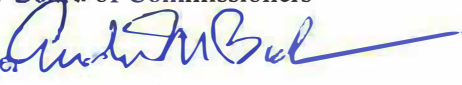




Jan. 28, 2020

To: Washington County Board of Commissioners
From: Andy Back, Manager 
Planning and Development Services
Subject: **Draft 2020-2021 Long Range Planning Work Program**

STAFF REPORT

For distribution Jan. 28, 2020 for public review and comment

I. STAFF ACTION

Release the Draft 2020-2021 Long Range Planning (LRP) Work Program to the public for a 30-day comment period ending Feb. 28, 2020. The Board of Commissioners (Board) authorized release of the draft work program at its Jan. 21 Work Session.

Following review of submitted public comments, staff will recommend a Final 2020-2021 LRP Work Program for consideration at the April 7 Board meeting.

II. INTRODUCTION

Annually, a work program is submitted to the Board by Long Range Planning, a section within the Planning and Development Services Division of the Department of Land Use & Transportation (LUT). Long Range Planning includes both Transportation Planning and Community Planning.

The work program identifies and ranks tasks such as ordinances, studies, special planning projects, day-to-day operations and required services. The timeline for this work generally falls between March 2020 and March 2021; however, much of the significant work is long-term and ongoing. The flow of work does not neatly start and end with adoption of a new work program; therefore, some tasks are carried over from 2019 and it is expected that many tasks from this year's work program will continue into future years.

Following are some highlights of the work completed in 2019:

2019 Completed Tasks	
Flood plain management regulations	Ordinance Nos. 845 and 847 adopted – updates to the Community Development Code (CDC) flood plain management regulations to comply with FEMA requirements
North Bethany Main Street Urban Design Plan implementation	Ordinance No. 846A adopted – changes to Bethany Community Plan and CDC
Transportation System Plan (TSP) updates to reflect city changes and Neighborhood Circulation (CDC Section 408) revisions	Ordinance No. 851A adopted
Housing updates – two ordinances making amendments to the CDC	Ordinance No. 853A adopted – amendments to open space requirements for Planned Developments providing additional flexibility for residential development Ordinance No. 859 adopted – changes to accessory dwelling unit (ADU) regulations reducing barriers to development
Plan amendment for Baker Rock Quarry expansion	Ordinance No. 854 adopted
Telecommunications standards	Ordinance No. 856A adopted – updates to the CDC regarding telecommunication facilities in County right-of-way and on private property to accommodate Federal Communications Commission requirements for small cell facilities
Pedestrian-oriented, mixed-use land use districts applied to portions of the Aloha Town Center near 185th Ave. and TV Hwy.	Ordinance No. 857 adopted
Two issue papers	2019-01 “ <i>Telecommunication Facilities Located in the Right-of-Way</i> ” released 3/5/19 2019-02 “ <i>Status Report on County Regulation of Recreational Marijuana</i> ” released 6/11/19
Other completed tasks	TV Highway Corridor Transit Concept and Access Plan

III. 2020-21 PRIORITIES

For 2020-21, this work program establishes 21 major tasks that Long Range Planning staff will undertake along with numerous ongoing, nondiscretionary tasks. **Table 1 lists and describes all the tasks in greater detail.** Following are some highlights of the priorities for 2020-21:

Regional/State/Federal Coordination

Given the strong local economy and development pressures throughout the region, County participation in regional planning efforts is critical to ensure County perspectives on both land use and transportation issues are addressed. These are included as Tasks R1.1 through R1.5 in Table 1.

LRP staff will continue to participate in a range of regional, multiyear planning projects, some of which include:

- Regional funding measure support, including affordable housing bond, parks and nature bond and regional transportation funding measure.
- Metro's Urban Growth Management and Regional Transportation Plan.
- Planning by other agencies, including Oregon Department of Transportation (ODOT), TriMet and Port of Portland.
- Planning by cities, including city planning for new Urban Growth Boundary (UGB) and urban reserve areas, transportation system plan updates and Urban Planning Area Agreements (UPAAs).
- Southwest Corridor Plan.

Comprehensive Planning: Short-Term

A variety of community and transportation planning tasks will be presented for Board consideration and action in 2020. These include potential ordinances as well as issue papers and studies. Some of the primary efforts include:

Housing Affordability

Continuing with our efforts of the past several years, staff will engage with local and regional partners to explore options for fostering development of housing affordable to households at all income levels. LRP will continue to work with the Department of Housing Services and Office of Community Development to research and develop planning-related options to address these pressing issues. On the land use side, options to increase housing supply include support for implementation of House Bill (HB) 2001 and encouraging a wider variety of housing types (Task S1.1), as well as assessment of housing capacity in Metro 2040 Centers and Corridors (Task S1.3). LRP will participate in the rulemaking process for HB 2001 and begin to review County regulations to ensure consistency with changed requirements. Support on implementation of the regional affordable housing bond will help tie together community planning goals and development application support with production of additional housing.

Given the importance of this topic, work on other tasks will continue to be viewed through an affordable housing lens, as staff seeks out opportunities to positively influence housing affordability.

Significant Natural Resource Regulations Assessment Implementation

In Oct. 2019, the Draft Significant Natural Resource (SNR) Program Review and Assessment was released for public comment. The report detailed how the County currently implements significant natural resource regulations in the context of state and regional requirements, discussed community concerns, and responded to a recent LUBA decision. It concluded with a variety of preliminary recommendations for modifications to existing County regulations and procedures to address the issues raised. Staff recommends amendments to the CDC to make the standards more “clear and objective,” clarify procedures and submittal requirements, and include tree protection measures within SNR areas. Further Board discussion and direction will be required as part of work program approval. (Task S1.2)

Short-Term Rentals

The topic of regulation of short-term rentals has been in the work program for several years, though in 2019 it was elevated to a Tier 1 task. An issue paper assessing the range of concerns associated with this use and options to address them is being drafted and interdepartmental coordination on the various issues and options is underway. Staff has presented research on the paper to date at several CPO meetings, and input from those meetings will be summarized in the paper. The issue paper is expected to be released prior to finalization of the work program. Staff expects there to be some follow-on work on this topic this year, depending on the recommendations in the issue paper, input received during public review and Board direction. (Task S1.5)

Farm Brewery/Cidery Business Regulations

Similar to winery allowances, state law provides for jurisdictions to allow visitor-oriented activities at farm breweries and cideries in the rural area. This task would amend the CDC to allow such uses, subject to state law provisions and local requirements. (Task S1.7)

Tektronix Development Agreement Extension

A Development Agreement with Tektronix detailing allowed land uses and required transportation improvements was approved by ordinance in 1998. Since then, it has been extended three times, with the most recent a 1-year extension in 2019 to allow for additional time to consider possible amendments to the Agreement to reflect changed conditions. Tektronix (now Beaverton, LLC) has requested a 7-year extension of the Agreement and discussions about the altered conditions have begun. (Task S1.8)

Potential Code Changes

This work program reflects a priority on tasks that keep the CDC up-to-date and responsive to changing circumstances and state law requirements. Tasks not noted above include:

- Omnibus ordinance addressing state law changes and issues raised by staff and other stakeholders. (Task S1.9)
- CDC housekeeping ordinance, including the first phase of a CDC cleanup. (Task S1.10)

