staring at us, enough to make working in your own yard uncomfortable

10) A lot of people "on vacation" who have been drinking, driving in and out of the neighborhood (West TV Grade School and Catlin Gabel nearby)

11) Parents letting their kids run around on the neighbors properties

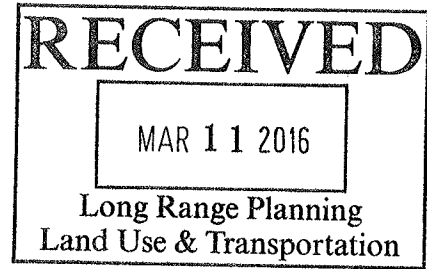
The list can go on, but this was pretty much ALL Spring, Summer and Fall. Every week a new group came and the cycle started all over again. The property owners do not live there and thus do not have to suffer the frustration of living next to a "hotel". Because these rentals are a growing trend, Washington County needs to look at the issues related to them before it becomes a problem like it has in many other communities.

We would like short term vacation rentals banned in residential areas in unincorporated Washington County. They do not promote good neighbors and are only for the profit of the owners. A lot of these rentals advertise to be close to Nike, Intel, etc..and thus are promoting to businesses. A "hotel" business like this should only be allowed in commercial areas, not in neighborhoods.

Please take a look at this subject again and consider moving it to a Tier 1 Priority. If you lived next to an AirBnB, it would already be on the priority list.

Thank you,

John and Susan Marsh
670 SW 95th Ave.
Portland, OR 97225



March 11, 2016

Theresa Cherniak, AICP
Principal Planner
Washington County Department of Land Use + Transportation
155 N first Avenue, Suite 350 MS14
Hillsboro, Oregon 97124

via email: Theresa_Cherniak@co.washington.or.us

Re: Work Program Request

Theresa,

First of all, thank you again with your assistance in this matter. From our initial conversation with Wayne Hayson and Paul Schaefer last month through our earlier discussion, we have found Washington County to be refreshingly helpful, which we greatly appreciate but haven't always experienced in all of the jurisdictions in which we do work.

As we briefly discussed, TVA Architects is currently working on behalf of the Sisters of St. Mary of Oregon to envision the future of their campus on the corner of TV Highway and Murray. The Sisters' efforts serve children of all ages through Valley Catholic and their music programs, they serve families in need, they provide adult education with evening English and citizenship classes in the Mother House, and of course, they serve a large number of seniors in the Maryville facility.

As we've begun looking at long-term uses for the campus that will help support the Sisters and their ministry, we are focused on a "Retirement Community" (Age 55 and Older Independent Living with the possibility of some level of Assisted Living) as the use that would work best with their overall vision. This use, which I believe that would be classified as a Retirement Housing Community, does not seem to be allowed under the current zoning classification for their property, which is Institutional. This type of use would be permitted, however, in the adjacent properties, which are currently zoned R-15 and even R-24. To the east, in Beaverton, the adjacent parcels are zoned Beaverton R-2, which is also a medium-density residential zone in which this type of development would be allowed.

tva architects, inc.
920 sw sixth avenue | suite 1500 | portland, oregon 97204
phone: 503 220 0668 | www.tvaarchitects.com

Robert Thompson, FAIA | Marc Labadie, LEED AP | Tim Wybenga, LEED AP | Pamela Saffter, AIA, IIDA | Mandy Butler, AIA, LEED AP BD+C

March 11, 2016
Theresa Cherniak, AICP
Page 2

Given the desire for more 'age-in-place' opportunities, the increased need for housing of all types in our region, the synergies with the existing uses on the campus and the long-term financial benefits to the Sisters, we feel that this use represents a great opportunity, one which will serve a very important role in the future of SSMO.

It is our request, at this point, that the Washington County planning team take this issue into consideration in your upcoming Work Program, in the way that you best see fit. This is an important matter to the Sisters, who are obviously a very special and positive force in our community, and we all greatly appreciate your attention and your efforts in this matter.

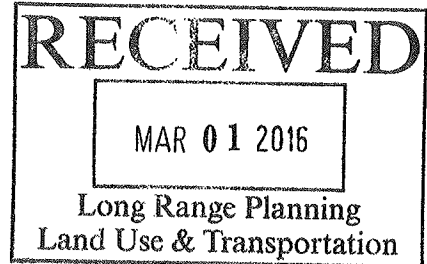
Should you have any questions or require any information from us, please do not hesitate to call or email me as needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Wybenga". The signature is fluid and cursive, with a large loop at the end.

Tim Wybenga
Principal
timw@tvaarchitects.com

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



February 29, 2016

VIA EMAIL

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

**Re: Long Range Planning Issue Paper No. 2016-2
Half-Street Requirement for North Bethany Parks**

Dear Chair Duyck and members of the Commission:

This office represents West Hills Development Company ("West Hills"). I am writing on behalf of West Hills in support of County staff's conclusions in Long Range Planning Issue Paper No. 2016-02 (the "Issue Paper") (**Exhibit 1**) and to respectfully request that the Board of County Commissioners (the "Board") does not exempt Tualatin Hills Park and Recreation District ("THPRD") from half-street improvement requirements applicable in the North Bethany Subarea or add consideration of such an exemption to the County's 2016 Long Range Planning Work Program.

I. Introduction.

The Board adopted amendments to the North Bethany Subarea Plan (the "Plan") and the Community Development Code (the "CDC") in 2012 to ensure that adequate half-street improvements were provided throughout the North Bethany Subarea. Given the extent of park area that was to be developed along street frontage, the Board required THPRD to provide half-street improvements adjacent to its property. Ordinance ("Ord.") 745, 2012. A half-street improvement includes sidewalk, planting strips, curbs, gutters and storm drainage facilities, and paved roadway between a property line and the centerline of a public street and is defined in CDC 501-8.8.A as meaning: "One-half (1/2) of the road shall mean area between the right/of way center line and the ultimate right/of way line directly abutting the development site, along the entire length of the development site's frontage on the abutting road(s), except as provided herein."

37165-0043/129976024.1

THPRD requested in letters to the Washington County Planning Commission dated August 6 and August 21, 2013 that the County adopt Amendments to the Plan and the CDC that would exempt THPRD from its current legal obligation to construct a half-street improvements. West Hills provided written testimony opposing the proposed amendments, which the Board decided not to adopt. The issue is again before the Board, and West Hills renews and reiterates its previous objections to allowing THPRD to avoid its obligations as a property owner and developer.

THPRD is only required to construct half-street improvements along its street frontage and where full-street improvements cannot legally be required of private developers (where such requirements are not “roughly proportional” to the impact of private development). Under the takings clauses of the U.S. and Oregon constitutions, the County cannot require improvements that THPRD would currently be required to provide to be constructed by private developers. Thus, if the Board exempts THPRD from half-street improvement requirements, THPRD will not have to make half-street improvements to streets abutting its property, leaving several areas with gaps lacking sidewalks, curbs, gutters and street surface improvements. Requiring private developers such as West Hills to construct THPRD’s improvements would be unfair and impermissible under the constitutional limitations explained above. For these reasons and those discussed below, West Hills concurs with staff’s conclusions in the Issue Paper and requests that the Board not exempt THPRD from required half-street improvement requirements.

II. Reasons why the Board should not exempt THPRD from half-street improvement requirements.

a. Exempting THPRD from half-street improvements requirements would create undesirable precedent and is bad planning policy.

Granting THPRD’s request establishes undesirable precedent and is bad planning policy. Planning policies should not favor one property owner over another, even if one is a public agency. Notwithstanding that some public agencies are now exempt from street improvements in other parts of the County, exempting THPRD from making half-street will encourage other public and quasi-public entities to make the same request to the Board of County Commissioners for their properties. By adopting THPRD’s request, no matter how well intended the request, adoption of the Amendments sends a message to other property owners that they too should request a similar exemption.

b. The amendments are inconsistent with the purpose of the North Bethany planning work and will result in gaps in the transportation system.

As explained in the Issue Paper, West Hills is required to construct a substantial amount of half- and full-street improvements throughout the North Bethany Subarea. Under federal law, it is required to do so only where half-street improvements have an “essential nexus” and are

“roughly proportional” to the impacts of development. Where THPRD owns property abutting a street, private developers such as West Hills are typically not obligated to construct half-street improvements on THPRD frontage. Although West Hills is committed to paying for its fair share of public improvements, it will resist any requirement that it pay for half-street improvements that are not “roughly proportional” to the impacts of its projects, including requirements to improve THPRD street frontages that it does not impact. Therefore, as explained in the Issue Paper, exempting THPRD from making half-street improvements will not simply shift that burden to private developers—such improvements will not be constructed unless other public funds are used.

