




March 31, 2020

To: Washington County Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

Subject: **Final 2020-21 Long Range Planning Work Program**

STAFF REPORT

For the April 7, 2020 Board of Commissioners Meeting

RECOMMENDATION

Approve the attached Final 2020-21 Long Range Planning (LRP) Work Program and authorize filing of Tier 1 and Tier 2 ordinances as shown in Table 1 of this report, including recommended adjustments.

OVERVIEW

At its Jan. 21, 2020 Work Session, the Board authorized release of the Draft 2020-21 LRP Work Program for a month-long comment period spanning Jan. 28 to Feb. 28. The draft staff report was sent to the Washington County Committee for Community Involvement (CCI), Community Participation Organizations (CPOs), cities and service districts, and interested parties. It was also posted on the County's Annual Long Range Planning Work Program webpage.

This final report has been distributed to all parties listed above and posted on the webpage:

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

From the time the Draft was released, 21 comment letters were received concerning a variety of topics. All the comment letters are described in the *Public Input* section starting on page 5. Copies of the comment letters are provided in Attachment A to this report.

Summary of Work Program and Staff-Recommended Changes

As in the past, this year's work program is ambitious. The recommended work program reflects staff's judgement on the breadth and depth of tasks that can be accomplished this year. The estimated total number of full-time equivalent (FTE) staff resources required to do the work is shown in Table 1. As presented, this final report indicates staff resources are over programmed by about 3%.

This work assumes an increase of 1 FTE for trails planning and coordination and filling all positions. In the event the Board wishes to add more tasks to Tier 1, or speed up the timelines, staff will propose and ask the Board to move some Tier 1 tasks to Tier 2. Further adjustments to the work program may be needed if additional tasks are added, existing tasks are expanded, or LRP's proposed budget for fiscal year 2020-21 is changed through the budget adoption process. Staff will return to the Board for refinements to the work program as needed.

Much of the significant work of Long Range Planning is long-term and ongoing. Many tasks that were started in 2019 will be completed in 2020 through ordinances, issue papers or other products. The flow of work does not neatly start and end with adoption of a new work program, so a number of tasks are carried over from 2019 to 2020-21.

In addition to ongoing tasks, some tasks are likely to proceed over several years, either due to their nature, funding limitations, or likelihood of intensive public response. The following tasks will likely be undertaken over this year and the next to ensure sufficient staff time and attention:

- Urban Planning Area Agreement (UPAA) and Urban Service Agreement (USA) updates (Task R1.3)
- Southwest Corridor Plan (Task R1.4)
- Housing affordability/House Bill (HB) 2001 implementation (Task S1.1)
- Significant Natural Resource (SNR) regulations assessment – implementation (Task S1.2)
- Centers and Corridors study (Tasks S1.3 and 2.8)
- Trails planning and coordination – rural and urban (Task L1.1)
- Cooper Mountain Transportation Study (Task L1.2) and the related Urban Reserves Transportation Study (URTS) (Task L1.3)
- Complete Streets Design Update (Task L1.4)
- Countywide Transit Study planning and implementation (Task L1.5)

Based on the comment letters received, staff recommends the following changes to the Draft Work Program, which are reflected in the revised Table 1 at the end of this staff report:

- *Modify Task S1.9 (Minor Comprehensive Plan amendments) to clarify development of vehicle camping regulations through a Safe Parking Program and add various technical Community Development Code (CDC) amendments requested by Matt Sprague of Pioneer Design Group and Planning and Development Services staff.*

Issue Papers/Reports

Several issue papers/studies from the adopted 2019-20 LRP Work Program were released over the past six months:

- *Significant Natural Resources Draft Program Review and Assessment (SNR Assessment)*
- *Issue Paper 2020-01: Short-Term Rentals – Issues and Considerations*

Public input was solicited and received on each of these reports. Each is discussed briefly below, along with Board direction received at Work Sessions on the topics, included in the recommended Final Work Program Table 1 summary.

SNR Assessment

The SNR Assessment was distributed for public review on Oct. 7, 2019 and 18 comments were received through the end of the year. In addition, an online open house and survey were available from Oct. 21 to Nov. 25, 2019, garnering 54 responses. Staff presented a summary of the public comments and survey responses at a Board Work Session on March 10, in addition to a briefing on an Enforcement Order petition regarding the County's Goal 5 Significant Natural Resources program. At the conclusion of the Work Session, the Board directed staff to move forward with (at least) the following this ordinance season:

- Addressing issues with clear and objective standards in the Community Development Code:
 - For water-related natural resources, adding references to the CDC that reflect current practices for sensitive areas and vegetated corridors consistent with Clean Water Services' *Design & Construction Standards*.
 - Expanding on existing discretionary/incentive-based approaches to habitat protection, including adding a habitat friendly planned development option and deleting subjective provisions in Section 422-3.6.
 - Developing clear and objective tree protection requirements for trees within SNR areas, with a focus on tree preservation/mitigation within *Wildlife Habitat* areas.
- When identifying SNR areas subject to Section 422 and other CDC requirements *for new Urban Growth Boundary (UGB) areas*, include upland habitat (similar to *Wildlife Habitat*) and riparian areas shown on Metro SNR inventory maps.
- Ensuring County SNR regulations, including any new or modified tree regulations, apply to new development within the UGB expansion areas.
- Refining County development review processes and submittal requirements to clarify field verification of SNRs and standardize Habitat Reports.

Table 1 includes this work as Task S1.2 (Significant Natural Resource regulations assessment – implementation). As shown in the Table, other work will be undertaken this year and next on this topic. This includes both Board direction and additional tasks.

Issue Paper 2020-01: Short-Term Rentals – Issues and Considerations

This issue paper was released shortly after the Draft Work Program for a 30-day comment period. During that time, 76 comments were received with a wide range of positions represented.

The greatest number of comments (32%) supported the development of short-term rental (STR) regulations, though several comments (11%) requested that STR regulations not require the dwelling in which the STR is operated to be the operator's primary residence. The second greatest number of comments (26%) were miscellaneous, citing positive and/or negative impacts of STRs but not taking an explicit position on whether to regulate or prohibit them. A lesser number of comments supported maintaining the status quo of not regulating STRs (16%) or prohibiting them altogether (13%). A very small number of comments (2%) supported not regulating STRs but instead strengthening noise control and parking regulations.

At the March 10 Board Work Session, staff presented information contained in the issue paper and what had been heard so far from the public. The Board evaluated the information and, after considerable discussion, directed staff to pursue Option 3 in the report – to develop regulations and a license or registration process for short-term rentals focused on the following policy objectives: 1) minimizing the likelihood of community impacts, including “party houses,” noise, parking and trash; and 2) increasing the accountability of STR operators and providing a path to close down problem STRs. Content of the regulations and options for monitoring and enforcement will be part of the discussions moving forward.

During the public comment period for the issue paper, staff received a comment letter from the Save Helvetia Board of Directors that described their concerns with allowing STRs in the rural area. They noted their area's 20-year history of grappling with activities such as corporate picnics and wedding events. Their concerns with allowing STRs in the rural area include potential negative impacts such as noise associated with group events, intoxication of event attendees, increased risk of fire, and increased vehicular activity importing noxious weeds into grass seed growing areas. Staff will review implications of allowing short-term rentals in the rural area and consider these comments as short-term rental regulations are being developed.

Planning Commission discussion

At its Feb. 19, 2020 meeting, the Planning Commission (PC) received a briefing on the Draft Work Program. The PC had a robust discussion, though no action or specific recommendations were made. The conversation included questions and discussion about the following:

- Short-term rentals issue paper (the paper, with recommendations, had yet to be released).
- Moving forward with the breweries and cideries CDC changes.
- SNR incentive-based approaches.
- Interest in proceeding with a habitat friendly planned development ordinance this year, using work done and PC input from last year on Ordinance No. 853.
- The need to balance/weigh affordable housing and natural resource protection goals.

- Review all Work Program tasks with an eye toward housing affordability and impacts on costs of housing.
- Some interest in particular tasks/requests: Safe Parking regulations, code audit and technical code fixes.

Staff will continue to engage with the PC about preparation of Comprehensive Plan amendments and will consider all PC comments as work on specific tasks moves forward.

The following section discusses input received during the public review period. It is followed by the draft ordinance hearing schedule (on page 15) and a description of Table 1.

Public input received during the Draft 2020-21 Long Range Planning Work Program comment period:

Provided below is a summary of comments from citizens that were received during the public review period that ran from Jan. 28 through Feb. 28, as well as the staff response to each request. Copies of all comments received during the comment period are provided in Attachment A.

1. Request by the City of Tigard to exempt regulated affordable housing from payment of the Transportation Development Tax (TDT), dated Feb. 4

The City of Tigard submitted a letter, signed by the Mayor, requesting the Board consider amending the TDT program to exempt qualified, regulated affordable housing (RAH) developments from payment of the tax. The city has moved to exempt RAH from payment of city transportation and parks System Development Charges (SDCs) to promote housing affordability and has identified a TDT exemption as a way to enhance the cost-efficiency of new affordable housing. The letter notes consideration of a TDT exemption is in line with recommendations from the Washington County Equitable Housing Barriers and Solutions project and an October 2018 Southwest Corridor Affordable Housing Memorandum of Understanding (MOU).

Staff Response: *The Board considered this topic at a Work Session on May 28, 2019. During the meeting, there was discussion about the structure of TDT and options for waiving or backfilling TDT for regulated affordable housing, which might come from other funding sources. Some Board members expressed concern over shifting the financial burden of SDCs for RAH developments to the general public, depending on the source of funds for backfilling. The Board directed staff to conduct additional research on the impact of SDCs on a few RAH projects, and to share the information with a meeting of the Washington County Mayors on June 17, 2019. At the Mayors' meeting, there was general discussion about SDCs and challenges of paying for the impacts of development. There was no consensus about next steps, and no champion for changing the TDT rate table. County staff was not directed to continue research into this topic, though it could be revisited with the local mayors should the Board wish to explore it further.*

2. Comment from HomePlate Youth Services in support of enabling more affordable housing development and requesting consideration of vehicle camping allowances, dated Feb. 14

Ms. Valdez, Outreach Coordinator at HomePlate, submitted an email comment supporting the work program provisions for supporting affordable and diverse housing options that meet the needs of the community, including incentives to encourage more affordable housing production. The email also supported County consideration of CDC amendments to allow vehicle camping as a permitted use in all land use districts, citing the Safe Parking Program as a way for people to receive support and case management that can lead to secure housing.

Staff Response: Task S1.1 (Housing affordability/HB 2001 implementation) anticipates a variety of tasks to address housing affordability. Provisions to allow vehicle camping, under certain circumstances, are included in Task S1.9 (Minor Comprehensive Plan amendments).

3. Washington County Racial Equity Collaborative (REC) letter indicating interest in specific Long Range Planning tasks, dated Feb. 28

The Washington County Racial Equity Collaborative, whose members include the Coalition of Communities of Color, Vision Action Network, Adelante Mujeres, Bienestar and the Asian Pacific American Network of Oregon (APANO), support enhancing engagement with communities of color on planning and governance issues. Their letter suggests the following:

- a) Support Beaverton's request to allow vehicle camping in all land use districts.
- b) Absent barring short-term rentals, support for a County tax on STRs, using the revenue to support affordable housing.
- c) Request that Task 2.7 (Homeless shelter/services/camping regulations) be elevated to Tier 1, in conjunction with other housing work.
- d) Using a transit-oriented and community-oriented development lens to ensure future plans benefit everyone, specifically vulnerable communities.
- e) County facilitation of candid conversations about climate resiliency and coordination of plans and actions devoted to addressing impacts of climate change.
- f) Encouraging increased outreach and community engagement with communities of color and immigrant groups throughout the LRP Work Program process.

Staff Response: Staff appreciates the comments of the REC members, and will include REC member organizations, consistent with diversity, equity and inclusion (DEI) policies, in LRP planning processes. Responses to specific comments are as follows:

- a) *Modification of land use district allowances to permit vehicle camping is included in Task S1.9 (Minor Comprehensive Plan amendments). The task has been modified to broaden the scope from just religious institutions.*
- b) *A tax on STRs to help pay for affordable housing is outside the scope of the LRP Work Program. Board direction would be required to pursue this idea further.*
- c) *Board direction is needed on the priority of Task 2.7 (Homeless shelter/services/camping regulations) relative to other Tier 2 tasks. No specific modifications have been identified, so this task would be to explore what modifications might be warranted. Should the*

Board wish to move this task up to Tier 1, it would mean delay or removal of other Tier 1 housing work currently planned. Without Board direction this will remain a Tier 2 task.

- d) No community planning efforts are underway or anticipated at this time, except for the Centers and Corridors work (Tasks S1.3 and 2.8). Staff will look for ways to address this comment in future work.*
- e) Board direction is required on the priority of facilitating conversations on climate resiliency / climate change as part of a future Work Session. This is a detailed and involved topic that would warrant additional discussion.*
- f) Staff appreciates and supports the request to encourage greater outreach and community engagement with communities of color and immigrant groups. Further direction and tools are expected through the County's newly expanded DEI Program.*

4. Request by City of Beaverton for regulation and protection of areas newly added to the regional UGB, dated Feb. 27

Cheryl Twete, Community Development Director at the City of Beaverton, submitted a follow-up to the city's initial Nov. 21, 2019, request regarding SNR protections in new UGB areas. In addition to earlier requests, the city asks for enhanced protections for riparian and upland habitat areas regardless of whether land use approval is required, and adoption of the Metro Regionally Significant Fish and Wildlife Habitat Inventory Map for the SNRs identified in the South Cooper Mountain Concept Plan. The city's primary interest is in protecting resources in those areas prior to city annexation.

Staff Response: Based on Board direction, as part of Task S1.2 (SNR regulations assessment – implementation), staff will move forward with consideration of the Metro Regionally Significant Fish and Wildlife Habitat Inventory Map for adoption as the SNR map for the new UGB expansion areas and review CDC sections related to tree removal when not in connection with a development permit, for potential revisions (within the parameters of state timber law provisions).

5. Numerous requests for new regulations for development sites containing SNRs

- **Ashley Short, Tualatin Riverkeepers, Feb. 20**

Ms. Short, In-House Counsel and Advocacy Director for Tualatin Riverkeepers (TRK), submitted a comment letter requesting the update of CDC Section 422 (Significant Natural Resources) be made a high priority task in the 2020-21 Work Program. She cites excerpts from the Draft SNR Program Review and Assessment as evidence to back her request.

- **Ezra Hammer, Home Builders Association of Metropolitan Portland, Jan. 22**

Mr. Hammer, Director of Government and Policy Relations for the Home Builders Association of Metropolitan Portland (HBA), submitted a comment letter requesting the County to fully implement the recommendations of the Draft SNR Program Review and Assessment regarding development of clear and objective standards for water related resources and clarification of incentive-based approach for *Wildlife Habitat* areas.

- **Luke Pederson, Feb. 14**

Mr. Pederson expressed support for preserving natural areas and halting development.

Staff Response: Revising CDC Section 422 (Significant Natural Resources), particularly to address concerns with clear and objective standards, is a Tier 1 (highest priority) task on the 2020-21 Work Program (Task S1.2).

- **Jim Long, CPO 4M, Feb. 28**

Mr. Long, writing on behalf of CPO 4M (Durham, East Tigard, Metzger), submitted a comment letter requesting that Land Conservation and Development Commission (LCDC) Enforcement Order proceedings be included in the SNR Report and this staff report, and that developers be required to comply with the Migratory Bird Treaty Act.