Comprehensive Planning: Long-Term or Multiyear Projects

Washington County is growing rapidly, both in terms of residents and employees, and the transportation system should consider these growing demands. A number of tasks this year address multimodal transportation system needs. These tasks include:

Trails planning and coordination

Washington County received a Transportation and Growth Management (TGM) grant to develop a concept for the Tualatin Valley Trail. The future trail runs along TV Hwy. in unincorporated Washington County. This work will include selection of a preferred trail alignment, project cost estimates, identifying potential funding opportunities and public outreach. In addition to this work, staff is coordinating on planning efforts for the Salmonberry, Yamhelas Westsider and Council Creek trails, as well as other trail opportunities that may arise. (Task L1.1)

Cooper Mountain Transportation study

This study will evaluate both improvements to existing and potential new roads in and around the Cooper Mountain area to serve the growth being experienced in the area. This work has identified two potential roadway extensions – Cornelius Pass Rd. from Rosedale Rd. to Farmington Rd., and an extension of Tile Flat Rd. from Scholls Ferry Rd. to Bull Mountain Rd. and Beef Bend Rd. Staff intends to propose adding these roadways to the TSP through ordinances in 2021. (Task L1.2) This task includes coordination with the Willamette Water Supply Project.

Urban Reserves Transportation Study

Funded by a Metro 2040 Planning and Development Grant, this study will evaluate urban reserve areas comprehensively, rather than individually, to plan for transportation system needs. It will identify road network needs and road jurisdiction, and update plan documents as appropriate to meet future transportation demand within and adjacent to the identified urban reserve areas. (Task L1.3)

Complete Streets Design Update

LRP will lead a multiyear review and update of County road standards and processes. The intent is to adopt an update to the County's Road Design and Construction Standards, the TSP and other documents that guide road construction and development, to better reflect the land use contexts within Washington County. This work also includes a review and update of the County's Transportation Development Review process. (Task L1.4)

Countywide Transit Study planning and implementation

A Countywide Transit Study, conducted in coordination with TriMet, Metro, ODOT and the cities within Washington County, will identify opportunities to increase transit use and meet potential demand identified in the Transportation Futures Study. This work will be scoped in 2020. County staff also continue to implement HB 2017 and our work as the transit provider for the parts of the County outside TriMet and SMART boundaries. The resulting Transit Development Plan is required to be complete by Oct. 2020. (Task L1.5)

The full list of planning projects is included in Table 1.

IV. ELEMENTS OF THE WORK PROGRAM

Potential ordinances and planning projects, as shown in Table 1, are categorized into three tiers:

- **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 do not have sufficient staff resources. Staff recommends addressing Tier 2 projects and ordinances if additional staff resources become available, though many of these tasks are likely to be carried into the following year.
- **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.

Staffing Levels

The level of staff resources for Tier 1 tasks are shown as high, medium or low in this draft work program (Table 1). Task-specific estimates of staff time will be provided in the final work program staff report. Adjustments to the work program will be needed if additional tasks are added, existing tasks are expanded, tasks are reprioritized or the Division's proposed budget for FY 2020/2021 is reduced through the upcoming budget process.

Remaining Elements

The remaining elements of the Draft 2020-21 LRP Work Program staff report consist of:

- **Section V.** 2020-21 work program requests and staff responses.
- **Figure 1.** General timeframes for major regional and/or long-term planning projects.
- **Table 1.** Categorization of tasks into Tier 1, 2 and 3. In Tier 1, these tasks are split into four areas: 1) Ongoing Programs and Projects, 2) Regional/State/Federal Coordination, 3) Comprehensive Planning – Short-Term, 4) Comprehensive Planning – Long-Term or Multiyear Projects. The source of each proposal and whether the task has a countywide, rural or urban unincorporated area focus is also noted. New tasks are *italicized*.
- **Attachment A.** Copies of work program request letters.

V. 2020-21 WORK PROGRAM REQUESTS

Provided below is a summary of new requests from other jurisdictions, partner agencies and citizens that have been submitted for consideration in 2020, as well as the staff response to each request. Copies of the requests are provided in Attachment A.

1. City of Beaverton request to consider vehicle camping allowance, letter dated Dec. 4, 2019.

The Mayor of Beaverton requested consideration of a CDC amendment that would allow people experiencing homelessness to live in vehicles in approved parking lots in unincorporated Washington County. Beaverton is in the process of amending its code similarly, consistent with its Safe Parking Pilot Program launched in April 2019. The program now operates from two sites, each offering three parking spaces for program participants, restrooms and storage facilities. Subject to a 30-day probation, participants may stay for up to 120 days. Through a contract with the city, nonprofit Just Compassion provides case management to help participants access housing. Proposed amendments to city code would allow this use in commercial, industrial and multiple use districts, subject to program participation.

The city's program provides for funding of up to five sites and as wait lists grow, a religious institution in unincorporated Washington County has expressed interest in serving as a third host site.

***Staff Response:** Since 1999, state law has allowed, but not required, local jurisdictions to permit religious institutions to offer overnight camping spaces to homeless persons living in vehicles (ORS 203.082). State law:*

- *Limits camping to three or fewer vehicles per site.*
- *Allows local jurisdictions to establish conditions and limitations on this use.*

Up to now, this state law provision has not been used by Beaverton or Washington County. Beaverton's current proposal expands on this specific state law allowance under the city's home rule provisions. As such, Beaverton has chosen not to limit this use to religious institutions, but to commercial parking lots, including lots controlled by a commercial interest, religious institution, place of worship, public service nonprofit, or public entity.

The County CDC currently prohibits vehicle usage for living purposes, except where a recreational vehicle may serve as a temporary dwelling through approval of a health hardship application. With an amendment to the CDC, Beaverton's program and/or others like it could potentially serve those in need from within the unincorporated area as well. The Department of Housing Services has expressed support for Beaverton's program and the Office of Community Development indicates CDBG funding may be accessible to other nonprofit providers should they develop related programs for the unincorporated area.

Though just one of many actions warranted to address housing need, staff recommends that the Board consider allowing this use under provisions similar to those proposed by Beaverton, as part of the Minor Comprehensive Plan Amendments Ordinance. (Task S1.9)

2. City of Beaverton request for regulation and protection of areas newly added to the UGB, letter dated Nov. 21, 2019.

The city of Beaverton Community Development Director submitted the following requests for consideration in the work program related to their new Cooper Mountain UGB expansion area:

- Apply the Future Development 20-Acre (FD-20) land use designation to the area.
- Update the Significant Natural and Cultural Resources map in the Aloha-Reedville-Cooper Mountain Community Plan to identify streams, wetlands, riparian and upland habitat areas in the expansion area, consistent with the Metro UGMFP Title 13 inventory map and South Cooper Mountain Community Plan.
- Consider developing nondiscretionary standards to protect trees and upland habitat areas within UGB expansion areas prior to city annexation. The city offered to partner with the County to identify the best techniques to achieve this protection.

Staff Response:

FD-20 for new UGB areas: Implementing Strategy a. of Policy 41 of the County's Comprehensive Framework Plan for the Urban Area (CFP) requires application of the Future Development 20-Acre (FD-20) land use district to property added to the UGB. The intent of the FD-20 district is to serve as an urban holding zone until comprehensive planning has occurred and the lands are annexed into the city. This work is included as a Tier 1 task (S1.6) and would involve adopting interim land use designations for the new UGB areas and updating the County's Comprehensive Plan maps to reflect these changes.