The County has long described one of the primary reasons for the planning approach to North Bethany as not allowing sidewalk and street improvement gaps to exist as found in other parts of Washington County. (**Exhibit 2**, Bethany Community Plan at 1). Exempting THPRD from half-street improvement requirements would result in a significant sidewalk and street improvement gaps. This is inconsistent with the reason for adopting the North Bethany policies and land use regulations, and does not achieve the County’s goal for North Bethany.

c. Half-streets are not overly burdensome.

THPRD identified five (5) concerns where it believes that half-street improvement requirements would be overly burdensome. Staff reviewed each in the Issue Paper and in virtually every case, the half-street improvements likely to be required are less than THPRD portrays. Of the approximately 10,300 linear feet of half-street improvements identified by THPRD, staff determined that THPRD is likely responsible for constructing 5,100 linear feet—less than half of the frontage in THPRD’s areas of concern. Thus, THPRD’s concerns are overstated, as is its potential fiscal shortfall.

Regardless of the extent of required improvements, THPRD has taken no steps to comply with half-street improvements requirements. As explained on page 16 of the Issue Paper, THPRD has chosen not to propose an update to its system development charge methodology because it does not believe it should have to pay for half-street improvements.

d. Developers rely on THPRD.

Finally, each North Bethany developer relies on other developers to make their fair share improvements. THPRD’s proposal will financially adversely affect West Hills and other North Bethany developers who have financially relied on THPRD making these improvements.

Andy Duyck, Chair
February 29, 2016
Page 4

III. Conclusion.

For the above reasons, West Hills urges the Board not to exempt THPRD from making required half-street improvements and to follow your staff's recommendation that THPRD not be exempted from this requirement.

Very truly yours,



Michael C. Robinson

Enclosures

cc: Wally Remmers (via email) (w/ encls.)
Dan Grimberg (via email) (w/ encls.)
Brad Hosmar (via email) (w/ encls.)
Mike Peebles (via email) (w/ encls.)
Tom Brian (via email) (w/ encls.)
Suzanne Savin (via email) (w/ encls.)

requirements adopted by A-Engrossed Ordinance No. 745 are shown as underlined and shaded text below.

501-2 Application of the Public Facility and Service Standards Inside a UGB

Application of the Public Facility and Service Standards (Section 501-1 through 501-12) shall apply to the Urban Unincorporated Area as follows:

501-2.2 To all new construction of structures or expansion of an existing structure, except for construction of a single (one only) detached dwelling unit or duplex on an approved duplex lot (Section 430-13.3), or other structures which meet all of the following:

- A. Contains two thousand (2000) square feet or less;
- B. Does not, in itself, generate more than fourteen (14) vehicle trips per day, as defined by the Institute of Traffic Engineers, Trip Generation Information Report;
- C. Contains no plumbing fixtures, or has less than twelve (12) additional fixtures attached to an existing, approved septic system or public sewer; and
- D. Does not pose any unique public health or safety issues.

The exceptions of Section 501-2.2 A through D are not applicable in the North Bethany Subarea in the Bethany Community Plan. In the North Bethany Subarea, all new construction of structures or expansion of an existing structure, except for construction of a single (one only) detached dwelling unit, is subject to the applicable standards of Section 501-12. For example, a Type I or Type II park adjacent to a Primary Street would need to build a half-street along the park's frontage on this street consistent with the requirements of Section 501-8.

A-Engrossed Ordinance No. 745 also added the following language to Comprehensive Framework Plan for the Urban Area (CFP) Policy 44, Managing Growth in New Urban Areas

Another element of the new growth management strategy is to require all new development to construct street and sidewalk improvements that are adjacent to their development site or that cross their development site. In the rest of urban unincorporated Washington County, most, but not all of new development is required to construct these improvements. This change in the North Bethany Subarea will require street and sidewalk improvements in conjunction with the development of some public facilities (e.g., Type I and Type II parks) that are not required to make these street improvements in other parts of unincorporated Washington County. For example, in the North Bethany Subarea, a Type I or Type II park adjacent to a Primary Street will need to construct a half-street along the park's frontage on this street.

THPRD's Half-Street Construction Exemption Requests:

In 2013, as part of A-Engrossed Ordinance No. 771, staff proposed to make further clarifications to the North Bethany Subarea half-street construction requirements that had been adopted in 2012. During the proceedings for A-Engrossed Ordinance No. 771, THPRD submitted comments about the adopted half-street construction requirements, objecting to applying these requirements to the linear parks along Road A and Primary Street P2 / Bethany Creek. THPRD also objected to staff's proposed clarifications to these requirements.

THPRD's objections included the following:

- The linear parks in North Bethany will function primarily as trail corridors, and their anticipated recreational amenities will be limited to benches and signs. This development will be much less intensive than a residential subdivision to which the half-street construction requirements typically apply.
- The half-street requirement for these linear parks is excessive and may violate the "essential nexus" requirements for development. People using a trail are not going to be generating additional auto traffic on the adjacent street; in fact, they will take traffic off the street.
- The half-street requirement for these linear parks may also violate the "rough proportionality" requirements for development. The cost of the half-street requirement is dramatically out of scale to the cost of the improvement causing the exaction.
- As written, Section 501-2.2 results in an exaction required for development of one transportation facility (a community trail) to construct another transportation facility (a primary street).

THPRD requested that North Bethany's two linear parks be exempted from the half-street construction requirements on the basis of their objections.

The Board of Commissioners (Board) opted not to adopt staff's proposed clarifications to the half-street construction requirements as part of A-Engrossed Ordinance No. 771. The Board also opted not to grant THPRD's exemption request, and to leave the adopted North Bethany half-street construction requirements in place. However, the Board directed staff to include THPRD's half-street improvement issue in the 2014 Work Program.

The 2014 Work Program identified the North Bethany half-street improvement issue as a Tier 1 task. However, the Long Range Planning Section did not have sufficient time or staff capacity to address this issue in 2014 or 2015.

In March 2015, THPRD submitted a letter to the Board that supported inclusion of THPRD's half-street improvement issue in the 2015 Work Program. The letter repeated THPRD's objections to applying the half-street construction requirements to the two North Bethany linear parks. The letter also raised concerns about applying the half-street construction requirements to the east side of the North Bethany powerline corridor that will contain a future segment of the Waterhouse Trail, and to the Park Blocks.

In an August 2015 meeting with county staff, THPRD representatives stated that THPRD does not have a funding source to pay for half-street improvements for the linear parks. THPRD noted that their System Development Charges (SDCs) are tied up with the acquisition of land for North Bethany parks. They also noted that some North Bethany developers are opting to build the North Bethany trails and parks in exchange for THPRD SDC credits, so THPRD is not receiving SDCs from all development in North Bethany.

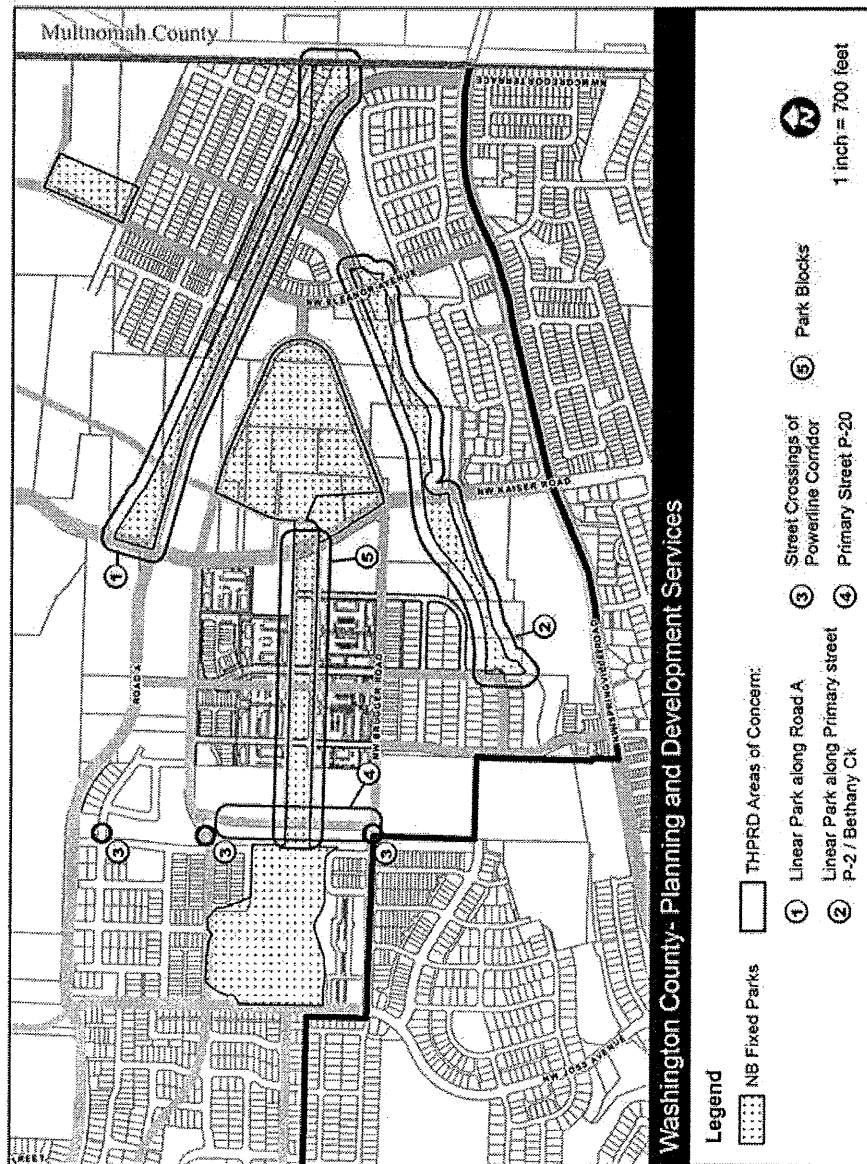


Figure 1

THPRD identified five areas for which they requested exemption from the half-street construction requirement. The locations of these five areas within the North Bethany Subarea are shown in Figure 1.