Staff Response: The CPO 4M letter is included in Attachment A to this staff report. Information on the Enforcement Order petition has been discussed with the Board and is available on the [DLCD website](#). The Migratory Bird Treaty Act is a Federal regulation, and CDC Section 422-5 requires compliance with federal, state and local regulations, therefore it would need to be addressed. Staff can consider how this applies as Habitat Assessment procedures and submittal requirements are revised through work on Task S1.2 (SNR regulations assessment – implementation).

- **Dave Waffle, Feb. 21**

Mr. Waffle provided a letter of comment centering on the Draft SNR Program Review and Assessment as it relates to tree protection, particularly within UGB expansion areas and urban reserves. He suggests the County “get ahead” of development activity by focusing better resource inventory and mapping on areas likely to be considered for UGB expansion (urban reserve areas). Mr. Waffle is interested in development protections that will prevent tree removal before planning for these areas can occur. He suggests this can be achieved through provision of development incentives in exchange for protection of SNRs.

Staff Response: Areas outside the UGB are considered/designated rural and are regulated under rural provisions in state law which allow narrow agricultural and forest land uses. Urban development is not allowed. All forested lands outside the UGB are controlled by the Oregon Forest Practice Act (FPA). Under state law, the County is limited in what it can do to regulate such lands and cannot prohibit tree cutting, regardless of whether or not the land might at some point in the future be considered for a UGB expansion. SNR mapping for areas within about one mile of the UGB in 2002 was done by Metro, though analysis of conflicting uses focused on rural, not urban, uses. The County’s 1980s Rural/Natural Resource Plan SNR mapping identified Big Game Habitat in rural north and west Washington County and streams and waterways closer to the UGB.

At the point a city begins to consider an area for a UGB expansion, that city does concept planning and starts to evaluate and identify significant natural resource areas. This is a

lengthy, comprehensive and expensive endeavor and is only begun when a city believes it must address growing needs. A city is in a better position than the County to plan for and develop regulations it would be enforcing for SNR areas as lands are annexed into the city's boundaries. Should the Board wish to pursue the idea of taking on some of this work, further exploration would be required. It is not the top priority for SNR work this year.

Incentives for protection of resource areas will be further explored as part of the work on Task S1.2 (SNR regulations assessment – implementation). Incentives are typically associated with development proposals and will therefore be focused on urban areas, including areas recently added to the UGB where urban development is expected. Because development is limited in the rural area, incentives are generally not that financially attractive to rural property owners. In addition, the FPA's commercial logging regulations take precedence over the County's regulations outside the UGB and development incentives to protect rural trees would be weighed against the benefits of commercial logging. That said, the FPA does limit tree removal within 20 feet of fish-bearing streams. This request would require further study and a different approach compared to incentives for urban development. Given limited time and priority on other SNR work to address other aspects of the SNR topic, should the Board be interested in pursuing this idea, work would need to be undertaken in 2021.

6. Requests for regulation of short-term rentals by Gary Berne and John and Sue Marsh

Mr. Berne and Mr. and Mrs. Marsh submitted comments regarding impacts of short-term rentals operating in their residential neighborhoods. Mr. Berne requests consideration of an ordinance to limit the impact of STRs on nearby residents, citing noise issues in his neighborhood stemming from loud parties extending into quiet hours. Mr. and Mrs. Marsh describe in detail livability concerns associated with one or more STRs in their neighborhood, including noise, traffic, parking, litter and safety issues. They request the use be regulated or prohibited in order to mitigate the impact to surrounding neighbors.

***Staff Response:** Long Range Planning Issue Paper 2020-01: Short-Term Rentals – Issues and Considerations (Task S1.5) was published on Feb. 25, 2020, and a 30-day public comment period concluded March 26, 2020. At the March 10 Work Session, the Board directed development of regulations and a license or registration process for short-term rentals focused on the following policy objectives: 1) minimizing the likelihood of community impacts, including “party houses,” noise, parking and trash; and 2) increasing the accountability of STR operators and providing a path to mitigate problem STRs. Content of the regulations and options for monitoring and enforcement will be part of the discussions moving forward.*

7. Comment from Blaine Ackley regarding pedestrian/bicycle trails, dated Jan. 30

Mr. Ackley submitted a comment supporting expansion of the pedestrian/bicycle network of trails, specifically with regard to separation of pedestrians and bicycles from vehicle traffic. He urges the County to improve the existing scenic bikeway system with better signage and reduced speeds and suggests using funding available from the Oregon Department of Transportation (ODOT) to complete these projects.

***Staff Response:** Task L1.1 (Trails planning and coordination) and Task R1.1(e) (Regional/State/Federal Coordination: Regional trails planning and funding initiatives) include staff work on local and regional trail facilities. This work ranges from concept planning through identification of funds for specific projects.*

8. Comment from Carolyn Rose regarding safety along Tualatin Valley (TV) Highway and Kinnaman Rd. in Aloha, dated Feb. 4

Ms. Rose commented on transportation safety concerns in the Aloha area, specifically along TV Highway and SW Kinnaman Rd. She points out these issues are likely to be exacerbated by development of thousands of new homes in South Hillsboro. Ms. Rose cites fatal traffic accidents along TV Highway that she believes stem from unsafe transportation conditions. She makes a number of requests for transportation safety improvements to TV Highway, including crossings at every bus stop, more sidewalks on the south side and improved lighting. Additionally, Ms. Rose's letter notes the multitude of schools along Kinnaman Rd., suggesting that students who walk to these schools are underserved by the local transportation infrastructure, specifically the lack of sidewalks. She requests pedestrian infrastructure improvements to Kinnaman Rd. between 198th Ave. and Farmington Rd. in order to alleviate some of these safety issues.

***Staff Response:** TV Highway is an ODOT facility, not managed or maintained by Washington County. However, Washington County staff is currently completing the TV Highway Corridor Plan, managed by Washington County in close coordination with the cities of Beaverton, Hillsboro, Forest Grove and Cornelius, as well as ODOT, Metro and TriMet. This work will inform a potential November 2020 Metro Transportation Funding Measure to construct safety and transit improvements on TV Highway. A number of transportation projects are planned for Kinnaman Rd., 198th Ave., and Farmington Rd., and County staff continue to identify funding for these infrastructure improvements.*

9. Comment from Daniel Morgan regarding intersection geometry, dated Feb. 23

Mr. Morgan requests an amendment to County Code of Ordinances Section 15.08.320.060 to specify that the interior angle of intersecting roads should not be less than 75 degrees. He cites examples of these acute-angled intersections in Washington County which he believes have poor sight distance and are becoming more dangerous with increased traffic, primarily in the rural area and on the urban/rural fringe.

***Staff Response:** This is language in the Road Design and Construction Standards. As amendments to the Road Design and Construction Standards are not land use ordinances, this request will be forwarded to the County Engineer for consideration. While the Complete Streets Design Update will likely result in changes to the Road Design and Construction Standards, the focus of that project is on roadway cross-sections and active transportation design treatments.*

10. Comment from Tami Dean regarding increased traffic along NW 113th Ave., dated Feb. 26

Ms. Dean submitted a comment letter addressing the increase in vehicle traffic along NW 113th Ave. north of NW Cornell Road in Cedar Mill. She suggests adding a bus line on 113th Ave. with direct service to Sunset Transit Center, to encourage these drivers to utilize transit and leave their personal vehicles at home.

Staff Response: TriMet is the primary agency responsible for providing transit service in the urban area. County staff coordinates regularly with TriMet staff to identify needs and opportunities for additional transit service in Washington County. County staff will soon complete the Strategic Solutions for First Mile/Last Mile Transit Connections Project, which has identified opportunities for connecting more people in Washington County to transit.

11. Comment from Jim Kepner regarding the Northern Connector Concept from the Transportation Futures Study, dated March 1

Mr. Kepner's letter expresses support for construction of a 'Northern Connector' transportation facility linking Hillsboro to Portland. This concept was studied as a part of the Washington County Transportation Futures Study completed in 2017.

Staff Response: County staff is coordinating with the City of Hillsboro and regional partners on the Highway 26 Corridor Study, which was identified as a study corridor in the 2018 Regional Transportation Plan. A scope of work and funding source for this study will be identified by regional partners in 2020. County staff works closely with regional partners ODOT, Metro and TriMet to consider transportation needs between Washington County and the rest of the Portland metropolitan area.

12. Washington County Committee for Community Involvement (CCI) letter regarding various Work Program tasks, dated Feb. 28

The CCI submitted a letter with statements on several tasks, mirroring comment letters received prior to development of the Draft Work Program and requests on previous years' work programs:

- A. *Neighborhood Meeting Rules:* Requests a CDC amendment to require all parties attending a Neighborhood Meeting who provide legible email contact information receive Public Notice by email.

Staff Response: Staff appreciates the CCI's input and interest in public involvement opportunities. Staff does not believe the CDC is the appropriate place to address this request, and notes there are various logistical issues that make the request problematic. No further action is recommended at this time. However, in light of social distancing requirements, staff is currently investigating options to incorporate virtual neighborhood meetings and considering whether CDC changes might be warranted.

- B. *Significant Natural Resources (SNRs) and Urban Tree Code:* The CCI offers support for creation of clear and objective standards regulating development on sites containing

SNRs, including improved incentives for protection of *Wildlife Habitat*, such as tax breaks for preservation/mitigation and a habitat friendly planned development. In addition, the CCI encourages development of an urban tree code to protect existing tree canopy, both inside and outside of SNRs.

Staff Response: *These tasks are addressed in Task S1.2 (SNR regulations assessment – implementation). Addressing clear and objective standards and incentives for habitat protection are part of the expected work. At this time, the Board has directed development of tree protection regulations inside SNR areas. Development of a tree code for the broader area could be considered in future years.*

- C. *Takings Issue Paper:* Requests development of an issue paper to study how other jurisdictions address the “essential nexus” and “rough proportionality” tests associated with takings as they relate to acquisition of right-of-way for sidewalk improvements.

Staff Response: *This request has been received from the CCI in previous years’ work programs, related specifically to development of single-family homes on lots of record. Staff’s responded that new home construction or a replacement dwelling on a lot of record does not make changes to the lot, which met all legal requirements at the time it was created. County Counsel therefore has advised that the County cannot require dedication of right-of-way for these developments. Developments that create new lots are generally required to at least dedicate right-of-way, or to build some level of improvements, depending on the anticipated number of trips generated by the development. Staff does not believe an issue paper will provide any additional information to facilitate development of sidewalks, and that this is a legal issue best considered in concert with Counsel.*

- D. *Governance Issue Paper:* The CCI expresses concern that certain long-term projects are deferred for lack of funding (e.g., Governance Issue Paper [Task 3.2]), and requests formulation of a strategy to acquire additional funding and staff resources to develop an issue paper to address the provision of additional planning, economic development, code enforcement and cultural/community-building services in the urban unincorporated area.

Staff Response: *Staff acknowledges that tasks are sometimes deferred or placed on Tier 2 or 3 when there are insufficient staff or financial resources. Grant funding opportunities are explored each year, though often additional staff resources are needed to develop grant applications and administer the projects. Should the Board determine this is a higher priority, funding opportunities could be sought. The LRP Work Program and existing LUT budget do not assume increasing current staffing levels for general planning projects.*

13. Request by City of Wilsonville regarding contractor’s establishments in the Future Development 20-Acre (FD-20) land use district, dated Feb. 21

Miranda Bateschell, Planning Director at City of Wilsonville, submitted a follow-up to the city’s initial Dec. 5, 2019, request to limit contractor’s establishments in the FD-20 land use district, specifically within the Coffee Creek and Basalt Creek Industrial Areas.

Ms. Bateschell requests elevating this task to Tier 1 from its original placement on Tier 2 in the Draft Work Program (Task 2.3). Ms. Bateschell recommends amending CDC Section 430-34 (Contractor’s Establishments) to add FD-20 to the list of land use districts where limitations on development of contractor’s establishments apply. The city believes such a change is reasonable given plans to establish these future development areas for urban industrial use.

Staff Response: As noted in the staff report for the Draft Work Program, contractor’s establishments are an allowed use in FD-20 and were also allowed in the area under the prior zoning. Possible ways to address the city’s concerns include limits on the size of establishments and inclusion of design requirements for new or renewed permits for contractor’s establishments. Imposing size limits similar to those in the MAE, AF-5 and AF-10 districts might be appropriate considerations. Any such regulations, however, would likely create nonconforming uses without ensuring the use itself is eliminated. FD-20 standards (CDC Section 308-7.2) provide that legal nonconforming uses “may be expanded or rebuilt to the limit of available services, through a Type II procedure...”

Staff acknowledges Wilsonville’s concerns, however, given the number of competing priority tasks and the likelihood that any changes to address the city’s concerns would be controversial and require considerable staff time and effort, staff continues to recommend that this task be placed on Tier 2. Should the Board wish to elevate this to Tier 1, other task(s) would need to drop to Tier 2.

14. Request by Tektronix to extend Development Agreement with Washington County for seven more years, dated Feb. 24

Kenneth Skinner, Director of Global Real Estate, Facilities, and Environmental Health and Safety at Tektronix, submitted a letter on behalf of Tektronix (operating as Beaverton, LLC) supporting an extension of the Washington County – Tektronix Development Agreement for seven years. The Development Agreement was previously extended for one year by Ordinance No. 860 in 2019 to allow additional time to thoroughly evaluate any needed updates. Tektronix supports moving forward with development of an ordinance to extend the agreement for seven more years.

Staff Response: Extension of the agreement for an additional seven years, as has occurred twice in the past, is a Tier 1 task on the Draft Work Program (Task S1.8).

15. Comment from Matt Sprague regarding private street construction standards and restrictions on underdeveloped properties that adjoin developed properties in higher density land use districts, dated Feb. 3

Mr. Sprague, Principal at Pioneer Design Group, requests two technical amendments to the CDC. The first request is for an amendment to CDC Section 409-3.5 (Private Street Tracts), specifically to allow the placement of a portion of a curb outside the private street tract. The second request is for an amendment to perimeter setback requirements on development sites where the adjacent property was developed at or above minimum density.

Staff Response: Staff recommends consideration of these requests as part of Task S1.9 (Minor Comprehensive Plan amendments). Sufficient analysis has not occurred to determine whether the changes would be recommended for adoption, but only that they should be reviewed for possible inclusion.

16. Comment from Jennifer and Allen Flanagan regarding increased development in the County's rural area(s)

The Flanagan's comment letter addresses a variety of concerns related to the changing nature of the County's rural area(s). In general, they would like planning staff to pay more attention to impacts from development of agricultural and non-agricultural activities in the rural area on farming, resident safety, roads and water sources. Specific concerns include:

- Hazards associated with increases in traffic, including potential conflicts related to slow-moving farm equipment and low visibility from some older driveways.
- Protection of wells for the health of rural residents and for historical farm use.

Staff Response: Regulation of uses and activities permitted in rural areas is largely prescribed by state law, particularly for farm and forest lands. While a number of rural uses are subject to county review, others are not.

Like the Flanagans, participants in the County's 2016 Rural Tourism Study raised concerns about conflicts between commuters and farm vehicles on rural roads. Operation of farm vehicles is protected under Oregon's Right to Farm Law, which prevents state and local regulation of specific farm uses and associated activities on farmland. The County does look, however, at road safety and capacity issues to better accommodate the increasing diversity of vehicle types on rural roads.