Significant natural resource mapping in new UGB area: The Draft Significant Natural Resources Program Review and Assessment (SNR Assessment), published Oct 4, 2019, included discussion of this topic and a recommendation that areas currently shown on the County's Rural/Natural Resource Plan (RNRP) SNR maps be transferred to the community plan SNR maps. Additionally, for development review projects, CDC Section 421 (Flood Plain and Drainage Hazard Area Development) and 422 (Significant Natural Resources) requirements would apply to riparian habitat areas shown on Metro's inventory map. This would only partially address Beaverton's request, in that it does not apply to the upland habitat shown on Metro's maps and any tree removal or other actions not requiring a land use permit would not be subject to the CDC SNR requirements. It may be possible to incorporate the Metro inventory map in the community plan, though there are implications with doing this for certain areas and not others. This issue should be addressed during further discussion on implementation of the SNR Assessment. (Task S1.2)

Enhanced tree protection and preservation of resources in the new UGB expansion area: The SNR Assessment included discussion of this topic and a recommendation that more extensive tree protection regulations be developed for trees within designated SNRs. Should the Board direct staff to pursue that recommendation, such regulations would also apply to any SNRs in the new UGB areas. (Task S1.2)

3. City of Wilsonville request to address contractor establishments in the FD-20 District, letter dated Dec. 5, 2019.

The City of Wilsonville Planning Director submitted a letter asking the County to reconsider the allowance of contractor's establishments in future city urban areas. The letter expressed concern with a growing number of contractor's establishments in the Coffee Creek and Basalt Creek Industrial Areas, both in terms of their existing operations and the challenges they present to future urban industrial development.

The city notes these areas are slated for eventual annexation and development with industrial uses within the city, as was the intent upon their inclusion in the UGB. While intended to be temporary in nature, the city notes the delay between the inclusion of land in the UGB and annexation into the city has resulted in a number of these establishments evolving and expanding over time, increasing their impact through activities like grading and deforestation. The city is concerned these contractor establishments present a barrier to realizing the potential of the industrial land, inconsistent with the caliber of the business districts envisioned for the area and asks the County to work with them to identify solutions to this concern. Solutions might include modification of design standards, or addition of temporary use or improvement size limitations.

***Staff Response:** The Coffee Creek and Basalt Creek Industrial Areas were brought into the UGB in 2002 and 2004 respectively. The County applied the Future Development 20-Acre (FD-20) land use district, which operates as an urban holding district allowing certain interim uses prior to city annexation and the transition into city urban industrial zones. In areas that were designated Industrial in Metro's 2040 Growth Concept, certain uses were prohibited as incompatible with future industrial uses. Prohibited uses included schools, daycares, churches and cemeteries, but did not include contractor's establishments.*

Prior to being rezoned to FD-20 in 2004, the areas were designated Land Extensive Industrial (MAE), and Agriculture and Forest 5 and 10 Acre (AF-5 and AF-10). Each of those districts allowed contractor's establishments, with some limits on the size of building and storage areas. Although contractor's establishments are not defined in the CDC, they typically include office space and outdoor, covered or indoor storage of construction materials, equipment and vehicles.

The FD-20 district allows contractor's establishments through a Type III land use review procedure (CDC Section 308-4.5), which requires public notice and a public hearing by an impartial hearing's officer, as well as authority to apply proportional conditions to address adverse impacts (CDC Section 207-5). Under the CDC use provisions for FD-20, a contractor's establishment may be permitted when the proposed use will not be constructed in a manner which interferes with future conversion to planned urban densities and/or uses (CDC Section 308-7.1). This is not further defined in the CDC.

The Wilsonville letter includes a map showing there are at least five contractor's establishments operating in the Basalt Creek and Coffee Creek industrial areas. County records indicate there may be several more in the area, and that they are concentrated

more in this area than elsewhere in the unincorporated County. These types of operations may find this area desirable at this time given the current rate of development in south Washington County. As infill and new development are completed, there may be less future demand for locating these uses in this area.

Since the city has implemented a voluntary annexation policy to this point, the County's FD-20 district will apply until the properties are voluntarily annexed. The city's concerns are valid that, if a business is profitable and does not require city services, it may not be inclined to annex and the city's long-range plans for the type of industrial development it envisions may not be realized. These concerns, however, need to be balanced with the property rights and development expectations of land owners in the area.

Contractor's establishments are an allowed use in FD-20 and were an allowed use 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. Size limits similar to those in the MAE and 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 does not recommend this as a Tier 1 task at this time. Should the Board wish to elevate this to Tier 1, other task(s) would need to move to Tier 2.

4. Committee for Community Involvement (CCI), letter dated Nov. 27, 2019.

The CCI submitted a letter with a variety of recommendations for consideration in the LRP work program:

- a) Community Engagement Issues. The CCI identified several concerns with the County's community engagement process, including:
 - o Public Engagement Guidelines for nontransportation projects. The CCI requests LUT develop Public Engagement Guidelines for nontransportation projects, similar to those developed for transportation projects in 2014.

Staff Response: *The LUT communications team developed Public Engagement Guidelines for transportation projects that were adopted by the Board in 2014. Nontransportation projects often also include public involvement plans, such as the one developed for the Aloha Tomorrow study. The development of Public Engagement Guidelines for nontransportation LUT projects is the responsibility of the LUT communications team and this task is on their work program.*

- Updates to Neighborhood Review Meeting rules. The CCI requests an update to the Neighborhood Meeting procedures to enhance transparency and enable citizen involvement.

Staff Response: *The modified procedures suggested by the CCI will be referred to Current Planning for consideration in their Neighborhood Meeting guidelines. Staff does not recommend modifying the standards of CDC Section 203-3 (Neighborhood Meeting), as the suggested changes offered by the CCI are entirely procedural.*

- Elimination of ordinance season to allow ordinance public hearings and adoption of ordinances at any time during the year.

Staff Response: *In the past, both the PC and CCI voiced concerns with the limitations imposed by the Charter, primarily the restriction on when land use ordinances can be considered by a hearing body. The Charter requires all hearings on land use ordinances to take place between March 1 and Oct. 31 of each year, a period known as the “ordinance season.” Discussions regarding elimination of ordinance season have taken place at various levels within the County. The Planning Commission (PC) considered this issue at two work sessions in 2018.*

Any changes to these requirements would require a Charter amendment or revision, and a countywide vote. An evaluation of the pros and cons of such a change and implications for County processes would need to be conducted prior to making any recommendation.

Beyond encouraging Board awareness of this issue, staff does not have a recommendation on this request. Should the Board have interest in addressing the concerns raised by CCI, staff requests the Board provide further direction.

- Public access to online information and various improvements to County processes. The CCI raised concerns with the ease of use of the County website and suggested various improvements to County processes.

Staff Response: *The CCI’s comments are noted and appreciated. LRP staff will incorporate the posting of hearing dates to ordinance webpages for continued ordinances into the regular ordinance workflow. Development of formal procedures and a webpage dedicated to issue papers are underway. The CCI request to release ordinance staff reports at least two weeks prior to public hearings is not possible given the time constraints placed on staff by the ordinance season. Staff reports are posted to the County website more than a week in advance of the hearings and are included in the Board or Planning Commission packet released a week before each meeting.*

- o Updates to Resolution and Order (R&O) 86-58. The CCI requests an update to the R&O that establishes citizen participation policy for the County to reflect current organization names and updates to current practices.