Residential development has been approved within or adjacent to each of THPRD's five areas of concern within the last one to two years. Staff researched the street improvements that developers were required to provide within THPRD's areas of concern through development application conditions of approval. In several cases, staff found that developers were required to construct full-width street segments within THPRD's areas of concern per the county's development application approvals, thus reducing THPRD's responsibility for half-street improvements in those areas by a substantial amount.

Each of THPRD's five areas of concern is described in more detail below, along with the status of the adjacent street improvements.

1. Linear Park along Road A

This facility is a Fixed Park located on the north side of Road A (Shackelford Road), east of NW Kaiser Road. The park, which is shown in Figure 2, is approximately 3,000 feet in length. The park extends along Road A from the eastern edge of North Bethany to the NW Shackelford Road / NW Kaiser Road intersection.

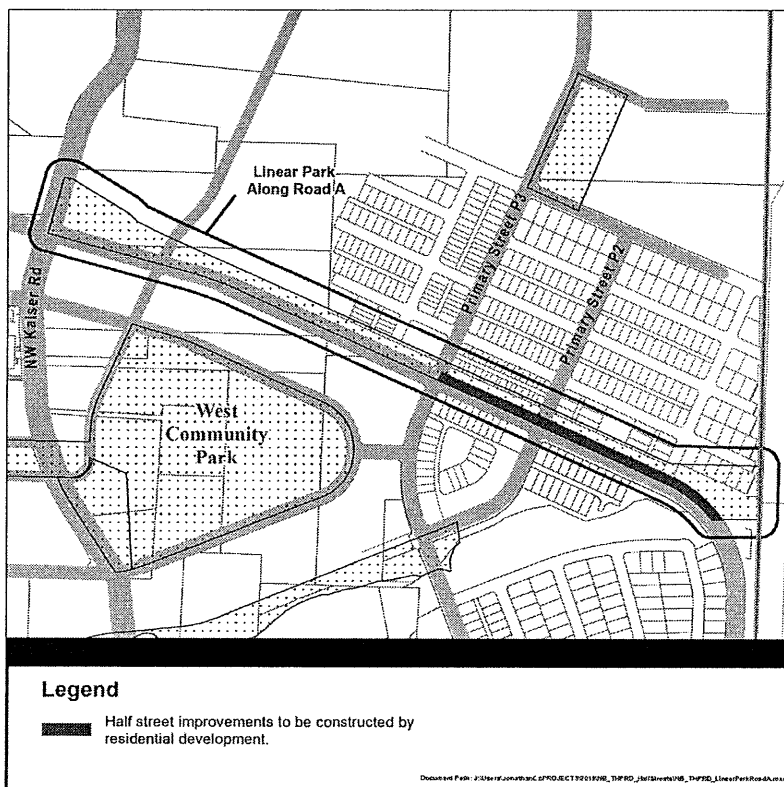


Figure 2

Polygon Northwest obtained county approval of a residential development application, Casefile 13-205, for “Polygon at Bethany Creek Falls”. The development site for that application included approximately 1,350 feet of Road A along the linear park. Because the development site included the full width of that segment of Road A, Condition IV.A.3.b of Casefile 13-205 required the developer to construct the full width street improvements for that road segment. As a result, THPRD is not responsible for constructing the half-street improvements for a substantial amount (almost half) of the linear park’s Road A frontage.

Residential development has not yet been proposed adjacent to the remaining approximately 1,650 feet of the linear park’s Road A frontage. If a future development application in this area included the full width of a Road A segment within the development site, the county would require the developer to construct the full width street improvements for that Road A segment as a condition of development approval. In that case, THPRD would not be responsible for the half-street improvements along that segment of the linear park’s Road A frontage.

On the other hand, if a future development application included less than the full width of a Road A segment within its development site, the county would require the developer to construct half-street improvements or half-street improvements plus 10 feet for the Road A segment. In that case, THPRD would be responsible for half-street or quarter-street improvements along that segment of the linear park’s Road A frontage.

2. *Linear Park along Primary Street P-2/Bethany Creek*

This facility is a Fixed Park located along the north side of Bethany Creek, on the east and west sides of NW Kaiser Road. The park is approximately 2,550 feet in length, and is shown in Figure 3. The park extends from Primary Street P-3’s crossing of Bethany Creek to a location near Primary Street P-9’s intersection with Primary Street P-2.

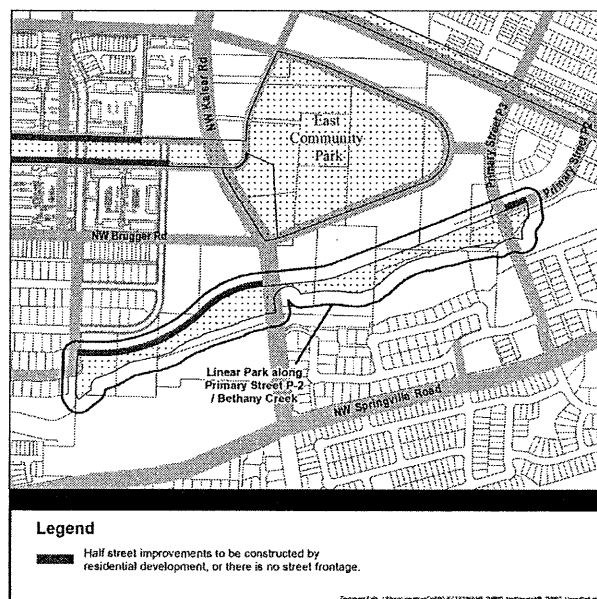


Figure 3

When the Plan was adopted in 2010, the entire length of the linear park fronted on Primary Street P-2. Significant segments of Primary Street P-2 were subsequently removed from the Plan by ordinances in 2014 and 2015.

West Hills Development obtained county approval of a residential development application, Casefile 15-028, for “North Bethany Creek No. 2.” The development site for that application included a local street along a portion of the linear park. Condition III.B.3.b of Casefile 15-028 required the developer to construct the full width of that local street, which constitutes the sole proposed street frontage along the portion of the linear park lying west of NW Kaiser Road. As a result, THPRD is not required to construct half-street improvements for the portion of the linear park lying west of NW Kaiser Road, which represents almost half (approximately 1,150 feet) of the linear park’s total length.

The portion of linear park on the east side of NW Kaiser Road is approximately 1,400 feet in length. An approximately 100-foot segment of Primary Street P-2 is located along the east end of the linear park. Polygon Northwest was required to construct the full width of that segment per Condition IV.A.3.c of Casefile 13-205 for “Polygon at Bethany Creek Falls.” As a result, THPRD is not required to construct a half-street improvement for that Primary Street P-2 segment.

Polygon Northwest has indicated that they are preparing to submit a residential development application for land along the remaining approximately 1,300 foot stretch of the linear park on the east side of Kaiser Road. At a November 2015 pre-application meeting, they indicated the intent to place a local street alongside this remaining stretch of linear park.

If a future development application for this area proposes local street frontage along the linear park and includes the full width of the local street within the development site, the county would require the developer to construct the full width street improvements for that local street segment as a condition of development approval. In that case, THPRD would not be responsible for the half-street improvements along the linear park’s local street frontage.

On the other hand, if a future development application proposes a local street along the linear park but does not include the full width of the local street within the development site, the county would require the developer to construct half-street improvements or half-street improvements plus 10 feet for the local street segment. In that case, THPRD would be responsible for half-street or quarter-street improvements along the linear park’s local street frontage.

3. *Street crossings of the Powerline Corridor between Road A and NW Brugger Road*

A north-south powerline corridor is located east of the West Community Park. This powerline corridor is planned to contain a future segment of the Waterhouse Trail, which will connect with the North Bethany community trail network. THPRD expressed concern that they would be responsible for constructing the full street widths of Primary Street P-4 and proposed local Street “H” where they cross the powerline corridor. THPRD also expressed concern that they would be

responsible for constructing the half-street improvements to existing NW Brugger Road where it crosses the powerline corridor. The locations of these street crossings are shown in Figure 4.