Long Range Planning Issue Paper No. 2017-06: Rural Roads | Urban Edge considered design treatments for roadways that border the urban and rural areas, to manage conflicting transportation needs such as farm equipment and commuter traffic. This work is informing the current Complete Streets Design Update project, which may result in changes to the County's Road Design and Construction Standards and the Transportation System Plan. While that work is primarily evaluating urban roadways, considerations for border roads and some rural roadways may be included in the recommendations.

The Urban Reserves Transportation Study (which expands upon the Cooper Mountain Transportation Study) is considering the impacts of growth on the County’s roadways, including urban-to-urban traffic on rural roads. This project is evaluating the feasibility of safety and capacity improvements to specific roadways to manage increased traffic from future growth. Questions about sight distance standards on County roads should be addressed by the County Engineer, not Long Range Planning.

Regarding protection of wells in Oregon, while the state Department of Environmental Quality (DEQ) has primary responsibility, duties are spread among different state agencies. Most federal and state programs relating to groundwater are implemented through the Oregon DEQ, County Environmental Health Drinking Water Program, Oregon Department of Agriculture and the Oregon Water Resources Department (OWRD).

OWRD District 18 Watermaster's field office, in cooperation with the County, is responsible for water supply management within the Tualatin, Lake Oswego and Lower Willamette Drainage Basins – working with landowners, well drillers, and others to protect aquifers.

DRAFT ORDINANCE HEARING SCHEDULE

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

Ordinance Topic	Proposed Ordinance Filing	Initial PC Hearing	Initial Board Hearing
<ul style="list-style-type: none"> ▪ FD-20 in new UGB areas ▪ Farm Breweries/Cideries 	Mid May	Mid-Late June	Early Aug.
<ul style="list-style-type: none"> ▪ Tektronix Development Agreement ▪ TV Highway-related TSP amendments 	Mid-Late May	Early July	Mid-Late Aug.
<ul style="list-style-type: none"> ▪ Minor Comprehensive Plan amendments ▪ Tigard UPAA 	Late May	Mid July	Late Aug.
<ul style="list-style-type: none"> ▪ Housekeeping ▪ Technical code fixes 	Mid-Late June	Mid Aug.	Early Sept.
<ul style="list-style-type: none"> ▪ Significant Natural Resources implementation ▪ Habitat Friendly Planned Development 	Late June/ Early July	Mid Aug.	Early-Mid Sept.

The remaining element of this 2020-21 LRP Work Program staff report is **Table 1**, which categorizes tasks into Tiers 1, 2 and 3. In Tier 1, tasks are split into four areas: 1) Ongoing Programs and Projects, 2) Regional/State/Federal Coordination, 3) Comprehensive Planning – Short-Term, and 4) Comprehensive Planning – Long-Term or Multiyear Projects. The table also notes the level of staff time and public involvement expected for each task, whether it will result in an ordinance, the source of the proposal and whether each task has a countywide, rural or urban focus. New tasks are *italicized*.

Tier 1 tasks are the highest priority and include major projects, tasks continued from 2019 and ongoing responsibilities. Some Tier 1 multiyear tasks will continue into 2021.

Tier 2 tasks are ordinances and projects that are either not scheduled until later in the fiscal year or have insufficient staff resources. Staff recommends addressing Tier 2 projects and ordinances should staff resources become available, though many of these tasks are likely to be carried into the following year. 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 2021. Their priority in 2021 will be determined as part of next year’s work program.

Tier 3 tasks are ordinances and projects that could be addressed in future years or may drop off the work program due to insufficient staffing resources or lack of Board support.

List of Attachments

The following attachments identified in this staff report are provided:

Attachment A: Public comments on Draft Work Program received during public review period.

Table 1 – FINAL 2020-21 LONG RANGE PLANNING WORK PROGRAM TASKS

TIER 1 <i>(new tasks are italicized)</i>							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
Ongoing Programs and Projects							
	Ongoing nondiscretionary tasks Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services (GIS) tasks, including: <ul style="list-style-type: none"> • Plan amendments. • Special district annexations and coordination. • Community plan implementation, including North Bethany land use and transportation. • Planning Commission, Planning Directors, Washington County Coordinating Committee (WCCC) and WCCC TAC support. • Demographic, economic information, data collection and analysis. • Interdepartmental coordination, including on housing issues and economic development. • Rural regulations education – report and briefings. • Monitor state legislation and support government relations staff in legislative analysis and policy development. • Transportation model updates. • Transportation Development Tax/SDC review, updates and annual reporting. • Community and Transportation Planning support. • Implementation of public transportation service per requirements in the Statewide Transportation Improvement Fund (STIF). 	10		L	Day-to-day operations, projects and required services.	Long Range Planning	C, U, R
Regional/State/Federal Coordination							
R1.1	Regional and interagency coordination Participate in and respond to major regional, state and federal initiatives, including: <ol style="list-style-type: none"> a) Employment and housing needs analyses in support of regional growth management decisions. b) Regional Housing Bond support. c) Regional transportation funding measure support. d) Regional Parks and Nature Bond support. e) Regional trails planning and funding initiatives. 	2		L	Support Board in developing County position on issues of regional, state and national significance and participate in policy advisory committees such as JPACT, MPAC and R1ACT and other special purpose committees.	Long Range Planning	C

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TIER 1 <i>(new tasks are italicized)</i>							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
	f) Regional Transportation Plan updates and implementation. g) Major ODOT and Metro projects and policies, including jurisdictional transfer, mobility standard updates and value pricing studies. h) TriMet transit service plans, capital investments and policies. i) Transportation demand management, including <i>Safe Routes to School</i> policies and funding. j) Metro 2040 Growth Concept refresh. k) Tualatin Watershed Enhancement Collaborative (TWEC).						
R1.2	Planning by cities or others Participate with cities in their planning efforts, particularly related to transportation infrastructure and County goals, including: a) City comprehensive planning for new UGB areas and concept planning in urban reserves. b) Regional and Town Center planning coordination. c) City comprehensive plan/Transportation System Plan (TSP) updates. d) <i>TriMet Federal Transit Administration pilot program for Transit Oriented Development.</i> e) <i>U.S. 26 and OR 99W corridor studies.</i> f) <i>Industrial Site Readiness toolkit, led by Port of Portland.</i>	2		L	Supports efforts by partners, funded largely by grants.	Long Range Planning, <i>d) TriMet request</i>	C
R1.3	Urban Planning Area Agreement (UPAA) and Urban Service Agreement (USA) updates Update UPAA's to support continued County/city coordination including planning authority for urban reserves and new urban areas, as well as transportation needs. Review and update USAs as needed. <i>The focus in 2020 will be on updates to the UPAA with Tigard. Cornelius and North Plains are also potential updates.</i>	.5	Y	L	Response to Statewide Planning Goal 2 for coordination.	City request, Long Range Planning	U
R1.4	Southwest Corridor Plan Participate in preparation of Final Environmental Impact Statement (FEIS) for SW Corridor LRT project and financing strategy and prepare intergovernmental agreement with TriMet for County funding. Participate in planning for an equitable housing strategy, stations, roadways and bike/pedestrian access projects in the corridor.	.5		L	Multiyear effort leading to FEIS, Federal Record of Decision and financial commitments by all partners.	TriMet, Metro	U

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TIER 1 <i>(new tasks are italicized)</i>							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
R1.5	Emerging technology policies, programs and strategies Participate in Metro and other jurisdictions' planning efforts regarding shared mobility, Intelligent Transportation Systems, curb management, and other technology initiatives that relate to mobility and transportation infrastructure.	.25				Long Range Planning	C
Comprehensive Planning – Short-Term							
S1.1	Housing affordability/House Bill (HB) 2001 implementation Collaborate with Housing Services and Community Development departments to modify County regulations to encourage development of a greater variety of housing types and enhance housing affordability through increased housing supply and options. Ensure compliance with state law changes in HB 2001 and 2003. Options being explored in 2020 and 2021 include: <i>a) HB 2001/2003 Rulemaking Advisory Committee and TAC participation.</i> <i>b) Consideration of Community Development Code (CDC) changes to implement requirements of HB 2001, potentially including:</i> 1) <i>New duplex provisions.</i> 2) <i>Review of CDC to identify and address inconsistencies based on HB 2001 rulemaking.</i> 3) <i>Middle housing provisions, including triplexes, quadplexes, cottage clusters and townhouses.</i> 4) <i>Encouraging a greater variety of housing types, including smaller housing types and alternative arrangements (e.g., cottage or cluster housing, micro-housing, tiny houses).</i> 5) <i>Density bonuses and other incentives for affordable housing (or for middle housing generally, if appropriate).</i> <i>c) Consideration of CDC amendments to allow affordable multifamily uses in the Institutional land use district.</i>	2.5	Y	H	Response to housing affordability concerns of Board and public, as well as recent state law changes. Two ordinances completed in 2019; additional ordinances likely in 2020 and/or 2021.	Long Range Planning, Equitable Housing Site Barriers and Solutions, c) Cedar Mill Christ United Methodist Church request	U, R
S1.2	Significant Natural Resource (SNR) regulations assessment – implementation <i>Implementation of recommendations from Draft SNR Program Review and Assessment. Based on Board direction, actions for 2020-21 include:</i> <i>a) Development of clear and objective standards in the CDC for water-related resource areas, with reference to CWS Design and Construction Standards.</i> <i>b) Clarification of incentive-based approach for Wildlife Habitat areas.</i>	2.5	Y	H	<i>Response to community concerns.</i>	<i>Community requests including CCI, CPO 1 and 4M members</i>	U, R

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TIER 1 (<i>new tasks are italicized</i>)							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
	<p><i>c) Development of clear and objective standards for tree protection/mitigation in SNRs to apply when impacts to trees are proposed both during and outside the development review process.</i></p> <p><i>d) Development of habitat friendly planned development regulations.</i></p> <p><i>e) Clarification of County review processes and submittal requirements in the CDC (if time permits).</i></p> <p><i>Longer-term tasks (2021 and beyond) include:</i></p> <p><i>f) Development of other possible incentives/voluntary measures for habitat protection.</i></p> <p><i>g) Tracking of SNR delineations and mitigation monitoring.</i></p>					<i>WC CAN, Richard Ramer, city of Beaverton</i>	
S1.3	<p>Centers and Corridors Land Use Assessment – Phase 1</p> <p>Finalize and present land use assessment of areas within Metro 2040 Centers and Corridors to provide information about existing land use designations, current land uses and development capacity. This assessment identifies how land is being utilized and compares current development and land uses to potential development capacity, with a focus on residential development. Assessment data may identify areas that have significant unused development capacity or development patterns that could inform future policy decisions. This work is based on the recommendations of the <i>Equitable Housing Site Barriers and Solutions</i> project and other housing supply and affordability-related projects. Assessment will include Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road area.</p>	.25		M	<p>Financed by DLCD Technical Assistance funds. Work could support a future Metro 2040 Planning and Development grant request to consider options to encourage housing supply in centers and corridors with convenient access to transit and services.</p> <p>Work will coordinate with Task S1.1 (Housing affordability/HB 2001 implementation) as well as potential economic development work.</p>	Long Range Planning	U
S1.4	<p>Transportation System Plan (TSP) updates</p> <p>Includes refinement to TV Highway based on the outcomes of <i>Aloha Tomorrow, Moving Forward TV Highway</i> and Regional Transportation Funding Measure coordination. General updates and map edits to roadway and other designations may be required based on planning efforts by other jurisdictions and the Regional Transportation Plan. <i>Clean Water Services (CWS) has requested possible realignment of several rural roads based on the upcoming results of the alternatives analysis for Scoggins Dam.</i></p>	.5	Y	M	<p>Updates are required to retain eligibility to receive and spend local, state and federal funds, and to implement other planning efforts. 2020 ordinance(s) will cover TV Highway and general updates. Scoggins Dam related road realignment technical analysis and outreach will be conducted in 2020, with an ordinance likely in 2021.</p>	Long Range Planning, Aloha Tomorrow, Moving Forward TV Highway, Regional Transportation Funding Measure, Clean Water Services	C, U, R

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TIER 1 <i>(new tasks are italicized)</i>							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
S1.5	Short-term rentals issue paper implementation In response to community complaints about short-term rentals (homes listed for short-term occupancy in online booking platforms such as Airbnb, Vrbo/HomeAway and Booking.com), an issue paper exploring issues and opportunities with short-term rental (STR) regulation was completed in February. Based on public input and Board direction, staff will develop regulations and a license or registration process for short-term rentals focused on the following policy objectives: 1) minimizing the likelihood of community impacts, including “party houses,” noise, parking and trash; and 2) increasing the accountability of STR operators and providing a path to close down problem STRs. Content of the regulations and options for monitoring and enforcement will be part of the discussions moving forward.	.5	?	M	Community members submitted requests for development of STR regulations stemming from concerns about negative neighborhood impacts of STRs, including noise, parking and safety issues associated with STR parties and events. Regulations will likely primarily be housed in the County Code of Ordinances and considered outside the land use ordinance process.	Community member requests	U, R
S1.6	FD-20 in new Urban Growth Boundary (UGB) expansion areas Amend County plan documents to designate the following areas added to the UGB in 2019 as future urban development until each is annexed by the respective city: Witch Hazel Village South (Hillsboro); Cooper Mountain (Beaverton); and Beef Bend South (King City). This task will move the areas from the Rural/Natural Resource Plan to the appropriate community plans; replace the current rural land use designations with the Future Development 20-Acre (FD-20) land use designation; transfer mapped Goal 5 resources to the community plans; and remove urban reserve designations. Work will consider adoption of areas identified by Metro as upland and riparian habitat as part of the Significant Natural Resources for these areas.	.5	Y		LCDC has approved the expansions and issued its final order. Two petition requests for judicial review of the Final Order have been filed and remain outstanding.	Long Range Planning, city of Beaverton	U, R
S1.7	Farm Brewery/Cider Business regulations <i>Amend the CDC to reflect recent changes to state law to allow visitor-oriented activities at cideries (apple/pear juice fermentation operations) and farm breweries (malt beverage production operations) in the Exclusive Farm Use (EFU) and Agriculture and Forest (AF-20) land use districts. Senate Bill (SB) 677 (2017) requires counties to adopt provisions allowing visitor-oriented activities at cider businesses. SB 287 (2019) includes similar provisions for farm breweries.</i>	.5	Y		<i>With some exceptions, the standards are almost identical to those of SB 841 (pertaining to wineries), adopted by the County through B-Eng. Ord. No. 815 in 2017.</i>	<i>Current Planning, Long Range Planning</i>	R
S1.8	Tektronix Development Agreement extension <i>Amend the existing Tektronix Development Agreement to reflect current conditions on the site and update requirements to reflect changed conditions (such as transportation improvements) since the last update more than seven years ago.</i>	.5	Y		<i>Follow-up to Ord. 860 adopted in 2019, current Agreement extension expires Dec. 2020.</i>	<i>Beaverton, LLC (formerly Tektronix) request</i>	U