***Staff Response:** R&O 86-58 was adopted in 1986 and is included as an appendix to the CFP and the RNRP, elements of the Comprehensive Plan. The R&O lays out the citizen participation policy and implementation in the County.*

In the 2017 housekeeping ordinance (Ordinance No. 828), references to the CCI and Community Participation Organizations (CPOs) in the RNRP, CFP and CDC were updated to reflect the new naming convention for those specific organizations. Through adoption of Ordinance No. 828, the Board acknowledged the name change. The staff report indicated there would not be a wholesale change of terminology from “citizen” to “community” within the Comprehensive Plan, in part because Statewide Planning Goal 1 still refers to “Citizen Involvement.” The report further indicated that all historical information regarding the County’s creation and development of its public involvement program over time remains intact within the Comprehensive Plan elements.

New text relative to the transition of the CPO program from the Oregon State University Extension Office to the County was inserted in Policy 2 of both the RNRP and the CFP to preserve historical accuracy and clarification for the change in the CPO/CCI reference.

The County’s public involvement program was established in 1980 through R&O 80-108 and reaffirmed in 1986 through R&O 86-58. These documents are included as appendices to the CFP and RNRP and serve as historical documentation regarding the creation of the program. The R&Os cannot be updated; therefore, if the Board would like to acknowledge the County’s Community Engagement Program or make changes to how the program operates, a new R&O would need to be enacted.

The County Administrative Office (CAO), which includes the Community Engagement Office, would bring forward any policies established through R&O or otherwise regarding the work of the Community Engagement Program. LRP would not initiate this work. Any updated R&O could be included in the Comprehensive Plan appendices once adopted.

- b) Significant Natural Resources (SNRs). The CCI believes CDC amendments should be adopted in 2020 with clear and objective standards to provide SNR protections and address Statewide Planning Goal 5 compliance. In addition, the CCI suggests the County update SNR maps to reflect advances in mapping capabilities, along with improving incentives for SNR preservation and expanding density transfers to encourage more compact development away from natural areas.

- c) Protection of the existing tree canopy during new development in urban unincorporated Washington County. This is a top CCI priority, and they are interested in partnering with staff and developers to create tools to provide protection of trees from new development.

Staff Response: *The SNR Assessment was published in Oct. 2019 to evaluate the County's implementation of SNR requirements, including tree removal and protection requirements for new development. As part of this work, requests by the CCI are being assessed and potential options developed for consideration by the Board. County staff continues to involve the CCI in consideration of options for actions the Board may take to address these concerns. (Task S1.2)*

- d) Walkway gaps and dedication of right-of-way to current County standards. The CCI requests adoption of new rules requiring dedication of right-of-way (ROW) to current standards for all new residential construction, including replacement dwellings.

Staff Response: *Staff continues to look for opportunities and funding to fill sidewalk and bicycle lane gaps. Regarding requiring dedication of right-of-way, during the hearings for Ordinance No. 814, the PC and Board discussed requiring right-of-way dedication for construction on all lots of record. The PC voted 5-2 against this requirement; the Board agreed with the PC and adopted the ordinance as originally filed. The reasoning behind this decision was that lots of record met all County requirements, including ROW dedication, at the time they were created, and that requiring additional dedication now would not be legally defensible. Additionally, staff researched requiring right-of-way dedication from all lots of record and for replacement dwellings and determined that there have been so few building permits for either that this would only have a negligible impact on filling the gaps. This has been a CCI request for four years.*

- e) Update to County infill policy. The CCI requests an issue paper be developed as a Tier 1 priority to take a broader look at the County policy on infill development, with sensitivity toward siting new development so that existing homes and neighborhoods are not negatively impacted, and privacy is maintained. Should this issue paper be developed, the CCI requests ample opportunity for input on recommendations.

Staff Response: *Implementation of regional growth management is based on most additional development occurring in existing urban areas. The primary community concern staff has heard pertains to sensitive siting and design of infill projects, which would need to be balanced with other policies that encourage infill development and housing affordability. A broad look at County infill policies is included on Tier 2 (Task 2.3). Work on three related tasks is currently underway and likely to inform this issue:*

1. *Centers and Corridors land use assessment (Task S1.3) and possible Phase 2 (Centers and Corridors study) implementation (Task 2.8).*

2. *Draft SNR Program Review and Assessment implementation (Task SI.2) – how to continue to allow infill while preserving natural resources.*
3. *HB 2001 implementation (Task SI.1).*

Staff recommends that work on these three tasks move forward before pursuing an issue paper on this topic.

- f) Issue paper on governance. Study alternative governance options for large urban unincorporated areas (such as Cedar Mill, Bethany, Aloha, Raleigh Hills) where it is unlikely city annexation will occur. The CCI believes the County has faced challenges in providing planning, economic development, code enforcement and cultural and community-building services in these areas, and requests an issue paper to study governance options, focusing on gaps in urban services and alternatives for the future.

Staff Response: This task was added to Tier 3 (Task 3.2) in 2019 for potential future consideration. There is no funding source for this work and substantial resources would be required to address the issue.

5. Clean Water Services (CWS) request for TSP amendment to realign portion of SW Scoggins Valley Rd. if required by the Tualatin Basin Dam Safety and Water Supply Joint Project, letter dated Nov. 12, 2019.

CWS is collaborating with the U.S. Bureau of Reclamation on the Tualatin Basin Dam Safety and Water Supply Joint Project. The Joint Project is intended to strengthen water storage and create additional water supplies needed for the continued environmental and economic health of Washington County over the next 50 years. Three development options are being considered to address needed seismic improvements and water storage constraints:

- 1) Reinforcing the existing Scoggins Dam at its current location.
- 2) Raising and reinforcing the existing dam at its current location.
- 3) Building a new concrete dam about two miles downstream.

If Option 3 is selected, CWS notes that approximately 2 miles of SW Scoggins Valley Rd. will require realignment to avoid inundation caused by the expansion of Hagg Lake. CWS requests a TSP amendment to reflect a realigned roadway if Option 3 is chosen. The agency expects a decision on the preferred development option for the dam before the second quarter of 2020. The alignment of a realigned roadway has not yet been selected.

Staff Response: If Option 3 is selected, a TSP amendment will need to be enacted via ordinance to realign SW Scoggins Valley Rd. to avoid inundation. Depending on the timing of the decision, the ordinance may be filed in 2021 or 2022. Staff will coordinate with CWS on public outreach and technical analysis in 2020.

6. Hope Chinese Charter School request for allowance of new schools and expansion of existing schools in the R-15 District, letter dated Dec. 5, 2019.

Michael Bevis, Interim Director of Operations at Hope Chinese Charter School within the Beaverton School District, submitted a letter on behalf of the school's Board of Directors requesting a CDC amendment to allow new schools or expansion of existing schools in the Residential 15 Units Per Acre (R-15) district. Hope Chinese Charter School is located off SW 104th Ave. in urban unincorporated Washington County, on a split-zoned Institutional (INST) and R-15 property. Existing operations take place on the INST portion of the site, but additional capacity is needed, and the school seeks to expand its facilities into the R-15 area. The on-site R-15 area abuts other R-15 land developed with detached dwellings and a condominium complex in the Community Business District (CBD).

The school sees an immediate need to expand given population pressures in the area. Dr. Bevis' letter points out that schools are allowed in the R-5, R-6 and R-9 (Residential 5, 6, and 9 Units Per Acre, respectively) districts through a Type III land use review. He identifies similar uses permitted in R-15, including group care homes and religious institutions, concluding that allowance of a school expansion appears reasonable.