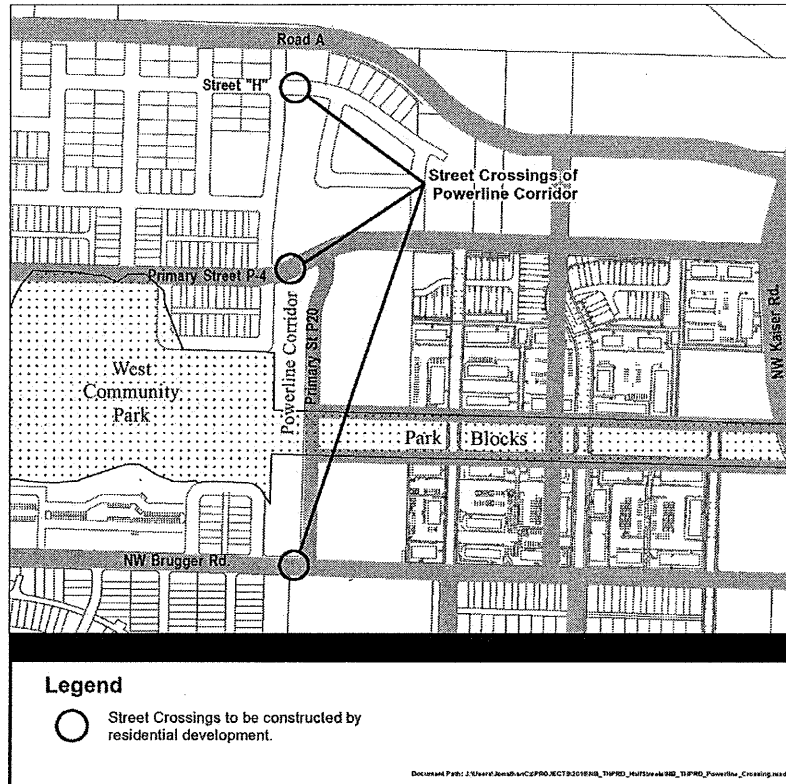


Figure 4

West Hills Development obtained county approval of a residential development application in this area, Casefile 15-129, for "Arbor at West Park." The development site for the application included Primary Street P4 and local Street "H" where they crossed the powerline corridor, and was directly adjacent to NW Brugger Road where it crossed the powerline corridor.

Because the application's development site included the full width of Primary Street P4 and local Street "H" where they crossed the powerline corridor, Condition VI.B.3.a and Condition IX.B.3.a of Casefile 15-129 required the developer to construct the full widths of those streets at their crossing locations. As a result, THPRD is not responsible for constructing these two streets where they cross the powerline corridor.

Because the application's development site included the powerline corridor adjacent to the north edge of NW Brugger Road, Condition XII.B.3.a of Casefile 15-129 required the developer to construct the half-street improvements along the north side of NW Brugger Road where it crosses the powerline corridor. As a result, THPRD is not responsible for constructing the half-street improvements for NW Brugger Road where it crosses the powerline corridor.

4. Primary Street P-20 along the Powerline Corridor

In 2010, A-Engrossed Ordinance No. 730 adopted the North Bethany Subarea Plan. The adopted plan included the West Community Park at the west end of the Park Blocks. The West Community Park had street frontage around its entire perimeter, as shown in Figure 5.

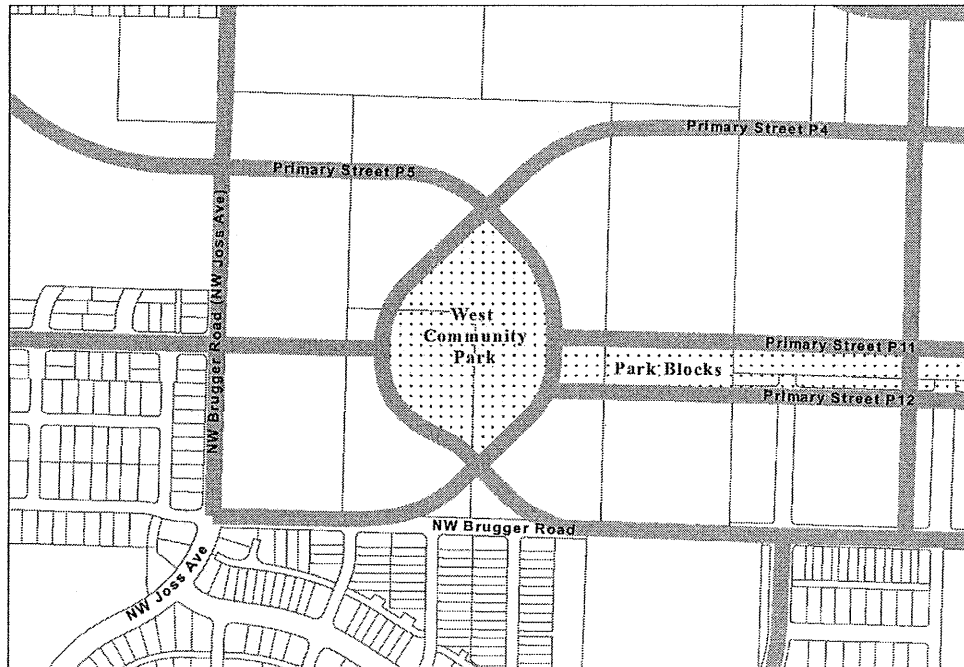


Figure 5

In 2014, A-Engrossed Ordinance No. 789 reconfigured the West Community Park and adjacent streets, and reduced the park's street frontage. The ordinance also added a new local street, Primary Street P-20, along the east side of the powerline corridor that is adjacent to the West Community Park, as shown in Figure 6 on the next page. Primary Street P-20 connects Primary Street P-4 to Brugger Road, and is approximately 1,000 feet in length. The intent of the new Primary Street P-20 was to provide street frontage in the vicinity of the West Community Park, to make up for the reduction in street frontage along the park itself.

THPRD has expressed reservations about constructing the Primary Street P-20 half-street improvements along the east side of the powerline corridor. However, staff notes that Primary Street P-20 was added to the Plan via A-Engrossed Ordinance No. 789 at the request of THPRD. When THPRD requested addition of Primary Street P-20, staff asked if THPRD was willing to construct half-street improvements for that street. Staff received an affirmative reply from the THPRD Director of Planning. On that basis, Primary Street P-20 was added to the Plan via A-Engrossed Ordinance No. 789, and text was added to the Plan that required THPRD to construct the western half-street improvement of Primary Street P-20.