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TIER 1 (new tasks are italicized)							
No. ¹	Tasks	Staff Time	Ordinance	Public Involvement ²	Comments	Source of Proposal	Area ³
S1.9	<p><i>Minor Comprehensive Plan amendments (rural and urban)</i> <i>Omnibus or grouped ordinance(s) to address several minor but important Comprehensive Plan and CDC amendments, potentially including:</i></p> <ul style="list-style-type: none"> <i>a) Update recreational vehicle definitions, as needed, for consistency with state law.</i> <i>b) Modify permitted uses in the Industrial District to allow passenger vehicle rentals, likely as an accessory use.</i> <i>c) Modify permitted uses in various land use districts to allow overnight vehicle camping.</i> <i>d) Allow expansion of an existing school in the Residential 15 Units Per Acre (R-15) District.</i> <i>e) In the rural area, amend CDC provisions for land use approval extensions for certain dwellings on resource lands consistent with HB 2106 (2019) and update use allowances for dump truck parking and K-12 schools consistent with state law.</i> <i>f) Technical code revisions.</i> <i>g) Other potential minor CDC amendments.</i> 	1	Y	M	<p><i>Response to changes in state law, regional decisions, and issues raised by staff, other agencies or the public.</i></p> <p><i>Two ordinances likely.</i></p>	<p><i>Current Planning, Long Range Planning, b) Enterprise Rent-A-Car request, c) city of Beaverton request, d) Hope Chinese Charter School request</i></p>	U, R
S1.10	<p>Community Development Code (CDC) update – Phase 1 and Housekeeping ordinance This ordinance will consist of nonsubstantive “housekeeping” changes to elements of the Comprehensive Plan, particularly the CDC. Intended to maintain the Plan’s consistency with federal, state, regional and local requirements, while improving the efficiency and operation of the Plan. In addition to typical housekeeping, Phase 1 of the CDC update will include making formatting changes, updating definitions and reviewing the CDC for inconsistencies, outdated and repetitive information.</p>	.5	Y	M	<p>First phase of a multiyear review of the CDC.</p>	<p>Current Planning, Long Range Planning</p>	U, R
Comprehensive Planning – Long-Term or Multiyear Projects							
L1.1	<p><i>Trails planning and coordination (rural and urban)</i> <i>This task includes the TGM grant-funded Tualatin Valley Trail project, which will evaluate and select a preferred trail alignment and cross-section, develop project cost estimates, refine the TSP and identify eligible funding programs to help guide the direction of future multimodal investments within the TV Highway Corridor. This trail is the unincorporated Washington County segment of an envisioned regional trail that would connect the Oregon coast to the Portland metro region. The task also includes continuing to actively participate in planning efforts for the Salmonberry Trail, Council Creek Trail and other regional trail facilities.</i></p>	1		M	<p><i>Tualatin Valley Trail work funded by Transportation and Growth Management (TGM) grant. Ordinance possible in 2022.</i></p> <p><i>Additional FTE for Trails Coordinator position may allow increased support for various trail planning activities.</i></p>	<p><i>Aloha Tomorrow, Regional Transportation Funding Measure, Board of Commissioners</i></p>	C

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TIER 1 (new tasks are italicized)							
No.¹	Tasks	Staff Time	Ordinance	Public Involvement²	Comments	Source of Proposal	Area³
L1.2	Cooper Mountain Transportation Study Identify potential alignments and funding sources for transportation connections between South Hillsboro, Cooper Mountain and River Terrace UGB expansion areas. This study will evaluate both existing and potential new roads between 175th Avenue and River Road, including an option raised by community members for an “around the mountain” route that would reduce traffic on 175th Avenue and provide more direct connections.	.5	Y	H	Multiyear project related to the <i>Urban Reserves Transportation Study</i> (Task L1.3). Ordinance possible in 2021.	Transportation Futures Study	C, R
L1.3	Urban Reserves Transportation Study (URTS) Study to evaluate the urban reserve areas under consideration for potential UGB expansions comprehensively (rather than individually) to plan for transportation system needs. The study will identify road network needs, appropriate road jurisdiction and update plan documents to meet future transportation needs within and adjacent to the identified urban reserve areas.	1	Y	H	Funded by Metro 2040 Planning and Development grant. Multiyear project, with an ordinance possible in 2021.	Long Range Planning	U, R
L1.4	Complete Streets Design Update Lead a multiyear project to review and update County road standards and processes. The intent is to implement road standards in 2020-21 that better reflect the variety of land use contexts within Washington County. Includes an update of the transportation development review process and procedures used to determine transportation safety-related conditions of development approval. Current procedures were adopted by Resolution & Order (R&O) 86-95 in 1986. The TSP calls for a review and update of these procedures to consider the multimodal transportation system.	1.5	Y	M	Set policy groundwork for technical discussions. Ordinance in 2021 to adopt new standards through the Road Design and Construction Standards, TSP and CDC. Updated transportation development review procedures also to be adopted in 2021, either by ordinance or R&O.	Long Range Planning	C
L1.5	Countywide Transit Study planning and implementation Conducted in coordination with TriMet, Metro, ODOT and the cities of Washington County, this study identifies opportunities to increase transit use and meet potential demand identified in the <i>Washington County Transportation Futures Study</i> . Multifaceted efforts aim to improve transit speed and reliability in key corridors, improve access to transit with bike/sidewalk improvements and other first/last mile innovations, explore new transit operations such as bus-on-shoulder and express services, and identify service priorities for input to TriMet.	.25	Y	M	Funding available from a combination of Metro, County, partner and grant sources. Ordinance likely in 2022.	Long Range Planning, cities, Transportation Futures Study, Aloha Tomorrow, Regional Transportation Funding Measure	C
Full-Time Equivalent (FTE) staff needed for Tier 1 Tasks:		28.75	(27.83 FTE in Long Range Planning draft budget)				

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TIER 2 <i>(new tasks are italicized)</i>						
No.	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
2.1	Refinements to Alexander Street design Alexander Street was selected for design as a part of MSTIP 3e, with work likely to begin in 2022. Planning staff will support public engagement and refinement of the design to meet community goals.	M		This work will not begin until the MSTIP 3e design funding is available.	Aloha Tomorrow	U
2.2	<i>Rural Omnibus ordinance</i> <i>Consider several possible CDC amendments to address changes to state law and rules over the past few years related to the rural area. Certain changes are required, whereas others are permissive and the County may determine whether or not to implement them. Initial steps include a policy discussion with the Board prior to moving forward with an ordinance on the permissive items.</i> <i>a) Changes to the template forest dwelling provisions (2019 HB 2225, required by 2021).</i> <i>b) Historic structure accessory dwelling unit (ADU) in rural area (2017 HB 3012, permissive).</i> <i>c) Voluntary allowances for commercial solar farms with dual-use farming on high-value soils (2019 rulemaking, permissive).</i> <i>d) Relative forest dwellings on forest lands (second dwellings) (2019 HB 2469, permissive).</i>	M	Y	<i>The state legislature may address rural area ADUs in the 2020 legislative session. Staff recommends waiting to see whether any additional rural dwelling regulations change this coming year prior to considering b).</i>	Long Range Planning	R
2.3	Land uses in FD-20 District <i>Consider CDC and other Comprehensive Plan amendments to address concerns from adjacent cities with contractors' establishments in the FD-20 land use district. Concerns include the challenge such uses pose to future urban industrial development, that they tend to be long-term rather than temporary uses, and that the uses are not visually compatible with development envisioned for the area.</i>	M	Y	<i>Possible assistance from city of Wilsonville for development of amendments.</i>	City of Wilsonville request	U, R
2.4	Historic and Cultural Resources Overlay cleanup Update existing Historic and Cultural Resources Inventory, mapping and site designations to reflect changes on the ground (e.g., deletion of the resource). Consider revisions to CDC in light of 2016 Oregon Supreme Court case and Oregon Administrative Rule changes.	M	Y	Request from Graham Colton in 2017 to address his property, but affects multiple properties. Not to include Oak Hills subdivision. Outside funding source needed to perform this task.	Graham Colton	U, R

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TIER 2 (<i>new tasks are italicized</i>)						
No.	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
2.5	<p>County infill policies issue paper</p> <p>Develop an issue paper outlining options and concerns with facilitating infill development to meet regional goals. Implementation of regional growth strategies is based on additional development occurring in existing urban areas; therefore, the paper would focus on ways to encourage this type of development while also being sensitive to community impacts, including sensitive siting and design to address livability in established neighborhoods.</p>	H	?	<p>Work on three tasks currently underway is likely to inform this issue:</p> <ol style="list-style-type: none"> 1. Centers and Corridors land use assessment (Task S1.3) and possible Phase 2 (Task 2.8). 2. SNR assessment (Task S1.2) – how to allow infill while preserving natural resources. 3. HB 2001 implementation (Task S1.1). <p>These efforts should move forward before pursuing this task.</p>	CCI, CPOs	U
2.6	<p>Rural Tourism Study implementation</p> <p>Potential implementation measures could include CDC changes, preparation of educational materials and legislative proposals. CDC changes could include implementing SB 960 (2011) and expanding it to other rural districts, as well as minor changes to the “intent” statements and allowed uses in certain land use districts.</p>	M	Y	<p><i>Rural Tourism Study</i> acknowledged by the Board in 2016.</p>	Long Range Planning	R
2.7	<p>Homeless shelter/services/camping regulations</p> <p>The <i>Washington County Community Plan to Prevent Homelessness (2018-2025)</i> was adopted in June 2018. Goal 1 (Prevent people from becoming homeless) and Goal 2 (Move people into housing) include strategies for increased shelter operations and development of additional transitional housing, permanent supportive housing, and regulated affordable housing units in Washington County. The Department of Housing Services is also discussing potential strategies related to homeless camping and/or other services to assist community members who have become homeless.</p> <p>Modifications to the CDC or other County regulations may be needed to implement Homeless Plan strategies or other recommended actions. Coordination with the Department of Housing Services, Office of Community Development, LUT Building Services and other County departments will be required for this task.</p>	M	Y	<p>Regulations for temporary homeless hosting in institutional buildings were adopted in 2018.</p>	Long Range Planning	C, U

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TIER 2 <i>(new tasks are italicized)</i>						
No.	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
2.8	<p>Centers and Corridors study – Phase 2</p> <p>Following the land use assessment of centers and corridors in Task S1.3, Phase 2 of this work would confirm County goals for how to accommodate future growth and development, including increased demand for housing and housing affordability. Assuming future growth and development should ideally be focused in centers and corridors with access to transit services and amenities, this phase could focus on developing and analyzing different tools to respond to trends or patterns identified in Phase 1.</p> <p>This work could include consideration of ways to encourage infill while remaining sensitive to community impacts from increased redevelopment. This could be achieved through more targeted community planning; for example, Town Center planning for the Raleigh Hills area.</p>	H	Y	<p>Work will depend on Board direction on Phase 1 and adequate funding from a Metro 2040 Planning and Development grant.</p> <p>Work would coordinate with Task S1.1 (Housing affordability/HB 2001 implementation) and S1.3 (Centers and Corridors land use assessment).</p>	Long Range Planning	U
2.9	<p>Comprehensive Plan review</p> <p>Prepare several issue papers analyzing the current status of Comprehensive Plan elements, focusing initially on the Comprehensive Framework Plan for the Urban Area and possibly community plans. Start with scoping the extent of language/maps that may be outdated and the level of work needed to update, as well as the implications of updating. The CFP is the source document that establishes issues of countywide concern and minimum criteria for community plans and other elements of the Comprehensive Plan. It was prepared in 1983, and many references are now out-of-date.</p>	M-H	Y	<p>Would require outside funding. Potential sources include:</p> <ul style="list-style-type: none"> • 2040 Planning and Development grant (Metro). • TGM grant (DLCD/ODOT). • Technical Assistance grant (DLCD). 	Long Range Planning	U
2.10	<p>Flood plain CDC updates</p> <p>In 2016, the National Marine Fisheries Service (NMFS) released a Biological Opinion to address potential impacts to federally-listed anadromous fish (salmon and steelhead) from development within the FEMA-regulated flood plain. To remain compliant with the National Flood Insurance Program (NFIP) in Oregon, changes will be required to existing state and local regulations specific to development within these federally-regulated flood plains. The extent of amendments to County regulations will not be known until DLCD, working with NMFS, FEMA and local jurisdictions, develops implementation recommendations.</p> <p>Task also includes potential CDC amendments to flood plain development standards related to participation in FEMA’s Community Rating System. This would likely occur in 2020.</p>	M-H	Y	<p>Implementation measures and FEMA mapping changes adopted by the Board through Ord. Nos. 845 and 847 in 2019.</p> <p>This work has been delayed by court cases and staffing issues at FEMA. FEMA has delayed the implementation timeline for the Oregon Biological Opinion until fall 2021. It is unknown when DLCD guidance will be forthcoming and when changes will be required.</p>	NMFS, FEMA	U, R

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TIER 3 <i>(new tasks are italicized)</i>						
No.	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
3.1	Comprehensive Community Development Code audit and update – Phase 2 Second phase of the CDC update would include an audit to assess the structure and functioning of the CDC and consideration of how to streamline and enhance its functionality and usability. The audit could also include a review of consistency with state law and other requirements. Work could proceed in phases, possibly scoping to focus on specific sections identified as being most in need of revision.	H	Y	Funding would need to be identified to do this work. A consultant would likely be required, and a Code work group would be formed to assist with this task.	Long Range Planning	U, R
3.2	Issue paper on governance Issue paper to study the governance of large urban unincorporated areas (e.g., Cedar Mill, Bethany, Aloha) where large-scale city annexation is unlikely and there is community desire for additional services typically provided by a city. Such services might include planning, economic development, code enforcement, and cultural and community-building services. Focus would be on gaps in urban services and alternatives for the future, possibly to include: updating community plans; creating urban service districts to provide locally-focused services; consultation with communities on economic development; and exploring ways to provide cultural and community support.	H		The study would necessarily include options for funding, community involvement and staffing. No funding exists for this work. Consultant would likely be required to assist.	CCI	U

S:\WPSHARE\2020 Ord\Work Program\Staff_Reports_PPTs\Final Work Program\Table_1_2020-21.docx

¹ R = Regional, S = Short-Term, L = Long-Term

² H = High, M = Medium, L = Low

³ C = Countywide, U = Urban Unincorporated, R = Rural



February 4, 2020

Stephen Roberts, Director
Department of Land Use & Transportation
155 N. First Ave., Ste. 350 MS14
Hillsboro, OR 97124

Re: Comments on FY20-21 Draft Work Plan

Dear Mr. Roberts:

The City of Tigard appreciates the opportunity to comment on Washington County's Draft Work Plan for Long Range Planning. As you are aware, the region is experiencing a housing emergency of unprecedented scope and depth, and we are pleased to see that a priority for the County's work includes support of housing affordable to people of all income levels. We request that this work plan include bringing amendments to the County's Transportation Development Tax program before the County Board of Commissioners for consideration.

The City of Tigard takes the housing emergency seriously, as it impacts not only our most vulnerable residents, but our ability to provide an adequate workforce for employers. To that end, the city has taken a number of policy steps in the past two years to support and encourage more affordable housing. These policies include amendments to our System Development Charge program to exempt qualified regulated affordable housing from those fees.

While exempting any development from SDCs has an impact on our ability to fund parks and streets, we also understand that without housing, those parks and streets will be impacted by the unhoused. Our policy is part of a "housing first" approach to planning for the needs of our vulnerable residents.

It's my understanding from our staff that a TDT exemption for affordable housing has been considered by the County at various points in the past. However, no action has yet been taken to address this issue. With the Metro Affordable Housing Bond driving increased production, a TDT exemption is timely and is needed to ensure that taxpayer investment into housing production is as efficient as possible.