***Staff Response:** Dr. Bevis is correct that schools are allowed in several lower density residential districts, including R-5, R-6 and R-9, and not in higher density residential districts. The R-15 district can accommodate more housing than lower density districts and its capacity to offset housing need should be prioritized over introduction of new nonresidential uses. At this time when needed housing is in short supply, staff suggests that new schools not be allowed in the R-15 district countywide.*

However, because the need for school capacity increases with development of housing, staff believes it might be reasonable to allow school expansion into R-15 land where an existing school needs to expand. Such expansions would not be inconsistent with the presence of schools in lower density districts. For R-15 properties that are not adjacent to an existing school, schools would remain prohibited. Staff recommends consideration of an allowance of school expansions within the R-15 district through the proposed Minor Comprehensive Plan Amendments Ordinance. (Task S1.9)

7. Enterprise Rent-A-Car request for allowance of passenger vehicle rental services in the Industrial District, letter dated Dec. 18, 2019.

Ava Joubert of EAN Holdings, on behalf of Enterprise Rent-A-Car, submitted a letter requesting an amendment to the CDC to allow for passenger vehicle rental services in the Industrial (IND) land use district. Enterprise is a vehicle rental service with eight locations in Washington County, including one along Tualatin Valley (TV) Highway in Aloha across from Harvey Marine. This Enterprise location contracts with Central Auto Body Aloha on SW Shaw St. east of SW 198th Ave. to provide rental vehicles for the auto body shop's customers. Ms. Joubert states that Enterprise averages 50 rentals per month to Central Auto Body Aloha customers, and that the shop also services Enterprise's vehicles. She estimates 3,500 trips occur annually between the Enterprise and auto shop locations – a one-mile trip primarily along TV Highway. To better serve customers and reduce its TV Highway trips,

Enterprise seeks to open an office in an existing building adjacent to the auto body service, but the underlying IND land use district currently precludes it.

Through a Type II procedure, the CDC currently permits “rental service stores and yards for heavy equipment, tools, non-passenger vehicles, cargo vehicles such as vans and pickups, and similar uses” (CDC Section 320-3.11 D.). The letter requests an amendment to this CDC section to remove “non-” from “non-passenger,” and thus generally allow for passenger vehicle rental in the IND district.

***Staff Response:** To protect the supply of land that can be occupied by industrial uses, staff does not recommend general allowance of passenger vehicle rental services as a standalone use in the IND district countywide. Staff would potentially recommend its allowance, however, in conjunction with an auto body service on the same lot or an adjoining lot, under CDC Section 320-3. That Section permits certain uses through a Type II procedure when accessory and incidental to an allowed use. An auto body shop is currently an allowed use in the IND district, and though not presently addressed by the CDC, auto body and vehicle rental operations are commonly paired in practice. Staff recommends consideration of allowing passenger vehicle rental services in the IND district in conjunction with an auto body service on the same lot or an adjoining lot through the proposed Minor Comprehensive Plan Amendments Ordinance. (Task SI.9)*

List of Attachments

The following attachments identified in this staff report are provided:

- **Figure 1.** General Timeframes for Major Planning Projects
- **Table 1.** Draft 2020-21 Long Range Planning Work Program Tasks
- **Attachment A:** Copies of work program letters of request

Figure 1 – GENERAL TIMEFRAMES FOR MAJOR PLANNING PROJECTS

	2020				2021				2022				2023				2024			
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec
County Land Use Planning	Significant Natural Resources Assessment Implementation																			
	Housing Affordability/House Bill 2001 Implementation																			
	Update Urban Planning Area Agreements (UPAAs) and other coordination needs																			
County Transportation Planning	Cooper Mountain Transportation Study																			
	Complete Streets Design Update																			
	Urban Reserve Transportation Study (URTS)																			
	Countywide transit planning and implementation																			
City Planning	Coordination with City Land Use and Transportation Planning • UGB Expansion Area Planning (S. Cooper Mtn., S. River Ter., Beef Bend South, etc.) • City TSP Updates (as needed) • Redevelopment Plans																			
State and Regional Planning	Regional Land Use and Transportation Planning • Southwest Corridor • Regional Transportation Funding Measure • Regional Affordable Housing Bond support • Metro 2040 Growth Concept update • Regional Parks and Nature Bond support • Trails planning and coordination • Emerging technology policies, programs and strategies • UGB and Urban Reserve decision implementation																			
Other	Monitor Statewide Planning Program/Legislature/LCDC/LUBA Appeals																			
	State Legislative Session					State Legislative Session					State Legislative Session					State Legislative Session				

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

TIER 1 <i>(new tasks are italicized)</i>						
No. ¹	Tasks	Staff Time ²	Ordinance	Comments	Source of Proposal	Area ³
Ongoing Programs and Projects						
	<p>Ongoing nondiscretionary tasks Community Planning, Transportation Planning, and Economic, Demographic and Geographic Information Services (GIS) tasks, including:</p> <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. • 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). 	H		Day-to-day operations, projects and required services.	Long Range Planning	C, U, R
Regional/State/Federal Coordination						
R1.1	<p>Regional and interagency coordination</p> <p>Participate in and respond to major regional, state and federal initiatives, including:</p> <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. f) Regional Transportation Plan updates and implementation. 	H		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 ²	Ordinance	Comments	Source of Proposal	Area ³
	<ul style="list-style-type: none"> 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	<p>Planning by cities or others Participate with cities in their planning efforts, particularly related to transportation infrastructure and County goals, including:</p> <ul style="list-style-type: none"> 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> 	H		Supports efforts by partners, funded largely by grants.	Long Range Planning, <i>d) TriMet request</i>	C
R1.3	<p>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></p>	H	Y	Response to Statewide Planning Goal 2 for coordination.	City request, Long Range Planning	U
R1.4	<p>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.</p>	H		Multiyear effort leading to FEIS, Federal Record of Decision and financial commitments by all partners.	TriMet, Metro	U
R1.5	<p>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.</p>	L			Long Range Planning	C