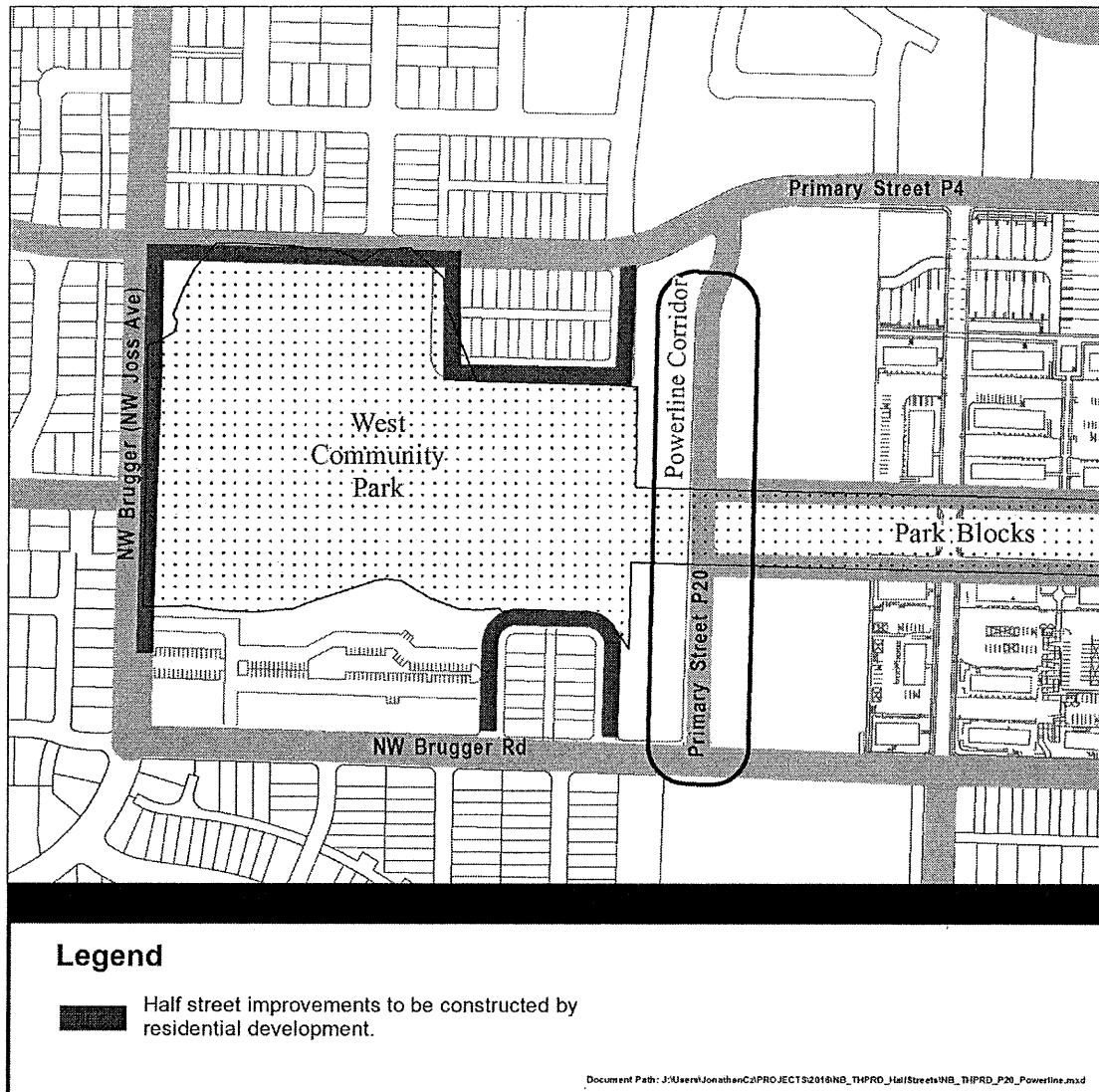


Figure 6

Staff recommends against exempting THPRD from constructing the Primary Street P-20 half-street improvements along the east side of the powerline corridor, for the following reasons:

- Primary Street P-20 was added to the Plan along the east side of the powerline corridor at the express request of THPRD.
- The county received an affirmative reply from THPRD staff that the District would be responsible for Primary Street P-20's half-street improvements along the powerline corridor if the street was added to the Plan, and Primary Street P-20 was added to the Plan on that basis.
- A-Engrossed Ordinance No. 789 greatly reduced the West Community Park's street frontages, and THPRD's responsibility for constructing half-street improvements along those frontages.

- Due to the reconfiguration of the West Community Park by A-Engrossed Ordinance No. 789, the park's street frontages are now limited to a north-south segment of NW Brugger Road (NW Joss Avenue), a segment of Primary Street P-4, and segments of two local streets, Street A and Street B. Conditions III.B.3.a and III.B.3.b of Casefile 15-129 for "Arbor at West Park" require the applicant, West Hills Development, to construct the half-street improvements for the park's NW Brugger Road and Primary Street P-4 frontages. Conditions XII.B.3.a and VI.B.3.b of Casefile 15-129 require West Hills Development to construct the full street improvements for Street A and Street B, including the park frontages. As a result, THPRD is not required to construct any other half-street improvements for the West Community Park.

Area of Special Concern (ASC) 11 of the North Bethany Subarea Plan states that THPRD shall be responsible for construction of the western half-street improvement of Primary Street P-20 between Primary Streets P-4 and P-6. However, the full width and extent of Primary Street P-20 is located within a single tax lot, and at a January 2016 pre-application meeting with county staff, West Hills Development indicated that they are preparing to submit a residential development application for this tax lot. West Hills' proposed development site contains the full width of Primary Street P-20.

Because the full width of Primary Street P-20 lies within a single tax lot that is West Hills' proposed development site, it is likely that the development application conditions of approval will require the developer to construct the full width street improvements for Primary Street P-20, with the exception of the sidewalk along its west side (along the powerline corridor). In that case, the only Primary Street P-20 improvement for which THPRD would be responsible is the sidewalk along its west side.

A North Bethany Subarea Plan provision allows THPRD to combine the powerline corridor trail with the Primary Street P-20 sidewalk if certain conditions are met. Per Area of Special Concern 11 of the North Bethany Subarea Plan, if THPRD locates the trail within the powerline corridor at a distance of less than 25 feet from the Primary Street P-20 right-of-way, the trail and the sidewalk may be combined into one facility by widening the sidewalk to 12 feet.

5. *Park Blocks*

This facility is a Fixed Park that is shown in Figure 7 on the next page. The park is bounded by Primary Street P-11 to the north, Primary Street P-12 to the south, NW Kaiser Road to the east, and the north-south powerline corridor to the west. The Park Blocks have approximately 1,550 feet of frontage on Primary Street P-11, and approximately 1,600 feet of frontage on Primary Street P-12. The Park Blocks are approximately 100 feet wide between Primary Streets P-11 and P-12.

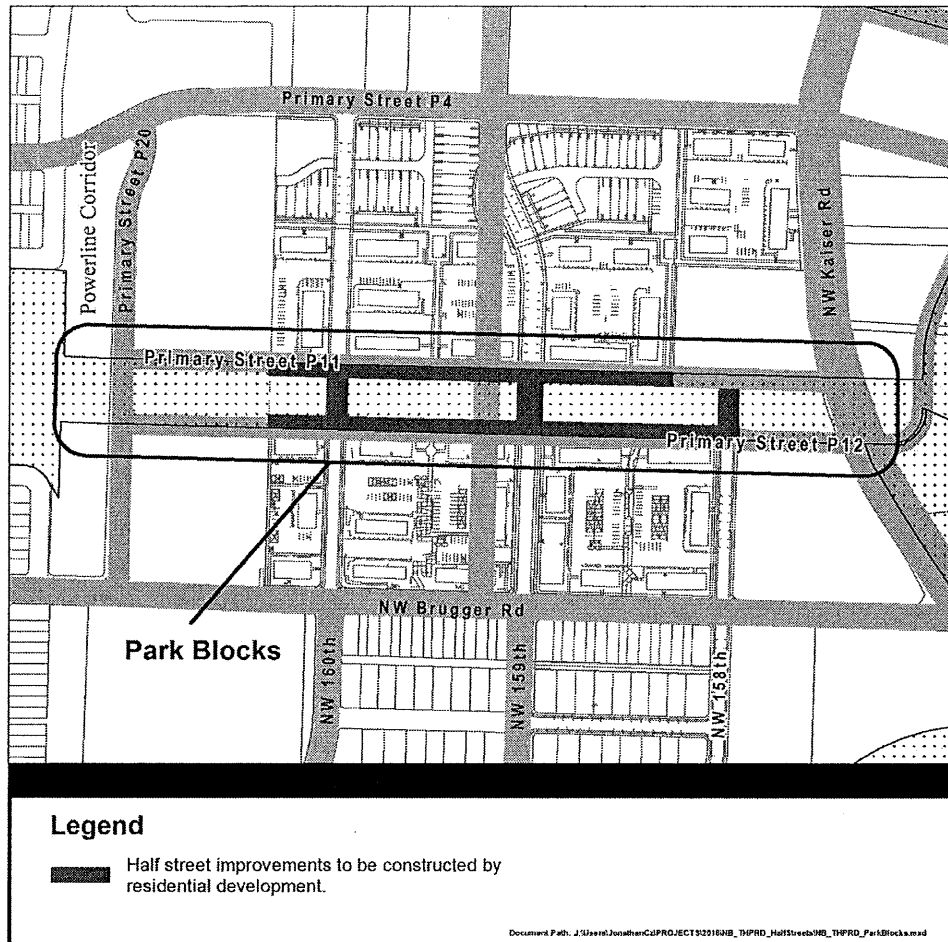


Figure 7

THPRD has expressed concern about their responsibility to construct the following Park Blocks related street improvements:

1. Half-street improvements along the Primary Street P-11 frontage of the Park Blocks;
2. Half-street improvements along the Primary Street P-12 frontage of the Park Blocks;
and,
3. Half- or full-street improvements for three north-south streets that cross the Park Blocks.

Regarding the first concern, staff notes that West Hills Development obtained county approval of a residential development application, Casefile 15-019, for “North Bethany Crest.” The development site for that application included approximately 900 feet of Primary Street P-11 along the Park Blocks. Because the development site included the full width of that segment of Primary Street P-11, Condition IV.A.3.d of the casefile approval required the developer to construct the full width street improvements for that segment of Primary Street P-11. As a result, THPRD is not responsible for constructing the half-street improvements for a Primary Street P-11 segment that represents over half of the Park Blocks’ Primary Street P-11 frontage.

Regarding the second concern, staff notes that West Hills Development obtained county approval of a residential development application, Casefile 14-078, for “North Bethany Ridge Apartments.” The development site for that application included approximately 1,100 feet of Primary Street P-12 along the Park Blocks. Because the development site included the full width of that segment of Primary Street P-12, Condition IV.A.3.b of the casefile approval required the developer to construct the full width street improvements for that segment of Primary Street P-12. As a result, THPRD is not responsible for constructing the half-street improvements for a Primary Street P-12 segment that represents over two-thirds of the Park Blocks’ Primary Street P-12 frontage.