Consideration of this policy is in line with the County's commitment to exploring SDC exemptions for affordable housing in the October 10, 2018 Memorandum of Understanding on SW Corridor Affordable Housing between the City of Tigard, Washington County, Metro, the City of Portland, and TriMet.

This policy consideration is also supported by the Washington County Equitable Housing

Attachment A

Barriers and Solutions project of 2018, which included a recommendation for “reducing or waiving System Development Charges (SDCs) and/or other development fees and charges.”

It is my understanding that the Board may modify the TDT's administrative provisions by ordinance, as long as the effect does not increase the charge. In the last economic recession, the Board did just that, adopting temporary TDT rate discounts. It stands to reason that the current housing emergency, being at least partially the result of underproduction of housing during the recession, should be addressed similarly.

We appreciate the County's commitment to working with the City of Tigard and our other regional partners to increase housing opportunities for our most vulnerable residents and hope you will add Board consideration of TDT exemptions for affordable housing to the work plan for FY 2021-22.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Snider", with a horizontal line extending to the right.

Jason B. Snider, Mayor
City of Tigard

*Cc: Kathryn Harrington, Chair, Washington County Board of Commissioners
Roy Rogers, District 3, Washington County Board of Commissioners*

Attachment A



From: Bianetth Valdez <bianetth@homeplateyouth.org>
Sent: Friday, February 14, 2020 3:33 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Public Comment on Draft Work Program

Hi,

As a youth worker at HomePlate, serving our most vulnerable youth in our community, I understand the impact that land use has on our youth.

We are in favor of this plan that continues to support affordable housing that meet the needs of our community. With this plan, we can explore density bonuses and/or other incentives, encouraging more developers to build affordable housing units. In addition, we can continue updating regulations for ADU's, which can provide smaller and less costly housing units alongside existing homes.

We know affordably housing and having diverse housing options is imperative for our youth to find a safe, stable place to call home. One of those diverse options has been Safe Parking. We know the need and impact this program has had in our community and we want to continue providing this need. We ask that you consider adopting language to the development code to allow vehicle camping as a permitted use in all zones. We know people staying in their cars is not a long-term solution, but the support and case management folks receive through this program is the solution to obtaining and maintaining secure housing. Our houseless friends and neighbors need options, other than sleeping outside, to allow them to secure a safe and stable living situation.

Thank you for your time and attention.

Bianetth Valdez

Outreach Coordinator (Bilingual)

HomePlate Youth Services

bianetth@homeplateyouth.org

[503-320-8965](tel:503-320-8965)

Hablo español

Pronouns: she/her/ella

FOLLOW: [@HomePlateDropIn](https://www.instagram.com/HomePlateDropIn)

LIKE: www.facebook.com/homeplateyouth

Attachment A



Date: February 28, 2020

To: Andy Back, Manager
Planning and Development Services, Washington County, Oregon

From: Washington County Racial Equity Collaborative

Re: Draft 2020-2021 Long Range Planning Work Program

Dear Mr. Back and LRP staff:

As members of the Washington County Racial Equity Collaborative (The REC), we appreciate the opportunity to comment on the Draft 2020-21 Long Range Planning Work Program. The REC is co-convened by Coalition of Communities of Color and Vision Action Network and includes founding members Adelante Mujeres, Asian Pacific American Network of Oregon, and Bienestar. Our mission is to enrich and strengthen the broader Washington County community by increasing the capacity of communities of color and their level of engagement in the county. In October 2019, the Washington County Board of Commissioners included The REC in its Budget Priorities to support our mission.

While The REC does not presume to speak for all people of color in Washington County, we submit our comments in the spirit of those who are under-represented or excluded from the county's planning and decision-making, and often harmed, rather than strengthened, as a result. We encourage you to prioritize these comments as you finalize your work program, so that its long-term impacts serve to benefit communities of color and the most vulnerable residents in Washington County.

To begin, there is no question that housing and homelessness are critical issues that transcend geographic and political boundaries, and the LRP Work Program is one of many viable tools to improve outcomes for the chronically homeless and those in imminent danger of losing their homes. The REC supports the County staff recommendation to amend the Minor Comprehensive Plans Amendments Ordinance (Task S1.9) in response to the City of Beaverton's request that houseless people be allowed to safely sleep in their vehicles in designated areas beyond what current law allows. While not an ideal or a permanent solution, it represents a stop-gap measure to improve conditions for many who have no other option for shelter.

Also related to housing and pertinent to Task S1.5, services such as AirBnB have had an adverse impact on rents due to corporate real estate speculation that converts traditional rental units into higher cost, short-term dwellings. Absent barring such services altogether, The REC supports a county tax on short-term rentals with the proceeds used to support affordable housing. While this may require county partners outside of Planning and Development Services, we request that it be included for consideration as an inter-departmental, collaborative endeavor. Moreover, The REC requests that Tier 2 Task 2.7, *Homeless Shelter/services/camping regulations*, be elevated to Tier 1 status in conjunction with Task S1.5 and S1.9, and that LUT and the Department of Housing Services continue to strengthen inter-departmental coordination.

In principle, The REC strongly supports transit-oriented and community-oriented development, both of which prioritize economically disadvantaged residents who are often most negatively impacted by traditional development plans that enable gentrification and, subsequently, their displacement to regions with less access to vital goods, services, and opportunities for civic engagement. The LRP should use transit-oriented and community-oriented development lenses to ensure that its future plans put the most vulnerable residents first and create systems that ultimately benefit everyone.

Another topic that should be of vital concern to the LRP Work Program is climate resiliency. While we appreciate Task S1.2 *Significant Natural Resource (SNR) regulations assessment – implementation* that reflects County staff's response to community concerns to preserve limited natural resources, it overlooks the forest for the trees. Washington County has not facilitated enough candid conversation,

Attachment A

much less coordinated plans and action, devoted to climate change, a fundamental threat to present and future generations. Local efforts must provide the groundswell of support that shifts the tide of state and federal action in a more sustainable direction, and the LRP can and should play a significant role in elevating the issue and leading efforts to effect positive change by working more closely across departments including Health and Human Services and the County's Sustainability Team. As an aside, while the County's Sustainability Plan includes many laudable goals and actions, the 2009 resolution upon which it is founded makes no mention of climate change which, even at that time, represents a stark omission of a globally accepted fact and the underlying premise of any action taken in response. The REC appeals to the County to redouble its efforts on this vital issue, drawing from the wisdom of Native American traditions that consider the impacts of their plans seven generations into the future.

Lastly, The REC encourages greater outreach to and engagement of communities of color and immigrant groups in every aspect and throughout the entire process of the LRP Work Program. As an example, the Coalition of Communities of Color and VAN recently co-chaired a series of workshops hosted by Metro to develop recommendations for building the capacity of communities of color so that they could, in fact, meaningfully participate in Metro plans and programs. As part of Washington County's broader Diversity, Equity, and Inclusion initiative, and in praise of the Board of Commissioners recent passage of the County's Equity Resolution, The REC urges Planning and Development Services to do its part from this day forward to promote similar capacity building efforts and increased civic engagement, to lead with race, and to help reverse the effects of ongoing disenfranchisement of people of color.

Again, we are grateful for the opportunity to comment on the Draft 2020-21 Long Range Planning Work Program, and we look forward to working with your staff and the Board of Commissioners to improve the lives of people of color, and by virtue of our interdependence, the lives of all residents in Washington County.

Sincerely,



Marcus C. Mundy, Executive Director



Glenn Montgomery, Executive Director



Bridget Cooke, Executive Director



Nathan Teske, Executive Director



Chi Nguyen, Executive Director



Cc: Sia Lindstrom
Ruth Osuna

Attachment A



February 27, 2020

Stephen Roberts
Director
Land Use & Transportation
Washington County
155 N. First Ave.
Hillsboro, OR 97124

Dear Mr. Roberts:

This past November, the City of Beaverton provided comments on the Draft Significant Natural Resources Assessment, requesting that the County take the following actions:

1. Apply the Future Development 20-acre District designation to properties within Cooper Mountain.
2. Update the Aloha-Reedville-Cooper Mountain Community Plan to identify streams, wetlands, Class I and II riparian habitat areas, and Class A and B upland wildlife habitat areas in Cooper Mountain.
3. Develop non-discretionary standards to protect trees and upland habitat areas within Cooper Mountain prior to city annexation.

The city appreciates that County staff have incorporated these actions, or portions thereof, as Tier 1 projects in the Draft 2020-2021 Long Range Planning Work Program. We are concerned, though, that the work plan will not be effective because it omits or delays key actions that would help protect natural resources in Cooper Mountain. These concerns include:

- Outdated maps: The Rural Natural Resource Plan omits upland habitat, riparian areas and open spaces in Cooper Mountain.
- Regulations tied to development: The proposed approach to natural resource protection would only regulate activity or development that requires land use approval, allowing tree removal and disturbance within riparian and upland habitat areas to occur without oversight as long as land use review is not triggered.
- Upland habitat: The proposed approach to natural resource regulation does not protect upland habitat areas, which are prominent in Cooper Mountain.

Our concerns and suggested actions are described in greater detail below.

Attachment A

Task S1.2 – Significant Natural Resource regulations assessment implementation

The City supports development of countywide regulations for trees within Significant Natural Resource (SNR) areas. However, in absence of more accurate and current mapping (as discussed under Task S1.6), new SNR regulations would have little to no effect in Cooper Mountain because current County maps only identify creeks. The proposed approach to SNR implementation described in the work program would not provide protections for upland habitat areas, which are prominent in Cooper Mountain.

Additionally, the SNR requirements would only apply if a property owner were to file a land use application. In urban reserve areas, development is unlikely to occur until properties annex to a city, so tree removal would continue to occur without County regulation. The City suggests that the County implement regulations for Cooper Mountain that enhance protections for riparian and upland habitat areas, regardless of whether land use approval is required.

Task S1.6 – FD-20 in new Urban Growth Boundary expansion areas

The City would like to thank the County for proposing to apply the FD-20 designation in Cooper Mountain. County staff recommend that the map included in the Rural Natural Resource Plan (Attachment A) be transferred to the Aloha-Reedville-Cooper Mountain Community Plan at the same time the FD-20 designation is applied to properties in Cooper Mountain. The rural resource map only shows creeks, which would leave the other natural resources off the map with no County oversight or regulation.

The City suggests that the County adopt the Metro Title 13 map or the natural resources identified in the South Cooper Mountain Concept Plan (Attachment B) to recognize the significant natural resources, habitat areas and open spaces (including Cooper Mountain Nature Park) that are also present on the Cooper Mountain landscape.

New natural resource regulations will likely have the greatest impact in urban reserve areas. Given that properties in Cooper Mountain will remain under County jurisdiction for several years, we ask the County to prioritize Cooper Mountain natural resource work in the Long Range Planning Work Program and that the work plan contains the necessary components to make a difference in natural resource outcomes.

The City recently hired a consultant team to assist with developing the Cooper Mountain Community Plan. The scope of work for the Community Plan includes natural resource inventories and best practices research on natural resources and hillside development. City staff would like to offer their assistance by sharing data and ideas on how the County can implement near-term natural resource regulations. Our consultant team might be able to prioritize this work to provide natural resource data and recommended actions to the County in time for ordinance season.


The City is interested in a balance between natural resource protection, respecting timber harvest rights, and developing needed housing in Cooper Mountain. We applaud

Attachment A

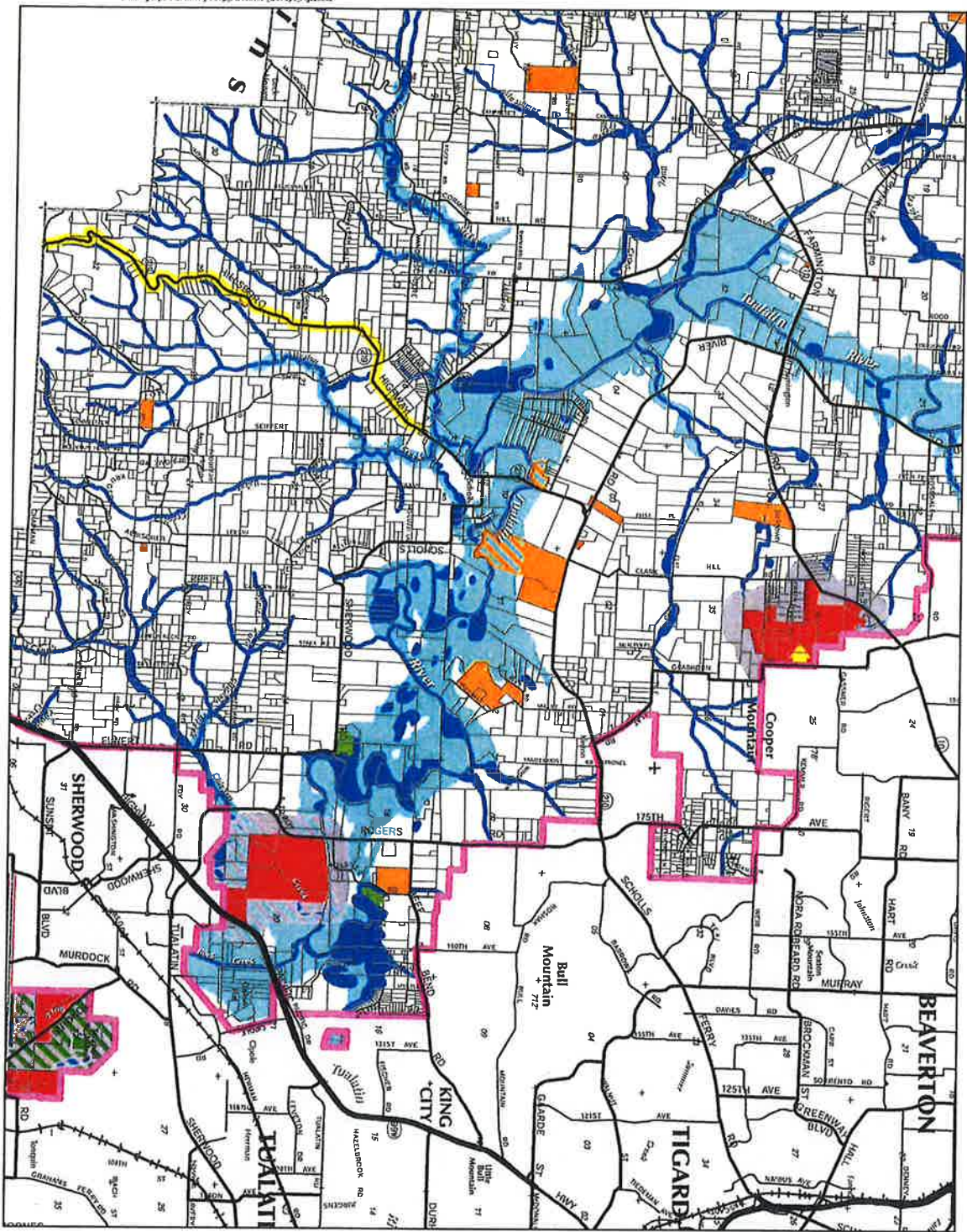
Washington County's efforts in assessing natural resource protections and we look forward to working with County staff in planning for new neighborhoods in Cooper Mountain.

Please let me know if you have questions or would like to discuss these ideas further.