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TIER 1 <i>(new tasks are italicized)</i>						
No. ¹	Tasks	Staff Time ²	Ordinance	Comments	Source of Proposal	Area ³
Comprehensive Planning – Short-Term						
S1.1	<p>Housing affordability/House Bill (HB) 2001 implementation</p> <p>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. Ensure compliance with state law changes in HB 2001 and 2003. Options being explored in 2020 include:</p> <ul style="list-style-type: none"> a) <i>HB 2001/2003 Rulemaking Advisory Committee and TAC participation.</i> b) Density bonuses and other incentives for affordable housing. c) Encouraging a greater variety of housing types, including smaller housing types and alternative arrangements (e.g., cottage or cluster housing, micro-housing, tiny houses). d) Considering possible Community Development Code (CDC) changes to allow affordable multifamily uses in the Institutional land use district. e) <i>Middle housing CDC cleanup (Phase I).</i> 	H	Y	<p>Response to housing affordability concerns of Board and public, as well as recent state law changes.</p> <p>Two ordinances completed in 2019; additional ordinances likely in 2020 and 2021.</p>	<p>Long Range Planning, Equitable Housing Site Barriers and Solutions, d) Cedar Mill Christ United Methodist Church request</p>	U, R
S1.2	<p><i>Significant Natural Resource (SNR) regulations assessment – implementation</i></p> <p><i>Implementation of recommendations from Draft SNR Program Review and Assessment. Nature of actions for 2020-21 will depend on Board direction, and could include:</i></p> <ul style="list-style-type: none"> a) <i>Development of clear and objective standards in the CDC for water-related resource areas.</i> b) <i>Clarification of incentive-based approach for Wildlife Habitat areas.</i> c) <i>Clarification of County review processes and submittal requirements in the CDC.</i> d) <i>Consider development of clear and objective standards for tree protection/mitigation in SNRs to apply during the development review process.</i> <p><i>Possible longer-term tasks (2021 and beyond) could include:</i></p> <ul style="list-style-type: none"> i. <i>Development of habitat friendly Planned Development regulations.</i> ii. <i>Development of other possible incentives/voluntary measures for habitat protection.</i> iii. <i>Tracking of SNR delineations and mitigation monitoring.</i> <p><i>Additional work is possible based on direction from the Board.</i></p>	H	Y	<p><i>Response to community concerns.</i></p> <p><i>Draft Assessment expected to be finalized before Work Program adoption. Depending on Board direction on the recommendations in the Assessment, this task may be modified and some aspects of the follow-on work may be longer term.</i></p>	<p><i>Community requests including CCI, CPO 1 and 4M members, WC CAN, Richard Ramer, city of Beaverton</i></p>	U, R

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TIER 1 (<i>new tasks are italicized</i>)						
No.¹	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
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>	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)</i> has requested possible realignment of several rural roads based on the upcoming results of the alternatives analysis for Scoggins Dam.</p>	M	Y	<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
S1.5	<p>Short-term rentals issue paper implementation</p> <p>In response to community complaints about short-term rentals (e.g., 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 is being distributed with the draft Work Program. In March, staff will return with final recommendations on STRs as part of the final proposed Work Program report. Staff's final STR recommendations will be based on Board issue paper recommendations and public feedback received during the draft Work Program public comment period.</p>	M-H	?	<p>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.</p>	Community member requests	U, R

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TIER 1 (<i>new tasks are italicized</i>)						
No.¹	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
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.	M	Y	LCDC has approved the expansions, however the final order has not been released. Once the final order is issued by DLCD (on or before Jan. 22) a 21-day appeal period will begin prior to acknowledgement.	Long Range Planning, city of Beaverton	U, R
S1.7	<i>Farm Brewery/Cider Business regulations</i> <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>	M	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	<i>Tektronix Development Agreement extension</i> <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>	M	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
S1.9	<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> a) <i>Update recreational vehicle definitions for consistency with changes in state law.</i> b) <i>Modify permitted uses in the Industrial District to allow passenger vehicle rentals.</i> c) <i>Modify permitted uses in the Institutional District to allow vehicle camping at religious institutions.</i> d) <i>Allow a school in the Residential 15 Units Per Acre (R-15) District.</i> e) <i>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> f) <i>Other potential minor CDC amendments.</i>	M	Y	<i>Response to changes in state law, regional decisions, and issues raised by staff, other agencies or the public.</i>	<i>Current Planning, Long Range Planning, b) Enterprise Rent-A-Car request, c) city of Beaverton request, d) Hope Chinese Charter School request</i>	U, R

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TIER 1 (<i>new tasks are italicized</i>)						
No. ¹	Tasks	Staff Time ²	Ordinance	Comments	Source of Proposal	Area ³
S1.10	<p>Community Development Code (CDC) update – Phase 1 and Housekeeping ordinance</p> <p>This ordinance will consist of non-substantive “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, and to improve 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>	M	Y	First phase of a multiyear review of the CDC.	Current Planning, Long Range Planning	U, R
Comprehensive Planning – Long-Term or Multiyear Projects						
L1.1	<p><i>Trails planning and coordination (rural and urban)</i></p> <p><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>	M		<p><i>Tualatin Valley Trail work funded by Transportation and Growth Management (TGM) grant. Ordinance possible in 2022.</i></p> <p><i>Additional 1.0 FTE Trails Coordinator position may allow for additional support for various trail planning activities.</i></p>	<i>Aloha Tomorrow, Regional Transportation Funding Measure, Board of Commissioners</i>	C
L1.2	<p>Cooper Mountain Transportation Study</p> <p>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.</p>	H	Y	<p>Multiyear project, related to the <i>Urban Reserves Transportation Study</i> (Task L1.3).</p> <p>Ordinance possible in 2021.</p>	Transportation Futures Study	C, R
L1.3	<p>Urban Reserves Transportation Study (URTS)</p> <p>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.</p>	L	Y	<p>Funded by Metro 2040 Planning and Development grant.</p> <p>Multiyear project, with an ordinance possible in 2021.</p>	Long Range Planning	U, R

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TIER 1 (<i>new tasks are italicized</i>)							
No. ¹	Tasks	Staff Time ²	Ordinance	Comments	Source of Proposal	Area ³	
L1.4	<p>Complete Streets Design Update</p> <p>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.</p>	H	Y	<p>Set policy groundwork for technical discussions.</p> <p>Ordinance in 2021 to adopt new standards through the Road Design and Construction Standards, TSP and CDC.</p> <p>Updated transportation development review procedures also to be adopted in 2021, either by ordinance or R&O.</p>	Long Range Planning	C	
L1.5	<p>Countywide Transit Study planning and implementation</p> <p>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.</p>	M	Y	<p>Funding available from a combination of Metro, County, partner and grant sources. Ordinance likely in 2022.</p>	Long Range Planning, cities, <i>Transportation Futures Study, Aloha Tomorrow, Regional Transportation Funding Measure</i>	C	

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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	<i>Land uses in FD-20 District</i> <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 (A Road Home)</i> was updated in 2018 and may include recommendations related to homeless shelters and/or camping that could be addressed through future CDC amendments. Coordination with the Department of Housing Services and LUT Building Services will be required for this task.</p>	M	Y	<p>Regulations for temporary homeless shelters adopted in 2018.</p>	Long Range Planning	C, U
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

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TIER 2 (<i>new tasks are italicized</i>)						
No.	Tasks	Staff Time²	Ordinance	Comments	Source of Proposal	Area³
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\Draft_Table_1_2020-21.docx

¹ R = Regional, S = Short-Term, L = Long-Term² H = High, M = Medium, L = Low³ C = Countywide, U = Urban Unincorporated, R = Rural

Draft 2020-21

LRP Work Program

Requests and Comments



Denny Doyle, Mayor



December 4, 2019

Stephen Roberts, Director
Washington County LUT
155 N. First Ave. Hillsboro, OR 97124

Dear Mr. Roberts:

Homelessness in Washington County is a complex issue and one that requires a variety of solutions and resources. Washington County's coordinated approach to homeless services seeks to ensure that community members have shelter, case management, and access to housing. In keeping with this effort, the City of Beaverton is partnering with local organizations to implement a Safe Parking Program.

Beaverton's Safe Parking Program launched in April 2019 and provides a safe, legal space for people experiencing homelessness to park and live out of their vehicles. In partnership with Just Compassion of East Washington County, clients of the program receive case management to transition into stable housing. Host sites provide three parking spaces and space for a storage container and portable restroom. This provides a managed programmatic option to support people experiencing homelessness. Several clients of the program have already transitioned into housing.