The conditions of Casefiles 15-019 and 14-078 noted that THPRD would be responsible for construction of sidewalks along the Park Blocks’ frontages of Primary Streets P-11 and P-12. However, while it may be desirable, the applicable North Bethany street cross-section for Primary Streets P-11 and P-12 (Street Design Type PB) does not require sidewalks along the Park Blocks frontages of these streets. THPRD will likely conduct master planning to determine whether or how to locate sidewalks or trails through the Park Blocks.

Residential and/or commercial development has not yet been proposed adjacent to the remaining approximately 650 feet of the Park Blocks’ Primary Street P-11 frontage, and the remaining 500 feet of the Park Blocks’ Primary Street P-12 frontage. If future development applications in this area included the full widths of Primary Street P-11 and P-12 within their development sites, the county would require the developer to construct the full width street improvements for those primary street segments as a condition of development approval. In that case, THPRD would not be responsible for the half-street improvements along those segments of the Park Blocks’ Primary Street P-11 and P-12 frontages.

On the other hand, if future development applications included less than the full widths of Primary Streets P-11 or P-12 within their development sites, the county would require the developer to construct half-street improvements or half-street improvements plus 10 feet for the Primary Street segments. In that case, THPRD would be responsible for half-street or quarter-street improvements along those segments of the Park Blocks’ Primary Street P-11 and P-12 frontages.

Regarding the third concern, staff notes that three north-south streets - NW 158th Avenue, NW 159th Avenue (Primary Street P-9), and NW 160th Avenue - will cross the Park Blocks. The development site for Casefile 15-019 contains the full width of these street crossings from the center of the Park Blocks and extending to the north, while the development site for Casefile 14-078 contains the full width of these street crossings from the center of the Park Blocks and extending to the south. Conditions IV.A.3.a, b, and c in Casefile 15-019 and Conditions IV.A.3.c, d, and e in Casefile 14-078 required West Hills Development to construct the full width of these street segments within and across the Park Blocks. As a result, THPRD is not responsible for constructing the street improvements for these streets where they cross the Park Blocks.

Summary of THPRD Half-Street Construction Responsibilities:

THPRD requested an exemption to the half-street improvement requirement for five North Bethany park facilities. Staff examined the status of the streets adjacent to these facilities. Staff found that private residential development has been conditioned to construct approximately 5,200 linear feet of street improvements adjacent to park facilities in THPRD's five areas of concern. This has significantly reduced THPRD's responsibility for constructing these facilities' half-street improvements.

When a mapped park or trail is located within a North Bethany development site, THPRD and the developer negotiate a Purchase and Sale Agreement (PSA) before the county issues approval of the development application. According to THPRD, the terms of some of these PSAs have required THPRD to pay for half-street improvements in some cases, even when the conditions of approval for the development application have required the developer to construct those improvements.

THPRD remains potentially responsible for constructing up to approximately 5,100 linear feet of half-street improvements associated with some of these facilities. One portion of this 5,100-foot total is the approximately 1,650 linear feet of half-street improvements associated with Road A, a three-lane collector. Washington County Road Engineering's cost estimate range for an urban three-lane road is approximately \$1,150 to \$1,600 per lineal foot, based on 2011 costs. Based on that range, the estimated cost for a half-street improvement would be approximately \$575 to \$800 per lineal foot. Using that estimate, the cost of 1,650 linear feet of half-street improvements for Road A could be in the neighborhood of \$950,000 to \$1.3 million.

The remainder of the total is approximately 3,450 linear feet of half-street improvements to several two-lane neighborhood routes and local streets. Washington County Road Engineering does not have a lineal foot cost estimate for urban two-lane streets, since they do not typically construct such streets.

Objections to THPRD's Half-Street Construction Exemption Request:

During the proceedings for A-Engrossed Ordinance No. 771 in 2013, West Hills Development (West Hills) objected to THPRD's request to exempt the North Bethany linear parks from the half-street construction requirements. West Hills' objections included the following:

- THPRD's requested exemptions establish an undesirable precedent. They will encourage other public and quasi-public entities to make similar requests.
- THPRD's requested exemptions are bad planning policy. Policies should not favor one property owner over another.
- THPRD's requested exemptions are inconsistent with the purpose of the North Bethany planning work.
- Normal frontage improvements are not considered "takings," because they address the impacts of a property's development. Requiring THPRD to construct frontage improvements along its properties does not constitute a taking.
- West Hills owns or has options on land located on the opposite side of a Primary Street adjacent to one of the linear parks. The county may not waive THPRD's requirement and

then impose the frontage requirement on West Hills as the property owner on the opposite side of the road.

- If the Plan is amended to exempt THPRD, the county will have determined that the pedestrian need is met by the trail within a linear park and that there is no need for the sidewalk improvement.
- If the county were to impose this requirement on West Hills instead, this would be an off-site requirement with no “essential nexus” between the need for the improvement and the impacts of West Hills’ development.
- Therefore, requiring West Hills to make the improvement would be a taking of West Hills’ property rights.
- If the Plan is amended to grant THPRD’s requested exemptions, the Plan amendment should expressly state that West Hills will not have to make the improvements.

West Hills representatives requested to be included in discussions on the half-street improvement issue before proposed amendments were provided to the Board.

Analysis

In the absence of alternative half-street funding mechanisms, the consequence of exempting North Bethany park facilities from the half-street improvement requirements would be park street frontages that lack improvements such as curbs, gutters and sidewalks.

Elsewhere in the urban unincorporated county, street frontage improvement gaps exist in several locations where streets cross existing powerline corridors or open space areas. These gaps are characterized by street segments that lack improvements such as sidewalks, curbs and/or gutters.

A couple of examples of these substandard areas are:

- The segment of NW West Union Road that crosses a future trail alignment within a powerline corridor near NW 147th Place, which lacks sidewalks, curbs and gutters. Figure 8 shows a street view of this crossing;
- The segment of NW West Union Road that crosses a powerline corridor containing a THPRD trail near NW Oak Creek Drive, which lacks curbs and gutters.

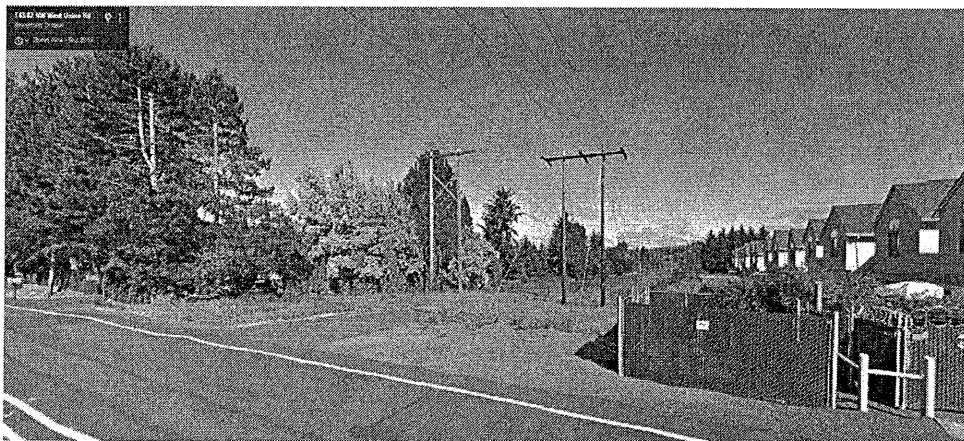


Figure 8

These existing street frontage improvement gaps are inconsistent with nearby improvements along the same stretch of road, and do not meet the county's current street standards. These gaps will not get remedied unless there is a public project in the vicinity. Without a public project, they will remain as areas of substandard urban street frontage.

Staff believes that gaps in street frontage improvements should not be allowed to occur in the North Bethany Subarea. The intent of the North Bethany planning process was to create a community of distinction, and allowing street frontage improvement gaps along park facilities is not consistent with that intent. Staff recommends maintaining the half-street construction requirement for North Bethany parks until an alternative funding source is identified and secured.

Staff has identified potential alternative options for funding half-street improvements adjacent to parks. These are described below, along with relevant considerations.

THPRD Funding Options:

THPRD could increase their System Development Charge (SDC), and use the additional monies to fund the North Bethany half-street construction requirements or give credits. The THPRD Board began considering a proposed parks SDC increase at their January 12, 2016 meeting, and will continue considering the SDC increase proposal at subsequent meetings. For the North Bethany Subarea, the proposal would increase the current \$6,450 parks SDC to \$12,645 per single family home.

However, THPRD's SDC methodology does not currently include the cost of North Bethany half-street improvements as part of park land acquisition or development costs for linear parks and trails. THPRD indicated that the cost of North Bethany half-street improvements for these facilities was not included in the SDC methodology based on THPRD's belief that the District should not be responsible for half-street improvements where the trail or park is part of the transportation system.