Sincerely,

A handwritten signature in blue ink that reads "Cheryl Twete". The signature is written in a cursive style with a large, sweeping flourish at the end.

Cheryl Twete
Community Development Director



Rural / Natural Resource Plan

Goal 5 Resources

- Scenic Resources
- Scenic View
- Scenic Route
- Significant Natural Resources
- Water Area & Wetland
- Water Area & Wetland and Fish & Wildlife Habitat
- Open Space
- Wildlife Habitat
- Significant Natural Area
- Historic and Cultural Resource Overlay District
- Historic and Cultural Resource Overlay District
- Mineral and Aggregate Areas
- District A
- District B
- Urban Growth Boundary
- Incorporated Area
- Resource overlap

1 inch represents 5,000 feet
 0 2,500 5,000 Feet
 Original page size is 11 x 17"

Department of Land Use and Transportation
 Planning and Development Services Division
 June 16, 2015

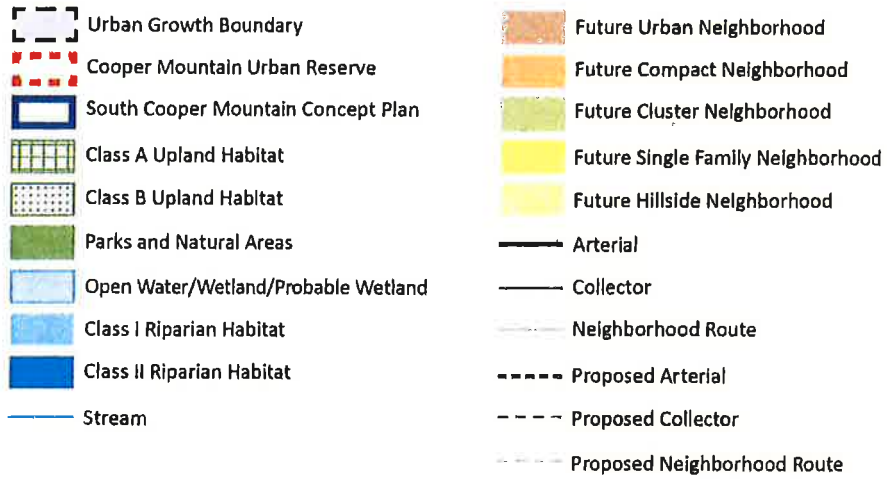


Attachment A

ATTACHMENT B

South Cooper Mountain Mountain Concept Plan Land Use Framework (2014)

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.



North Cooper Mountain

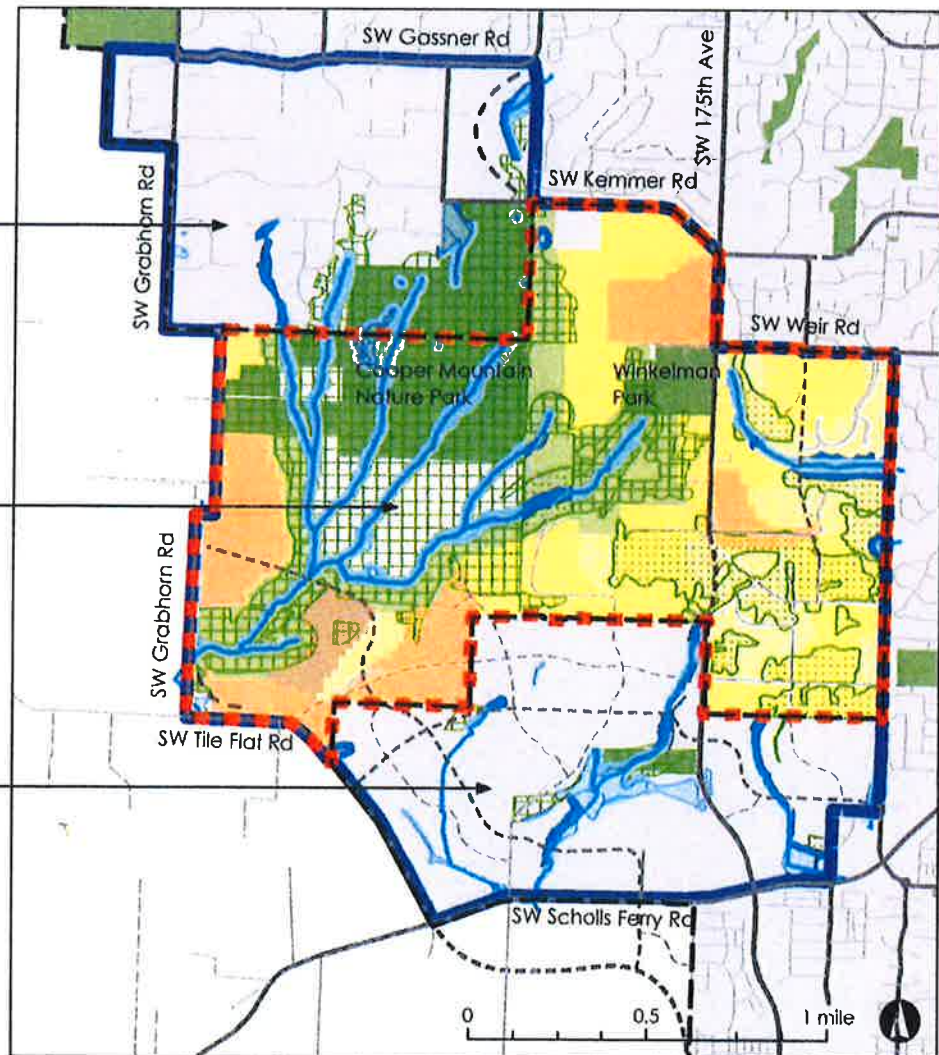
Inside the UGB, located in unincorporated Washington County

Cooper Mountain

Project area, added to UGB in 2018

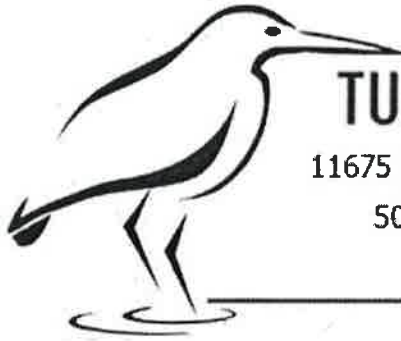
South Cooper Mountain

Inside the UGB, located in Beaverton



FEB 20 2020

Long Range Planning
Land Use & Transportation



TUALATIN RIVERKEEPERS.

11675 SW Hazelbrook Road, Tualatin, Oregon 97062

503-218-2580 • tualatinriverkeepers.org

info@tualatinriverkeepers.org

February 20, 2020

Long Range Planning Section
Department of Land Use & Transportation
155 N First Ave., Ste. 350 MS14
Hillsboro, OR 97124

Submitted via email

Re: FY 2020-2021 Long Range Planning Draft Work Program

Tualatin Riverkeepers (TRK) is a community-based organization that protects and restores the Tualatin River watershed. We build watershed stewardship through engagement, advocacy, restoration, access, and education. We appreciate the opportunity to comment on the FY 2020-2021 Long Range Planning Draft Work Program. Given how quickly Washington County is growing, it is imperative that the Significant Natural Resource (SNR) code section update remain a high priority in the Long Range Planning Work Program. If the SNR code section is not tackled soon, then Washington County risks immeasurable harm to our remaining natural systems.

The Draft Significant Natural Resources Assessment released in late 2019 mentioned public dissatisfaction with SNR protection as early as 2004 and several issue papers were done on the subject. Additionally, upland habitat in particular has never been adequately protected by the SNR code. The 2019 Assessment specifically mentioned that voluntary measures have not had the protective impact expected.¹ This effectively means that the SNR code was suspected to be inadequate as early as 2004. This means Washington County has not been sufficiently protecting upland habitat for 16 years.² This delay in action, along with the approved expansions to the Urban Growth Boundary in Washington County, means the SNR code must be updated now before it is too late.

¹ “[v]oluntary measures have been in place for many years, and have not often been used as a strategy to protect additional Wildlife Habitat.” (SNRs Assessment page 41).

² Previous Issue Papers (SNRs Assessment page 19).

Attachment A

The 2019 Assessment identified several key issues with the SNR code which illustrate the urgent need for update:

- “The County’s comprehensive plan documents for its urban areas provide clear policies and standards for water-related habitat protection, but not for the protection of non-waterrelated habitat (Wildlife Habitat).” (SNRs Assessment page viii).
- “Applicants’ submitted Habitat Reports found that the majority (78%) of SNR areas designated significant as Wildlife Habitat or Water Areas and Wetlands and Fish and Wildlife Habitat were degraded and did not provide significant habitat value for urban wildlife. Reports typically did not recommend rehabilitation or enhancement of the habitat areas.” (SNRs Assessment page 17).
- “The County’s existing tree protection and preservation requirements are limited.” (SNRs Assessment page ix).

TRK respectfully asks the County to place the highest priority on updating the SNR code for the good of all of Washington County residents - both human and nonhuman. Thank you for the opportunity to comment on the FY 2020-2021 Long Range Planning Draft Work Program.

Sincerely,



Ashley Short
Riverkeeper
In House Counsel & Advocacy Director
Ashley@tualatinriverkeepers.org

Attachment A



Home Builders Association
of Metropolitan Portland

January 22, 2020

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



Re: Draft 2020-2021 Long Range Planning Work Program

Dear Chair Harrington and Commissioners,

The Home Builders Association of Metropolitan Portland (HBA) represents over 1,400 organizations and tens of thousands of women and men who work in the residential building and remodeling industries throughout the greater Portland region. We are dedicated to maximizing housing choices for all who reside in the region while promoting housing access and availability at all levels of the economic ladder.

With this in mind, we strongly encourage Washington County (the County) to fully implement the recommendations from the Draft SNR Program Review and Assessment regarding the development of clear and objective standards in the CDC for water-related resources areas and the clarification of an incentive-based approach for Wildlife Habitat areas.

State law requires that land use regulations related to new housing be clear and objective. This requirement ensures that there is predictability in the development process and that both community members and builders are fully aware of the requirements associated with constructing new housing. Given the recent LUBA decision in *Warren v. Washington County and Venture Properties* (2018), which held that three of the County's Section 422 stands that apply to significant natural resources were not clear and objective, it is extremely important that the County prioritize efforts to fully comply with state law. Failure to do so will jeopardize efforts to provide the new housing that the County desperately needs.

Between 2000 and 2016, only 0.92 new units of housing were built for every new family formed in the County. Due to demolition, obsolescence of old housing, changing consumer preferences, and vacancy rates, a healthy ratio is 1.1 to 1. This underproduction, coupled with increasing job growth, strains the existing road network as commuters drive through the County for work while at the same time is artificially driving up the cost of housing. To protect against an increase in underproduction, the County should prioritize efforts to fully comply with state law requirements for housing development. Doing so will benefit both County residents and local employers.

Sincerely,

Ezra Hammer
Director of Policy and Government Relations

Attachment A

From: Luke Pederson <lukep1957@icloud.com>
Sent: Friday, February 14, 2020 8:24 AM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Long Range Planning Comments

Save natural areas; stop development.



Attachment A

CPO 4M Metzger, Durham, East Tigard
Washington County, Oregon
10655 SW Hall Boulevard, Tigard, OR 97223



February 28, 2020

Theresa Cherniak
Washington County DLUT
Hillsboro, OR 97124

REGARDING: Comments from CO-4M to WC Work Plan -

In light of the January 23rd Oregon Land Conservation and Development Commission's unanimous approval of initiating an Enforcement order for Washington County to comply with Goal 5 Environmental protections, the membership of CPO-4M unanimously last Wednesday night approved three motions for writing this letter.

Please include in both the 2020-2021 Work Plan and the SNR REPORT the citizen's Petition for Enforcement and the OLCDC Staff Report showing "good cause".

Whereas the DLUT staff and particularly the presenter of the SNR report to CPOs countywide repeatedly stated that Washington County was in full compliance with Goal 5, the OLCDC action raises serious questions.

Of course, also include and respond to the LCDC Enforcement Proceeding Hearing Officer's coming recommendations/judgement.

It's important to include these for a balanced representation of the facts

CPO-4M also requests that the county DLUT require developers to comply with the Migratory Bird Treaty Act specifically protecting nests in trees.

Please let me know if you have any questions.

Yours truly,

Jim Long, Chair
503-647-0021

Attachment A

From: dwaffle.cm@gmail.com <dwaffle.cm@gmail.com>
Sent: Friday, February 21, 2020 11:32 AM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Long Range Planning Comments



Thank you for the opportunity to review the elements of the long range planning work program for LUT. While involved with several organizations within the county, these are personal observations and recommendations. I'm focusing on the issue of tree protection, particularly within UGB expansion areas or potential areas including "urban reserves". The highlighted portions are from the "assessment section" of the SNR Work Program.

3. The County's existing tree protection and preservation requirements are limited. Recommendation: Develop more extensive tree protection/ preservation requirements for trees within County designated significant natural resources.

4. Standards and protections for significant natural resources and trees in urban growth boundary expansion areas are limited. Recommendation: Continue with current process for significant natural resources. Apply County's existing (and any new) tree protections/preservation requirements.

COMMENT: The assessment notes the above conclusions and furthermore adds this work program restraint:

Expanding tree and natural resource protection in UGB expansion areas would be difficult. As discussed in Section VI of this report, Beaverton has requested that the County explore options for enhanced protection for trees and SNRs in the Cooper Mountain UGB expansion area. Interim tree or habitat protection could be possible, though it might not be as effective as some would like. If the County were to adopt interim tree or habitat, protection measures for the Cooper Mountain UGB expansion area, it could spur removal of trees or habitat before the rules took effect.

We will always face the issue of some property owner approving actions in advance of pending regulations. The requests from citizens that appear in the "assessment" recognize the difficulty of the work but ask that county to "get ahead" of development activity particularly in areas that are likely to be considered for UGB expansion. Recognizing limited staff technical resources, can staff and consultants be focused on the likely adjacent UGB expansion areas for better inventory and mapping. This could lead to better awareness of local conditions within the tree canopy that have the potential to further fragment wildlife habitat and streams where tree removal may contribute to erosion and unintended hydromodification. Then can county development protections be implemented, with due process, to create overlays for areas near the cities that will result in a halt in tree removal before community planning begins. This gives time for the respective cities and property owners to use development incentives such as density bonuses or transfers in exchange for protection of the tree canopy, stream corridors and wildlife habitat.

It just not acceptable for the County Board and LUT staff to throw up their hands in frustration that it is appropriate to **"Continue with current process for significant natural resources. Apply County's existing (and any new) tree protections/preservation requirements."** Sure it's hard, but it is incredibly important. Thank you

Dave Waffle
dwaffle.cm@gmail.com
503.360.6797

Attachment A

From: Gary Berne <gtberne@icloud.com>
Sent: Tuesday, January 28, 2020 8:30 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Airbnb issue for planning consideration



Is there any consideration being given to an ordinance to limit the impact of these facilities on neighborhoods. It has been a problem in our neighborhood with loud parties well into early morning hours. I would be happy to provide more information. Thank you.