Currently, there are two operating sites that offer a total of six spaces. The waiting list for this program is incredibly long and demonstrates the urgency for bringing on new sites. The waitlist has been capped at 20 people, as each opening has a 3-4 month wait. With shelters that are often at capacity or that are unavailable year-round, the program is essential for expanding the services available. The annual point-in-time count reveals that we have a long way to go to make sure no one must sleep unsheltered at night, and for those with vehicles, this is an invaluable option.

The City of Beaverton is finalizing updates to the development code to allow vehicle camping as a permitted use in all zones, subject to the special requirements included in the proposed code language (attached). We ask you to consider adopting similar language so that the rules for the program are consistent countywide.

Several organizations in unincorporated Washington County have approached the city with an interest in serving as a host site for the Safe Parking Program. The ability to bring new organizations into the program would increase momentum for the program, decrease the waiting list, and help more people transition into housing. For those reasons, we urge Washington County to add a vehicle camping code update to the 2020 Annual Long-Range Planning Work Program.

I would be happy to discuss this more and answer any questions to help us provide greater access to resources for people experiencing homelessness in our community.

Sincerely,


Denny Doyle
Mayor

Enclosed: Vehicle Camping Proposed Text, Vehicle Camping Land Use Order, Safe Parking Program FAQs



November 21, 2019

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

Dear Mr. Roberts:

Metro Council's decision to expand the urban growth boundary to include the Cooper Mountain Urban Reserve is expected to bring at least 3,760 homes to the area, including a mix of single-family and multi-family housing.

The City of Beaverton is beginning the community planning process to determine future zoning and plan for transportation, utilities, and natural resource protection to support new neighborhoods in Cooper Mountain. This work is anticipated to take roughly three years to complete, during which time the area will be inside the urban growth boundary but not yet within Beaverton city limits.

Since Metro Council's decision to expand the urban growth boundary, several property owners have logged portions of their property, resulting in the loss of high-quality habitat. Without enhanced natural resource protections in place, this trend could continue over the next several years until the Cooper Mountain area is annexed by Beaverton.

The city is interested in a balance between natural resource protection, respecting timber harvest rights, and developing needed housing in Cooper Mountain. We applaud Washington County's efforts in the Department of Land Use & Transportation Significant Natural Resources Draft Program Review & Assessment to analyze and identify natural resource protection improvements.

The city believes, though, that the preliminary staff recommendations in the Washington County assessment, if followed, would not do enough to achieve that balance and leave Cooper Mountain natural resources vulnerable. We understand that your workload is often significant but believe that immediate actions are needed to avoid irreparable impacts in Cooper Mountain.

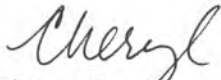
Specifically, Beaverton asks that the County take the following steps:

1. Apply the Future Development 20-acre District designation, effective upon the state's final decision to expand the urban growth boundary to include Cooper Mountain.
2. Update the Significant Natural and Cultural Resources map, found in 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 within the Cooper Mountain expansion area, consistent with the Metro Title 13 inventory map and South Cooper Mountain Community Plan.
3. Develop non-discretionary standards to protect trees and upland habitat areas within urban growth boundary expansion areas prior to city annexation. This action was recommended in the South Cooper Mountain Implementation Plan (Item No. 11: Urban Reserve Area Tree Protection Study).

The city would like to continue working with County staff to develop an approach to provide natural resource protection in Cooper Mountain and other urban growth boundary expansion areas. We offer our assistance to help address this important topic.

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

Sincerely,



Cheryl Twete
Community Development Director



December 5, 2019

Mr. Andy Back
Washington County
Department of Land Use and Transportation
Planning and Development Services Manager
155 N. First Avenue, Suite 350
Hillsboro, OR 97124- 3072



Subject: 2020 Long Range Planning Work Program

Dear Mr. Back:

As you are aware, the City of Wilsonville is concerned with the growing number of contractor's establishments in the Coffee Creek and Basalt Creek Industrial Areas. Thank you to your team for recently meeting with City staff to tour these planning areas and discuss mutual concerns. The City is encouraged to see the common interest of County staff to work together to address these concerns, and as such, the City formally requests that the Washington County Board of Commissioners add this item to the County's Long Range Planning work program for 2020.

In the past several years, the City and the County have conducted significant coordination and collaboration in the Coffee Creek and Basalt Creek Industrial Areas, including the South County Industrial Infrastructure Study, construction of phase one of the Basalt Creek Parkway, and completion of the Basalt Creek Concept Plan. Metro added both areas to the Urban Growth Boundary, over fifteen years ago, to provide for additional employment growth in the region. As a result, Washington County applied FD-20 zoning within these planning areas to indicate the land is slated for future urban 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 efforts and investments are being made by the City, 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 and County investments in constructing the Basalt Creek Parkway.

Up to this point, the City has implemented a voluntary annexation policy and, thus, has not pursued a wholesale annexation of the properties in the Coffee Creek and Basalt Creek Industrial Areas. As long as the land remains in the County and does not annex into the City, the County's FD-20 District zoning applies, and one of the uses allowed in this District is contractor's establishments.

Contractor's establishments permitted by the County in these planned, future urban industrial areas, utilize wells for water and septic for sewer, tend to have low improvement value, occupy large areas of land, do not contribute significantly to the tax base, and are difficult to convert to an urban level of development. While the intention behind allowing this use is its temporary nature of development, 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.

Operation of contractor's establishments in the Coffee Creek and Basalt Creek Industrial Areas of future Wilsonville poses a challenge for future urban industrial development. Not only do they provide little to no new jobs, the long-term nature of these uses preclude redevelopment consistent with the vision both the City and County have planned and invested in over the past 15 to 20 years. 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.

There are several possible policy options to address the concern with contractor's establishments and encourage industrial development in the Coffee Creek and Basalt Creek Industrial Areas that are more consistent with our shared vision for these areas. While the City is researching and considering annexation in these areas, there are also policy alternatives and actions the County could consider that would work to address the issues described above (e.g. modify design standards, add temporary use or improvement limitations). City staff would like to continue the conversation with Washington County staff and collaborate on identifying appropriate policy solutions that can be applied in FD-20 District zones (future urban areas) throughout the County.

The City respectfully requests the Board of County Commissioners set forth a work program item for 2020 that would address the issues related to contractor's establishments in future City urban areas with FD-20 District zoning. Please contact me at (503) 570-1581 if you have any questions. Thank you for your time and consideration.