If THPRD should decide to include half-street improvement costs in the parks SDC, they would need to consider trade-offs such as reducing the quantity or level of development of parks, or increasing the proposed SDC amount.

Developer-Funded Improvements:

Developers of land on the opposite sides of streets from North Bethany parks, whose development sites do not include the full width of the street, could be required to construct the full-street improvements. However, this requirement does not apply elsewhere in the county, so imposing such a requirement in North Bethany would be unique. In addition, requiring a developer to construct full-street improvements when the development site does not include the full street width may not be proportional to the impact of the development. As noted in the Background section of this Issue Paper, West Hills argued against such a requirement in their written testimony for A-Engrossed Ordinance No. 771.

County Funding Options:

The county could potentially utilize one or more of the following funding options to help pay for half-street improvements along North Bethany linear park frontages.

Urban Road Maintenance District (URMD)

The URMD funds interim improvements that address road safety issues, including gaps in road construction or maintenance. Staff considered URMD as a potential funding option, but its use to fund North Bethany half-street improvements does not appear to be feasible.

Road Fund

Use of the county's Road Fund is an option, although its use to fund half-street improvements would be unprecedented. If half-street improvements adjacent to North Bethany linear parks were added as Road Fund items, they would be in competition with other facilities in areas that are unfunded.

Local Improvement District

A Local Improvement District (LID) is a financing mechanism authorized by Oregon Revised Statute 223, and implemented by Washington County Code Section 3.20. An LID is formed to construct, operate and maintain public improvements that are financed by special assessment against benefitted property. The Board has broad discretion to determine what qualifies as "benefitted property," since this term is not defined in the statute or code.

LID formation must comply with the requirements in Washington County Code Section 3.20, but an election is not required. However, remonstrance (written objections) by two-thirds of the property owners within an LID can cause it to be suspended for 6 months or abandoned. One potential downside of an LID is that it may require the county to provide interim financing for improvements, and to assume a risk of loss during construction.

In North Bethany, property owners are currently required to pay one time or ongoing assessments, including the Transportation Development Tax (TDT), the North Bethany Transportation System Development Charge (SDC), the North Bethany County Service District for Roads (CSD), and a proposed higher THPRD SDC for parks. Therefore, staff recognizes that there may not be an appetite among North Bethany property owners for a LID assessment.

Changes to the North Bethany Transportation Funding Strategy

The North Bethany Transportation Funding Strategy (Funding Strategy) was adopted by the Board in 2011 by Resolution & Order. A five-year review of the Funding Strategy is planned to occur in 2016.

The Funding Strategy serves as a road map for assurance of adequate transportation funding in the North Bethany Subarea. The Funding Strategy consists of the four revenue tools listed below:

- \$10 million from the Major Streets Transportation Improvement Program (MSTIP) to be allocated toward improvements in the vicinity of the North Bethany Subarea;

- 75 percent of the revenue or credits generated by the TDT within the North Bethany Subarea to be allocated toward improvements in the North Bethany Subarea;
- A North Bethany Transportation SDC that works similarly to, and supplements, the TDT. The SDC is paid by developers of property in the North Bethany Subarea at time of building permit; and
- A North Bethany County Service District for Roads (CSD), with revenue in the form of an additional amount incorporated into property taxes of tax lots within the North Bethany Subarea.

The Funding Strategy's MSTIP and TDT revenue tools cannot be used to fund improvements to neighborhood routes and local streets. Four of THPRD's five areas of concern are neighborhood routes or local streets, so improvements to those streets would not be eligible for MSTIP or TDT funding.

One of THPRD's five areas of concern, the Road A segment on the east side of Kaiser Road, is a collector street. However, that segment of Road A is not included in the Funding Strategy's project list. In order to make that segment of Road A eligible for the MSTIP or TDT components of the Funding Strategy, the Funding Strategy's project list may need to be amended.

The Board could choose to authorize changes to the Funding Strategy in order to provide funding for half-street improvements adjacent to North Bethany parks. Potential changes to the Funding Strategy could include one or more of the following:

- Increasing the amount of MSTIP funds to be allocated to North Bethany improvements;
- Allocating a greater percentage of TDT to North Bethany improvements;
- Amending the SDC and/or CSD transportation project list to include half-street improvements adjacent to parks;
- Increasing the North Bethany Transportation SDC rate; and/or
- Increasing the North Bethany CSD rate.

Staff notes that all of THPRD's facilities of concern are quite localized, except for the linear park street frontage along Road A, a collector. Therefore, the MSTIP and TDT options above could only be applied to Road A. However, applying one or both of these funding options to Road A half-street improvements could potentially free up other funds for use along THPRD's remaining facilities of concern. Given the localized nature of the remaining facilities, the only changes to the Funding Strategy that could directly fund half-street construction along those facilities' frontages would be increases to the SDC rate or the CSD rate.

Resolution and Order 11-20 for the CSD says that it shall not fund sidewalks. Although the CSD may be able to fund the remaining half-street improvements along the frontage of the Park Blocks, Primary Street P-20 and the linear parks, there could be legal risk in doing so. Use of the CSD to fund these half-street improvements could also have other implications, including delay in funding other items on the CSD project list and/or the need to keep the CSD in place for a longer time period. If the Board wishes to explore the CSD's ability to fund half-street improvements in THPRD's areas of concern, more discussion and analysis is appropriate.

Any of the above options would have implications on the development community and/or on other needed improvements, and would need to be fully analyzed before a final recommendation could be made.

Summary

In the North Bethany Subarea, all development adjacent to a street – including the development of a park – is required to construct a half-street improvement along its frontage. THPRD has requested an exemption to the half-street improvement requirement for specific North Bethany park facilities.

Staff examined the status of the streets adjacent to these facilities. Staff found that private development has been conditioned to construct substantial portions of the street improvements in several cases, thus substantially reducing THPRD's responsibilities for constructing half-street improvements adjacent to their facilities. However, THPRD remains potentially responsible for constructing several thousand linear feet of half-street improvements adjacent to the facilities for which they have requested an exemption.

If any North Bethany parks are exempted from the half-street construction requirement, it is not yet known how half-street improvements along these facilities would be funded. Staff recommends maintaining the half-street construction requirement for parks. If the Board wishes to exempt North Bethany parks from the half-street construction requirement, staff recommends that the exemption not occur until after an alternative funding source is identified and secured.

BETHANY COMMUNITY PLAN

Overview

The Bethany Community Plan reflects the culmination of two distinct planning efforts. The initial planning resulted in the adoption of the Bethany Community Plan in 1983. The second planning effort, conducted between 2006 and 2010, resulted in the adoption of the plan language and maps for the North Bethany Subarea Plan. As a result of the two distinct planning efforts, the Bethany Community Plan is divided into two chapters.

Chapter 1 contains the original plan language and maps developed for that 1983 community plan. It includes background information, general design elements and specific design elements for the West Bethany, Central Bethany, Springville, Arbor Oaks and Thompson Subareas. Since its adoption, the community plan has been updated to reflect map changes made by ordinances and quasi-judicial plan amendments. Community plan text was updated in limited cases to address state and regional planning initiatives, urban growth boundary (UGB) expansions for the Rock Creek Campus of Portland Community College (PCC) in 1992, the Jenkins/Kim 2000 UGB locational adjustment, the Arbor Oaks Subarea, the 2002 North Bethany UGB expansion, and changes to the Central Bethany Town Center in 2008.

Chapter 2 of the Bethany Community Plan is the North Bethany Subarea Plan. This Subarea includes lands located north of NW Springville Road and east of NW 185th Avenue, with the exception of the Arbor Oaks Subarea. The North Bethany Subarea Plan was developed through a community planning process that began after approximately 700 acres were added to the UGB in 2002. These 700 acres, along with the existing PCC Rock Creek Campus inside the UGB, comprise the North Bethany Subarea.

The design elements and standards included in the North Bethany Subarea Plan were developed through a multi-year planning process to be consistent with Title 11 of Metro's Urban Growth Management Functional Plan. In addition, the North Bethany Subarea Plan takes into account the specific conditions placed on the area when it was added to the UGB.

The North Bethany Subarea Plan represents a new perspective on community planning in urban unincorporated Washington County. It reflects the county's desire to create new urban communities that take into account the evolution of planning since 1983 and community values. The Subarea Plan provides a more densely developed community, featuring a higher level of urban services, including a complete street network, parks, open space, and a greater emphasis on design and infrastructure planning. It calls for having new development pay for a larger share of the costs of the infrastructure, particularly streets, stormwater and park improvements.

**Staff Responses to Commissioner Mary Manseau
Comments and Questions Regarding 2016 Work Program
Submitted on February 28, 2016**

1. Task 1.20 Rural Tourism Study

Was Vacation Rental by Owner (VRBO) a consideration/concern addressed in the rural tourism study? If not, why not?