Gary Berne
7520 SW Montclair Dr.
Portland, OR 97225
503 720-0028

Attachment A

From: Sue Marsh <s.marsh@comcast.net>
Sent: Wednesday, February 5, 2020 7:35 AM
To: LUT Planning <lutplan@co.washington.or.us>; Suzanne Savin <Suzanne_Savin@co.washington.or.us>
Subject: Long Range Planning Work Program-Short Term Rentals



Washington County Board of Commissioners
and Department of Land Use and Transportation Planners,

Thank you for taking the time to look at the issue of Short Term Rentals. STR's seem like a great business for the owner/hosts, but they can cause unwanted stress for the neighbors. It's a livability issue with a commercial business operating in a residential zoned area. When a STR operates in a neighborhood and interferes with the livability of the neighbors, then there's a problem and they need to be regulated or not allowed at all.

The "entire" house STR's should not be allowed or at the least highly regulated, as these seem to be the ones that are causing the most problems. They bring in large groups of people and the owner/hosts are not on site to deal with the problems the neighbors do. Every week there are new people. So, if there are problems, you deal with one group, but then comes the next group and it starts all over again. Problems range from parties, noise, traffic, parking, litter, safety, lack of respect for the neighbors and the neighborhood, etc... People tend to "cut loose" more when there are no owner/hosts on site. Our elderly neighbor, who lives next door to the "entire house" STR, has been scared and or concerned many times by the renters next door partying, yelling, swearing, pulling in her driveway late at night, etc... The relaxed peacefulness of our neighborhood is gone during these rentals.

There are continual strangers from the STR walking or driving by checking out our property. Who are they? Should we call the police because we don't know who they are? Would you feel safe with your kids/grandkids playing outside with all these strangers around all the time? The owner/hosts don't do background checks, so who knows who these strangers are coming into our quiet neighborhood.

The "entire house" STR on our street brings more people driving in and out of our neighborhood that have been drinking (we see all the bottles and cans). Drinking is what a lot of people do on vacation or coming and going to an event (weddings, bachelor/bachelorette parties, team events, etc...). This makes our neighborhood roads less safe. Drinking also makes these people more loud and aggressive, especially if they are in a large group.

The STR also brings more traffic into the neighborhood and parking problems. There are renters and Uber/Lyft cars coming and going, car doors slamming and alarms going off at all hours of the day and night. This is especially noticeably with the large groups at the "entire house" STR on our street.

It seems like all these issues from a "business" shouldn't be allowed in a quiet residential neighborhood, but you would expect them at a motel/hotel in a commercially zoned area.

It wasn't our choice to live next to a STR, but we have to deal with it. There was no notification for the neighbors, no procedure for complaints, just nothing. We have had to deal with it on our own. Without regulations, these conflicts will just continue and only get worse as more and more people start a STR. Please think of the neighbors and neighborhoods when making your decision to regulate them or

Attachment A

not. Would you choose to live next door to one knowing the problems or livability issues you would have to deal with?

Thank you for looking into this issue and we hope you can see the other side of Short Term Rentals.

Sincerely,

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

Attachment A

From: Blaine Ackley <blaineackley@me.com>
Sent: Thursday, January 30, 2020 4:15 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Long range planning



To whom it may concern:

I support most of the items in the plan. And I especially support the plans for expanding the bicycle and pedestrian trails. There is money available from ODOT to help with these projects.

I also support those trail projects that keep bicycles and pedestrians away from traffic.

However in addition, the county should utilize the existing scenic bikeway system by making sure the roads are well marked, car speeds are reduced, and the roads are well paved.

Thank you,

Blaine Ackley
655 NE 67th Ave.
Hillsboro, OR 97124

Best wishes, Blaine
Sent from my iPad

Attachment A

From: Carolyn Rose <csrose18325@gmail.com>
Sent: Tuesday, February 4, 2020 8:11 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Re: FY 2020-21 Long Range Planning Draft Work Program



To the transportation planning staff,
We have lived to the east of the newly developing South Hillsboro area for 50 years.
I have increased concerns in two areas because of the increased home development in the Aloha/Hillsboro area.

When we first moved here, TV highway was called Blood Alley. It has continued to be a dangerous route between Beaverton and Cornelius. About 25 years ago a young neighbor of ours was walking home from Five Oaks Middle School and was hit by a car as she tried to cross the highway. A car pulled out of a parking lot turning into Emily, throwing her up on the hood and onto the highway where she slid on her face. Today she is 40, brain damaged and unable to work or have a family. A man from ODOT was on the evening news last week telling how many people have died trying to cross Hwy. 8 in recent days.

That route has been dangerous for a long time and now, with the completion of South Hillsboro, there will be 3,500 new families adjacent to Hwy 8

Buses traveling east let people off on the south side of the highway where there are few areas with sidewalks. There are only a few crosswalks and EVERY bus stop needs to have a marked crosswalk across TV Highway. If there is a crossing light it would be wonderful. The south side of the highway is adjacent to the railroad tracks so people wanting to go to places south of Hwy 8, have to walk a dirt path, rather than a sidewalk, in most places, to get to a spot to cross the tracks. Please make crossings at every bus stop and please add more sidewalks on the south side. Please add better lighting along the road to help cars and walkers on dark nights. This route is so busy now and several thousand more cars will be added to them soon.

I know Blanton, and Kinnaman are being tied to this development. That will help South Hillsboro but will bring more hazards as Kinnaman has never been improved even though Aloha High was built at Kinnaman and 185th in 1969. Kinnaman is a two lane street with a grade school, high school and middle school next to it and a deep ditch on one side where I have seen a number of cars head down in the ditch. There are few sidewalks or bike paths so the many students walk on on a muddy path. Kinnaman ends at the middle school. Many children use the road between the middle school and high school although sidewalks are spotty and cars from an apartment complex are allowed to park in the bike path.

Please (1) do planning to give Hwy 8 a new name, rather than Blood Alley and (2) improve Kinnaman between 198th and Farmington to increase safety for all the people, young and old, who walk there.

Sincerely,
Carolyn Rose

Attachment A

From: Daniel Morgan <soggypdx@gmail.com>
Sent: Sunday, February 23, 2020 5:32 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: 2020-21 Long Range Planning Draft Work Program



Would it be possible to amend 320.060

From

- The interior angle at intersecting roads shall be kept as near to ninety(90) degrees as possible and in no case shall it be less than seventyfive (75) degrees

To

- The interior angle at intersecting roads shall be kept as near to ninety(90) degrees as possible and in no case shall it be less than eighty-five (85) degrees

Examples of roads that have inherent blind spots are: Wren/Glencoe, Hartwick/NW Cedar Canyon, Thatcher/Gales Creek, etc. As traffic increases these intersections become more dangerous.

Regards,
Dan Morgan
2935 NW Forest Ave

--
Founder: Dyno Dan & the Gravel Road All-Stars
"Pedale forte, mangia bene"
Phone 503.975.9369

Attachment A

From: Tami Dean <tamidean8@gmail.com>
Sent: Wednesday, February 26, 2020 6:12 PM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: Transportation suggestion



I live on Lost Park Dr, near 113th Ave. As our neighborhood has gotten developed and more populated over the last few years, my neighbors and I have felt the terrifically increased impact of car traffic on 113th all day long. When the first developments began, we were told to expect at least 500 more car trips a day on 113th. I wouldn't be surprised to learn that it's actually more than that now. There seems to be no end to the traffic increase, danger from the increase, not to mention air and noise pollution due to the formidable increase in traffic.

In addition to this issue, there is the problem of inadequate parking at the Sunset Transit Center. A huge number of the cars barreling down 113th, esp in the morning, are headed for the on-ramps onto hwy 26.

I believe that adding a bus line that travels on 113th, with a direct route to and from the Sunset Transit Center, would greatly reduce the need for so many car trips on that thoroughfare. I believe that if those car owners had a public transport option, at least some would choose to leave their cars at home, ride the bus to the Sunset Transit Center and take Max to work. I know I would. I would take advantage of such a bus line at various times of the day, to do an errand in Beaverton or Portland, thereby salving my conscience regarding my carbon footprint as well as reducing my frustration at fighting the increased traffic in my 'hood.

Thanks for asking for my input re: 2020-21 Work Program. I found your appeal in the latest CPO1 newsletter.

Regards,
Tami Dean
11105 NW Lost Park Dr
Portland, OR. 97229

Attachment A

From: Anne Kepner <annejim@me.com>
Sent: Sunday, March 1, 2020 5:52 PM
To: Erin Wardell <Erin_Wardell@co.washington.or.us>
Subject: Fwd: Potential Northern Connector Concept - Slides attached



Hi Erin

Please again include the attached Northern Connector Proposal in the 2020 Long Term WA County Planning Process.

The Short Term Transportation Projects are now very beneficial to WA County Drivers & Vehicles.

Still Working on Interstate Bridge Proposals with Metro Council. They need to be concerned about six week North Bound Lanes Closure this Summer.

Keep me posted,
Jim Kepner
(503)-347-8522

From: Anne Kepner <annejim@mac.com>
Date: March 20, 2019 at 3:29:32 PM PDT
To: "Erin Wardell, AICP" <lutplan@co.washington.or.us>
Cc: Don Odermott <Don.Odermott@hillsboro-oregon.gov>
Subject: Fwd: Potential Northern Connector Concept - Slides attached

Hi Erin,

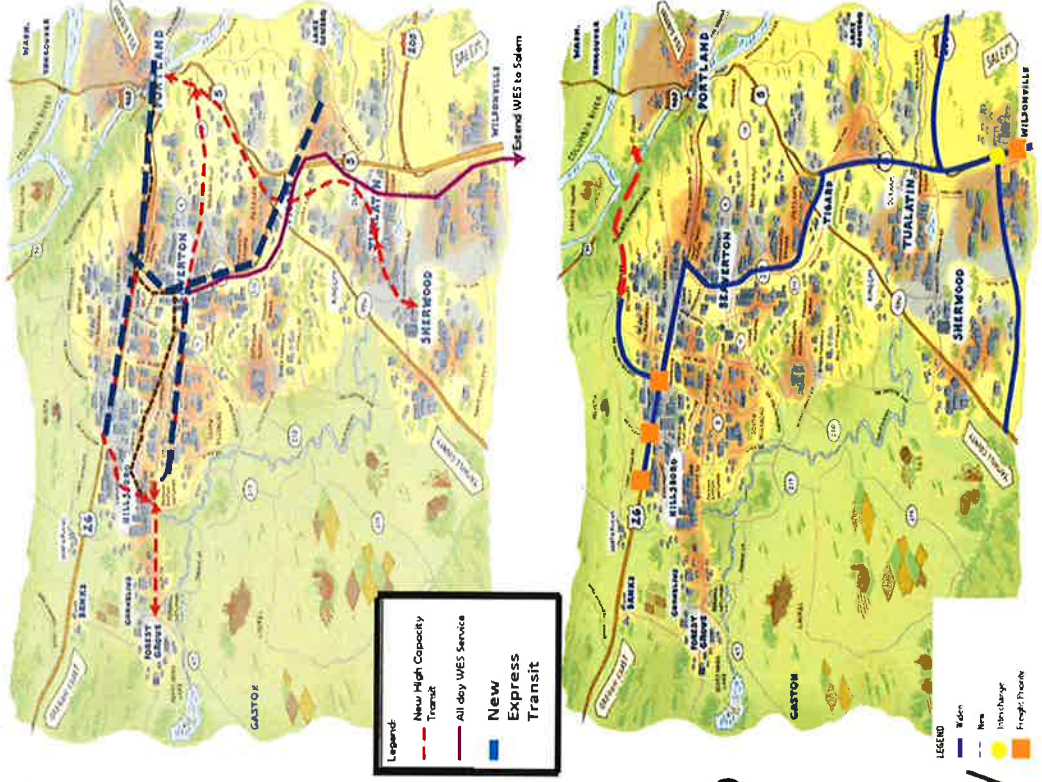
Attached are three power point slides from Don Odermott, City of Hillsboro, OR. Don has been very gracious to share the materials and his expertise regarding the Northern Connector Proposal. The last slide shows the East Hills Tunnel (Germantown Road) and new Willamette River Bridge to North Portland (Highway #30). This proposal compliments the WA County Futures Road Plan. These slides & materials maybe appropriate for the Highway #26 Study ?

FYI - The Regional Transportation Council, Vancouver, WA will be having a Board Meeting on Tuesday, April 2nd @ 4:00 PM at a Clark County Facility in Vancouver, WA.

Will contact you tomorrow,
Jim Kepner
(503)-347-8522

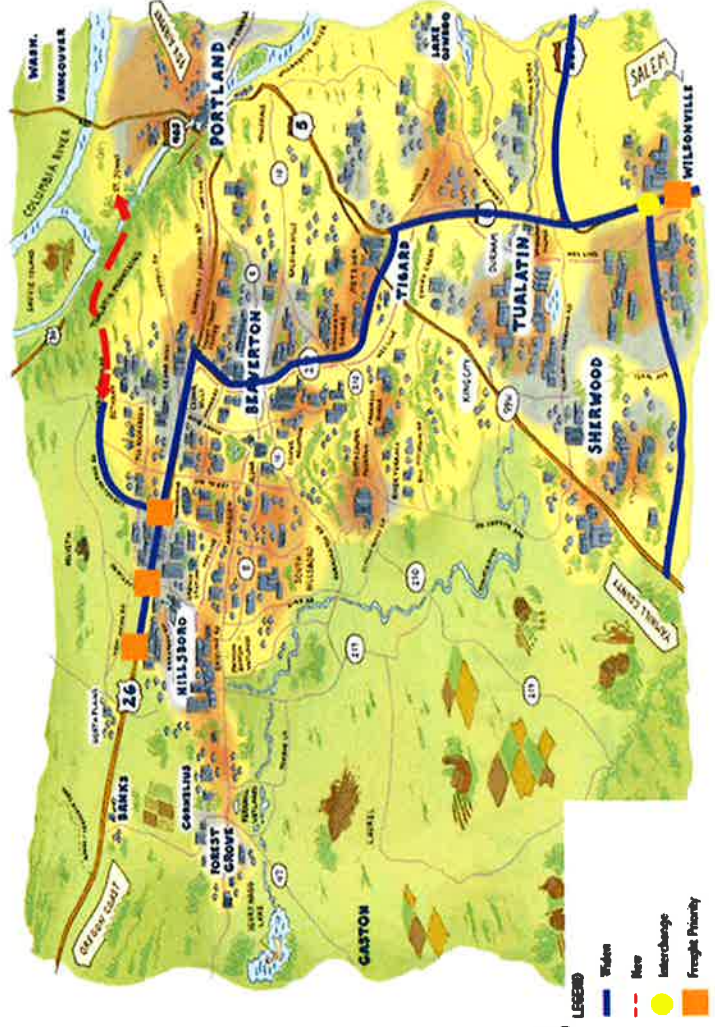
The Public Sees the Problem: Washington County Futures Study

- People support a multimodal system
- Public's top priorities improve traffic flow, transit, new roads and freeway lanes
- Key Findings
 - Improve arterial capacity
 - New roads and highway lanes
 - New north-south limited access road
 - Northern Connector – Hwy 26 to Hwy 30
 - Managed highway lanes for trucks, transit, carpools
 - Increase use of smart technology



Potential Solutions & Improvements

- Northern arterial
- Cornelius Pass Road improvements
- Sunset Highway Express bus on shoulder
- Additional transit service
- Operational improvements
- Safety measures to reduce incidents





Northern Connector Concept

Attachment A



Washington County Board of Commissioners
155 N First Avenue, Suite 350 MS14
Hillsboro, OR 97124

RE: FY 2020-21 Long Range Planning Draft Work Program



Dear Chair Harrington and Commissioners,

The Committee for Community Involvement (CCI) has reviewed the draft Work Program and the detailed response to our November 27, 2019 letter is appreciated. We look forward to engaging with staff to provide input as formal procedures for Long Range Planning Issue Papers are adopted. We appreciate staff's efforts to improve community involvement through better access to online information for Issue Papers and Ordinance hearings.

Because we understand many of the issues we raised in our letter are outside the purview of Long Range Planning, we will follow up on these issues with other Land Use and Transportation (LUT) staff. We offer the following comments and recommendations on the issues specific to Long Range Planning.

Neighborhood Meeting Rules

Although most of these procedures could improve internally without code changes, we believe a code change is required to ensure all parties attending a Neighborhood Meeting who provide a readable email address should be entitled to an email version of the Public Notice.

Significant Natural Resources (SNRs)

We continue to support the creation of Clear and Objective standards for all SNRs, including Wildlife Habitat, because the past 40 years have demonstrated the failure of incentives to preserve SNRs. Incentives can play a more major role in SNR protections' but only if these incentives are improved. We eagerly await for these incentives to be developed later. Habitat friendly Planned Development standards, tax breaks, and other incentives must be fast tracked in 2020 to protect these important resources.

Urban Tree Code

Within urban areas we support improved Tree Code both inside and outside of SNRs. The Work Program staff report only addresses our request for a Tree code in conjunction with SNRs. We support protection of the existing tree canopy as a top priority in 2020. Please recognize that even code required street trees are not currently protected from removal by property owners.

Attachment A

Walkway Gaps

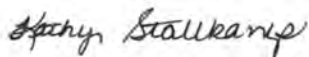
The "Takings Issue" seems to be a major roadblock in obtaining right-of-way for sidewalk improvements. An Issue Paper to look at how other jurisdictions address "nexus" and "rough proportionality" to obtain right-of-way to current standards needs to be authorized.

Issue Paper for Governance of Urban Unincorporated Areas

We believe an Issue Paper addressing governance of urban unincorporated Washington County should be a Tier 1 priority in the Long Range Planning's 2020-21 Work Program. The population of urban unincorporated Washington County represents a significant portion of Washington County's population. We support development of a strategy to obtain funding and staff resources for an issue paper to address how this area will be provided with adequate planning, economic development, code enforcement and cultural and community building services.

Thank you for your thoughtful consideration of our comments and recommendations.

Sincerely,



Kathy Stallkamp
CCI Chair

Cc: Theresa Cherniak

Attachment A



February 21, 2020

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

Subject: Washington County's Draft 2020-2021 Long Range Planning Work Program

Dear Washington County Commissioners:

Thank you for the opportunity to comment on Washington County's Draft 2020-2021 Long Range Planning Work Program. The January 29, 2020 Staff Report to the Board of Commissioners regarding the Work Program includes the City of Wilsonville's request to address contractor's establishments in the FD-20 District (page 9). The City is concerned with the growing number of contractor's establishments in the Coffee Creek and Basalt Creek Industrial Areas and the long term challenges they present to future urban industrial development the region is counting on.

County staff met with City staff recently to tour these Industrial Areas and discuss mutual concerns. Subsequently, the City's request to include this item in the Work Program was positively received by County staff and is included as Task No. 2.3, a Tier 2 Task. While the City is encouraged with the common interest of County staff to work together to address these concerns, we are disappointed that the request did not rise to a Tier 1 Task.

The City acknowledges the real challenge of limited resources and numerous high priority projects, as evidenced by the extent of the Work Program. However, the City views the growing number of contractor's establishments as a critical issue, both in terms of existing operations and the challenges they present to future urban development in new UGB areas, including the Coffee Creek and Basalt Creek Industrial Areas, a location in which the County is investing significant resources in the transportation/freight network in order to stimulate economic development.

As the County knows, transitioning these areas from rural to urban takes a considerable and well-orchestrated effort by all parties. As the City works toward achieving the vision established for these two areas, significant City efforts and investments are also being made, including the establishment of the Coffee Creek Urban Renewal Plan in 2016 and reconstruction of SW Garden Acres Road to urban standards currently in process. The City is investing \$15 million to construct SW Garden Acres Road as an incentive for industrial development, in addition to City investments in overall planning of the Coffee Creek and Basalt Creek Industrial Areas. This complements the County investment in constructing the Basalt Creek Parkway. The City is concerned that contractor's establishments are inconsistent with these

CITY OF WILSONVILLE • COMMUNITY DEVELOPMENT

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info@ci.wilsonville.or.us

Attachment A

investments and present a barrier to realizing the potential of these industrial lands and the quality of the business district envisioned by both the City and County.

Contractor's establishments utilize wells for water and septic for sewer, tend to have low improvement value, occupy large areas of land, and do not contribute significantly to the tax base. While the intention behind allowing this use is its temporary nature, the City is seeing several of these operations develop, and rather than phase out over time, they more often evolve and increase their footprint onsite. Common characteristics involve onsite deforestation, grading, storage of materials and equipment on gravel pads, and office use in an unimproved single-family home. Not only do they provide little to no new jobs, the visual appearance and activity on these sites is not consistent with the high caliber business districts envisioned for the area and further detracts from other development investing nearby. The long-term nature of these uses are precluding redevelopment in the Coffee Creek and Basalt Creek industrial areas consistent with the investments of the City and County over the past 15 to 20 years.

Prior to being rezoned FD-20 in 2004, land in the Coffee Creek and Basalt Creek Industrial Areas was designated Land Extensive Industrial (MAE), and Agriculture and Forest 5 and 10 Acre (AF-5 and AF-10). All of these County zoning designations allow contractor's establishments while also including limitations on the size of building and storage areas. However, when the transition to FD-20 occurred, the FD-20 district was not added to the list of zoning districts in the Special Use provisions in the Washington County Community Development Code (CDC Section 430-34).

One potential, relatively simple solution would be to amend Washington County CDC Section 430-34 to include FD-20 in the list of districts where limitations for contractor's establishments apply. This change would be consistent with prior zoning in this area and County standards for contractor's establishments in other rural industrial areas. It would also help to contain the expansion of existing and future contractor's establishments, maintaining operations at an appropriate scale. This would better enable the lands to transition to urban levels of development.

For these reasons, the City respectfully asks the Board of County Commissioners to consider elevating this critical Work Program item from Tier 2 to Tier 1. City staff look forward to continued conversations with Washington County staff and to collaborate on identifying appropriate policy solutions that can be applied in FD-20 District zones (future urban areas) throughout the County. Please contact me at (503) 570-1581 if you have any questions. Thank you for your time and consideration.

Respectfully submitted,



Miranda Bateschell
Planning Director

c: Chris Neamtzu, City of Wilsonville Community Development Director
Stephen Roberts, Washington County Land Use and Transportation Director
Andy Back, Washington County Planning and Development Services Manager



Ken Skinner
Tektronix, Inc
14150 SW Karl Braun Drive, M/S 50-EHS
Beaverton, Oregon 97077
503-627-2667, 503-708-7104
Kenneth.j.skinner@tektronix.com



February 24, 2020

VIA ELECTRONIC MAIL

Andy Back, Long Range Planning Section,
Department of Land Use & Transportation
155 N. First Avenue, Suite 350 MS14
Hillsboro, OR 97124
(503) 846-8681
lutplan@co.washington.or.us

Re: Letter in Support of 2020-2021 Work Program Task S1.8, Washington County Land Use & Transportation's Efforts to Continue the Tektronix Development Agreement

Dear Mr. Back:

Please accept this letter in support of Washington County Land Use & Transportation's ongoing efforts to amend the existing Development Agreement between Washington County and Tektronix, Inc.'s ("Tektronix's") subsidiary, Beaverton LLC to continue the Development Agreement for another seven-year term, as authorized in ORS 94.504(8)(b). We respectfully request that these efforts, represented as Tier 1 Task No. S1.8, be duly recognized and considered during the County's Fiscal Year 2020-21 Long Range Planning Draft Work Program.

The Washington County - Tektronix Development Agreement continues to represent a mutually beneficial instrument to facilitate comprehensive, long-term planning to ensure the health and vitality of Washington County's land use, transportation infrastructure, and economic development interests. Tektronix remains dedicated to the goals of the Development Agreement and continues to value and appreciate Washington County's partnership in this ongoing endeavor.

During the last ordinance season, facing the expiration of the Development Agreement's seven-year term, the Washington County Land Use & Transportation requested that the existing Development Agreement be extended by a term of one year, to allow the parties to thoughtfully consider how best to evaluate and incorporate any necessary updates. In October 2019, the Board of Commissioners approved the one-year extension through Ordinance No. 860.

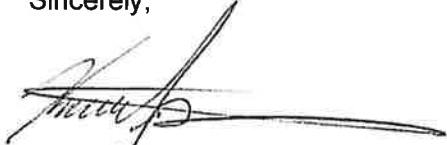
With the current one-year extension set to expire on November 30, 2020, Tektronix and Washington County Land Use & Transportation have been actively engaged in reviewing and appropriately updating the Development Agreement. Based on the impending expiration, Tektronix joins Washington County Land Use & Transportation in requesting that their ongoing efforts to update and extend the Development Agreement continue to be considered during the 2020-21 Work Program.

///

Attachment A

Tektronix thanks the Long Range Planning Section for the opportunity to comment on the 2020-21 Work Program and welcomes any questions the Board may have on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth J. Skinner", with a long horizontal flourish extending to the right.

Kenneth J. Skinner
Director, Global Real-estate, Facilities, and Environmental Health and Safety

cc: Dana Krawczuk, Stoel Rives LLP, Counsel for Tektronix
Ariel Stavitsky, Stoel Rives, LLP, Counsel for Tektronix
Alan Rappleyea, Counsel for Washington County
Jacquilyn Saito-Moore, Counsel for Washington County
Theresa Cherniak, Principal Planner for Washington County
Steve Kelley, Senior Transportation Planner for Washington County

Attachment A

RECEIVED

FEB 03 2020

**Long Range Planning
Land Use & Transportation**

From: Matt Sprague <MSprague@pd-grp.com>
Sent: Monday, February 3, 2020 2:46 PM
To: LUT Planning <lutplan@co.washington.or.us>
Cc: Tom Harry <Tom_Harry@co.washington.or.us>; Stephen Roberts <Stephen_Roberts@co.washington.or.us>; Andy Back <Andy_Back@co.washington.or.us>
Subject: 2020/21 Long Range Draft Planning Program

To Whom it May Concern:

There are a couple of items not on the work program we would like to highlight for alterations in the upcoming year.

SUBJECT #1

It has been discussed with County Staff on numerous occasions over the last year that a change to the private street standards of 409 would be a good idea and they have been supportive of looking at addressing this need on the next round of program changes. The County, Developers, Consultants and Property Owners are dealing with a lot of infill or higher density sites that result in the creation of private streets in order to address density or limited developable areas. Development today seeks to take advantage of every square foot/inch in cases which often results in property lines being right at the back edge of the curb. The problem is that it can be very difficult to place monuments in that location due to typical inaccuracies in construction and absolute need for accuracy in Pinning and Platting. It can be very difficult to set a monument at the back edge of the curb and either the curb is off a tenth of a foot or the concrete seeps out of the form creates a barrier. Additionally, these monuments are often either covered by a concrete sidewalk or torn out during initial construction of the sidewalk since the sidewalks are curb tight on private streets.

An opportunity exists to appropriately monument along a private street when a "mountable" or "Wedge" curb is used. These types of curbs are one foot in width rather than ½ of a foot. Even with the construction not being perfect, if we can monument the corners within the curb, it would be beneficial to both applicants and the County by establishing monuments that won't be disturbed with sidewalk construction. This may even work for standard curbs.

Below please find the current code that is creation the problem with the issue being that curbs have to be included within the tract for a private street:

Current Code Standard 409-3.5 Private Street Tracts

The pavement width, and curbs, if any, of all private streets, except private streets serving one or two single-family residential lots or parcels, shall be located in a tract which meets the provisions of Section 409-4. Sidewalks may be located outside a tract on individual lots or parcels when approved by the Review Authority provided the following standards are met:

Our recommendation is to alter the language in some manner that allows a portion of the curb to be located outside of the private street tract.

Attachment A

SUBJECT #2

Under all relevant code sections that have the below requirement, we would like to see some alterations to prevent unreasonable restrictions on development adjoining under developed properties. We are using Section 307 which is the R-15 district below as the example. This standard creates a situation where additional setbacks are provided non-conforming uses which are expected to re-develop and at time (re-development) they are not subject to the same burden as the first property to develop. These higher density zones where this applies are typically within areas in transition from underdeveloped to developed status.

We suggest the following change shown underlined and highlighted. This clarifies what has previously been standard practice for the County: *A perimeter setback shall be provided along the perimeter of the development site when the adjacent property was developed at or above existing minimum density under dimensional standards in effect prior to November 27, 1998. The required perimeter setback shall be the applicable front, side, street side, or rear yard setback of Section 305-7.2 C., plus any screening and buffering setback now required by Section 411.*

Current Code Standard

305-7.2 Yard (Setback) Requirements. Yards shall be measured from the property line, sidewalk, or easement for public travel, whichever is closest to the building line.

A. The minimum yard requirements for detached dwelling units shall be:

(6) A perimeter setback shall be provided along the perimeter of the development site when the adjacent property was developed with detached dwellings under dimensional standards in effect prior to November 27, 1998. The required perimeter setback shall be the applicable front, side, street side, or rear yard setback of Section 305-7.2 C., plus any screening and buffering setback now required by Section 411.

Please let me know if you have any questions.

Thanks,

MATTHEW L. SPRAGUE PRINCIPAL | D 971.708.6249

PIONEER DESIGN GROUP, INC. CIVIL ENGINEERING | LAND USE PLANNING | LAND SURVEYING | LANDSCAPE ARCHITECTURE

OREGON: 9020 SW Washington Square Rd. Suite 170 Portland, OR 97223 P 503.643.8286 ext. 1003

HAWAII: PO Box 283304, Honolulu, HI 96828 P 808.753.2376

pd-grp.com

Attachment A

From: jen@jkfconsulting.com <jen@jkfconsulting.com>
Sent: Friday, February 28, 2020 9:01 AM
To: LUT Planning <lutplan@co.washington.or.us>
Subject: re: 2020-21 Long Range Plan feedback



To the Washington County Long Range Planing Team:

Thank you for investing the time to pull together the 2020-21 plan. As a rural Washington County resident for 16 years, I'd like to better understand the planning for farmland and rural water protections.

In close in rural areas, there continues to be development of both Ag and non-Ag related activities. Some are viable commercially, others are not. All have an impact on rural farming, resident safety, roads and water sources.

For example, driving farm equipment on rural roads has become quite hazardous due to the increase of rural residents with little to no farming knowledge. Additionally, original farm houses were built close to roads that historically had very low traffic. With the increase in traffic, many driveways and roads do not have adequate sight lines for their residents as only the new rural businesses have sight line development requirements.

Lastly, rural residents are typically on well water. The inputs for these wells must be protected both for the health of rural residents and for historical farm use.

It's unclear how rural development is managed in the long range plan but I would venture to guess if the County Team took a look at the number and impact of rural development permits, in addition to comparing current and historical aerial maps, they would see more development than expected which would justify some attention to the items above.

thank you for your time,
Jennifer and Allen Flanagan
29697 SW McNay Rd
Hillsboro, OR
97123