Staff Response: The study does contain references to VRBO, including general discussion that it is occurring, recommendations regarding regulating and tracking these uses and requiring lodging tax collection. There is a recommendation from the consultant to consider addressing it as part of a broader rural tourism strategy.

Does code currently prohibit in rural areas? If so, why isn't VRBO Task 3.7 planned to be addressed as part of the upcoming code changes resulting from the Rural Tourism Study?

Staff Response: No. The code doesn't address it. The study was investigative and while we don't know for sure whether code changes will result from it, the study report does recommend that we consider CDC changes. No specific code changes were suggested to address VRBO, and without a lot of further study there is no indication that specific land use code changes would work. As noted above, the study suggests looking at VRBO as part of rural tourism strategies moving forward – we would only do so if the Board directs. At this time, staff does not envision the Board taking up the VRBO issue for either urban or rural areas.

Why should the tourism impacts on rural areas be prioritized over the tourism impacts of urban areas?

Staff Response: The rural tourism study grew out of concerns specific to provisions of Senate Bill 960, which apply only to the rural area. Adoption of the bill was under consideration at the time, including CDC changes largely prescribed by state law for counties that adopt it. There isn't a similar bill addressing urban tourism, so there was not the same sort of catalyst for creating a work program task specifically addressing urban tourism. If the county addresses VRBOs independently, separate from rural tourism, there is leeway to address vacation rental impacts whether urban or rural (if directed by the Board).

2. Task 1.26 infill in R-5 and R-6 Issue Paper vs. Task 2.4 County Infill Issue Paper. Why separate issue papers?

Staff Response: The task 1.26 Issue Paper is narrowly focused to address only the request made by the CCI and CPO 7 regarding the provisions of CDC Section 430-72. We felt we could do this narrowly focused look within existing staff resources. Task 2.4 would take a much broader look at the question of Infill development and how to facilitate it to meet our regional housing goals. It would be a big picture look, broad policy discussion, etc. We do not have the staff resources to take on this broader look at this time.

3. Why the continued focus on rural issues? Are LR Planning resources split equally based upon commissioner districts or some other population based distribution? If not, why not?

Staff Response: The work program does not split resources based on any formula but rather based on need as well as Commissioner priorities. If you feel there is an overabundance of focus on the rural area this argument can be made to the Board.

Tier one Task, 1.21 Rural regulations/state law comparison, while 3.1 Comprehensive CDC Overhaul is a Tier 3 Task. Why are the rural issues more important than an overhaul of the CDC?

Staff Response: An overhaul of the CDC would be a multi-staff, multi-year task requiring substantial commitment from the PC and the Board to complete and likely requiring outside funding (grants). It is a long term goal of the department to do this work, but we recognize that we will need to find the right time to do it. It's therefore a placeholder. The rural regulations/state law comparison has been on the work program for several years as a follow-on task to the rural tourism study and the DLCDC model regulations study.

Task 1.2 and Task 3.9 are both about preserving resources. Measure 49 Transfer of Development Credits is an optional program, yet is it is a Tier 1 task applicable to Rural areas. Our staff identified needed changes to Habitat Protection Policies is identified as a Tier 3 task would impact both urban and rural areas. Why the rush to implement an optional program.

Staff Response: Task 1.22, the Measure 49 TDC program, is to do an Issue Paper to consider adoption of a possible program. It has been placed on the Work Program at the request of Oregonians in Action. Again, as above, Task 3.9 would be a multi-year, multi-staff, expensive undertaking that we are not prepared to undertake at this time.

4. Is this an appropriate time to ask questions about the Sidewalk Issue Paper?

- a. This Issue Paper states erroneously that 501-2.2 exempts certain development from the Public Facility and Service Standards. 501-2.2 exempts certain development from the Public Facility and Service Standards in CDC 501-1 through 501-10 only. These developments are NOT exempt from the Public Facility and Service Standards found in CDC 502. The identified inconsistency in code identified in this issue paper does not exist.**

Staff Response: The Walkway Gap Issue Paper states the following:

Development subject to the Public Facility and Service Standards includes all land divisions, property line adjustments, new construction of structures and expansion of existing structures, with some exceptions. The most notable exception is for "construction of a single (one [1] only) detached dwelling unit or duplex on an approved duplex lot..." (CDC Section 501-2.2).

However, CDC Section 502-1.4 states:

Sidewalks shall be required to be constructed prior to occupancy for the following development in the unincorporated areas of Washington County within an Urban Growth Boundary:

- A. All development that is subject to the Public Facility and Service Standards as required by Section 501-2, except for:**
- (1) Private streets for four (4) or fewer dwelling units pursuant to Section 409-3.3 A. (1), (2), and (4 - 7); and**
 - (2) Residential development that meets the exemption criteria in Section 502-14; or**
- B. One (1) detached dwelling unit or one (1) duplex on a legally created lot or parcel when:**
- (1) The lot or parcel has two hundred fifty (250) feet or less of street frontage; and**
 - (2) A sidewalk or temporary sidewalk exists, or is required to be constructed as part of a development approval, on an adjacent lot or parcel with the same street frontage.**

*While CDC Sections 501-2.2 and 502-1.4 may appear to be at odds, Current Planning staff has developed an administrative interpretation to **exempt sidewalk requirements for single family detached homes on lots of record**. This is based on the premise that the home to be constructed on the lot of record would not generate trips over and above what was already permitted on the site, and therefore requiring public improvements would not be proportional to the development.*

Staff views these CDC provisions at odds; therefore staff still believes CDC amendments are necessary to remove the conflict. When this is brought forward the Board will have the option to adopt language that matches current administrative practice.

- b. Will another look be taken at CDC changes requiring dedication of current right-of-way along homes to be constructed on lots of record? Exempting development from dedicating right-of-way creates problems for not just sidewalks and deserves a second look. Why would any development be exempt from meeting current right-of-way standards?**

Staff Response: Construction of a single family detached dwelling on a lot of record is only required to go through a Type I, building permit process and is not required to go through a Land Use review. It may be legally justifiable in some RARE cases to require single family homes on lots of record to dedicate MINIMAL right-of-way (ROW.) However, those requirements would kick the permit out of the realm of a ministerial/type I decision, because the decision regarding whether or not ROW could be dedicated is discretionary and specific to the individual circumstance. Such action would be inconsistent with keeping a single family home on an existing lot as a Type I use, and inconsistent with the current policy in CDC Section 501-2 that single family and other low-impact developments are exempt from public facility and services requirements.

- c. From the North Bethany Half-Street improvement issue paper: Normal frontage improvements not considered takings. Why the inconsistency with not requiring frontage improvements on a single home on a lot of record?**

Staff Response: Please note that the statement that ‘Normal frontage improvements not considered takings’ was made by developers and not by staff. As noted above, like other parts of the county, in North Bethany a single family home on a lot of record would only be required to obtain a Building Permit and not be required to go through a land use review nor to make frontage improvements.

- 5. North Cooper Mountain--would like more information about the thinking about why zoning is not moving forward to allow urban development.**

Staff Response: Last year, the Board considered two Issue Papers regarding Cooper Mountain planning. At that time, the Board determined that it preferred to leave the FD-20 land use designations on the properties and not move forward with completing the community planning. Part of the decision was also based on the remainder of the items in the work program and the Board’s assessment of priorities. We will bring these issues forward to the Board for discussion to determine if they’d like us to move forward with the planning this year.

6. What has happened with the CPO 7 request for school SPL to be no older than 90 days at time of application submittal?

Staff Response: The submittal was inadvertently left out of the draft work program staff report. It has been included in the March 22 report with a recommendation. At this point, we are not inclined to recommend that the proposed changes move forward. Please see response in Staff Report on this item.

7. With the release of the statewide DOGAMI maps, will any CDC changes need to be made?

http://www.oregonlive.com/pacific-northwest-news/index.ssf/2016/02/new_map_shows_oregons_hotspots.html#incart_river_index

Staff Response: Staff reviewed the newspaper article that was forwarded. The article discusses a statewide map of landslide susceptibility that DOGAMI recently released. The statewide map is a composite of a statewide landslide inventory that DOGAMI released in 2014; a statewide slope map; and a statewide generalized geologic map.

- Bill Burns at DOGAMI confirmed that this statewide map is intended as a high-level screening tool.
- Mr. Burns said the map is intended as a screening tool to help DOGAMI prioritize different areas across the state to determine which ones they should conduct detailed analyses for.
- Mr. Burns said the map could also be used by local governments to make decisions on whether/where to have DOGAMI conduct more detailed analyses.
- It is not as specific as the deep-seated / shallow-seated landslide susceptibility analysis and mapping that DOGAMI conducted for North Bethany and Bonny Slope West.
- Mr. Burns said the map was not intended to be used by a local jurisdiction for incorporation into their comp plan, because it's based on more generalized data.

Based on this feedback, staff does not believe this map triggers the need for any CDC changes.