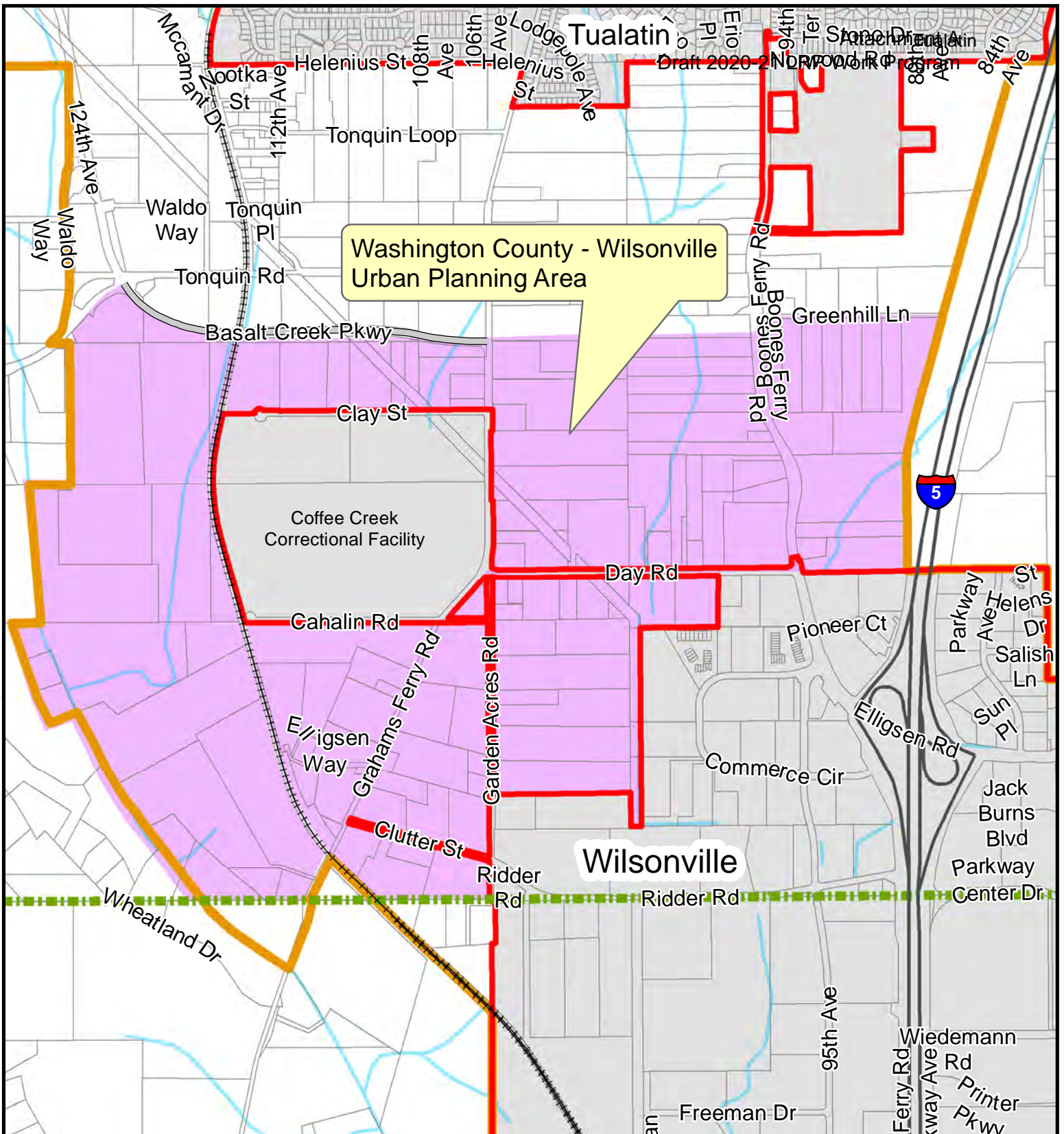
Respectfully submitted,



Miranda Bateschell
Planning Director

c: Chris Neamtzu, City of Wilsonville Community Development Director
Stephen Roberts, Washington County Land Use and Transportation Director

Enclosures: Maps and materials (4 pages)






Washington County - Wilsonville
Urban Planning Area

Wilsonville

The City of Wilsonville, Oregon
Clackamas and Washington Counties

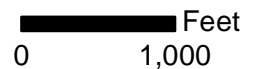


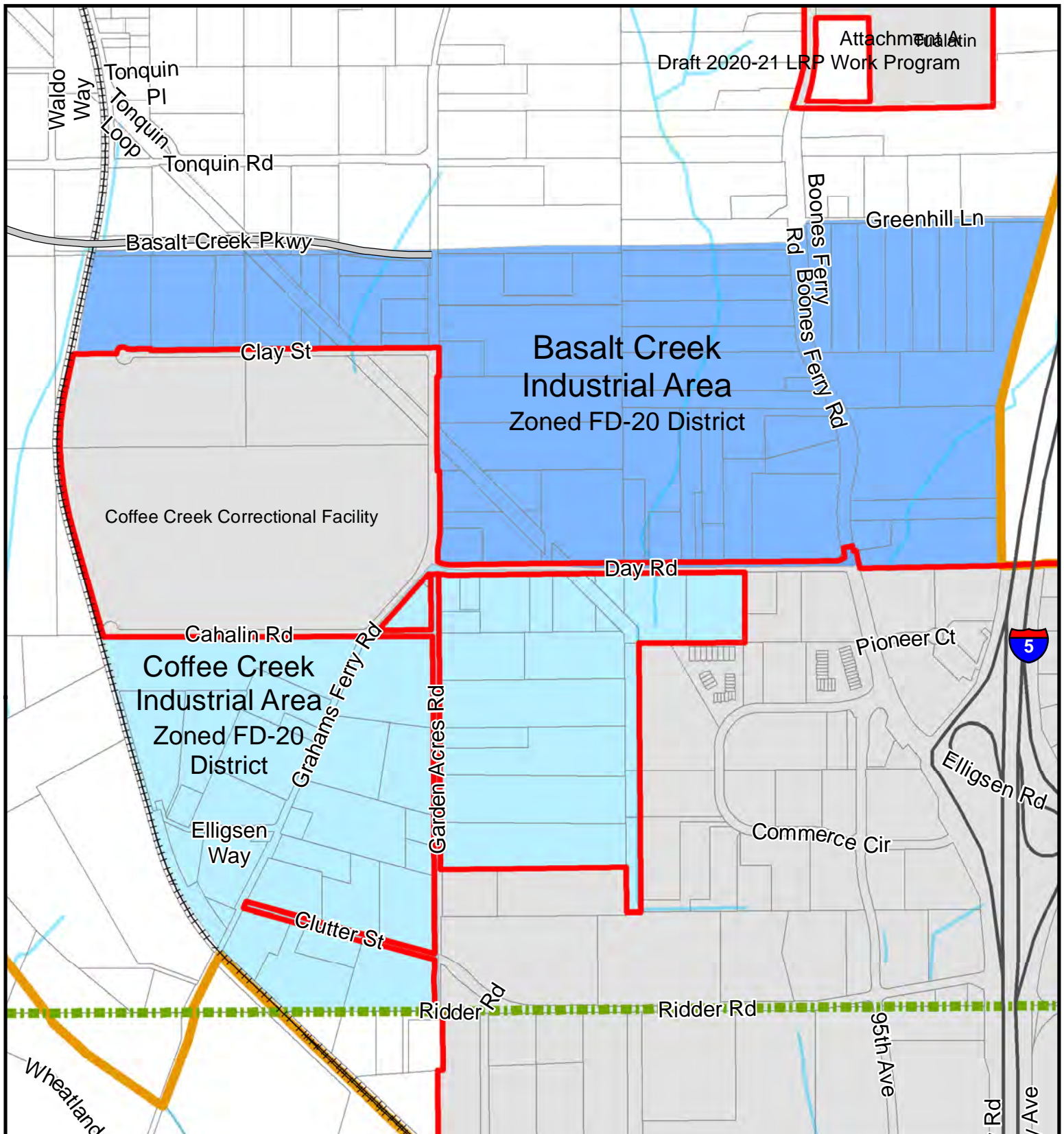
Urban Planning Area

-  City Limits
-  County Boundary
-  UGB






12/5/2019





The City of Wilsonville, Oregon
Clackamas and Washington Counties

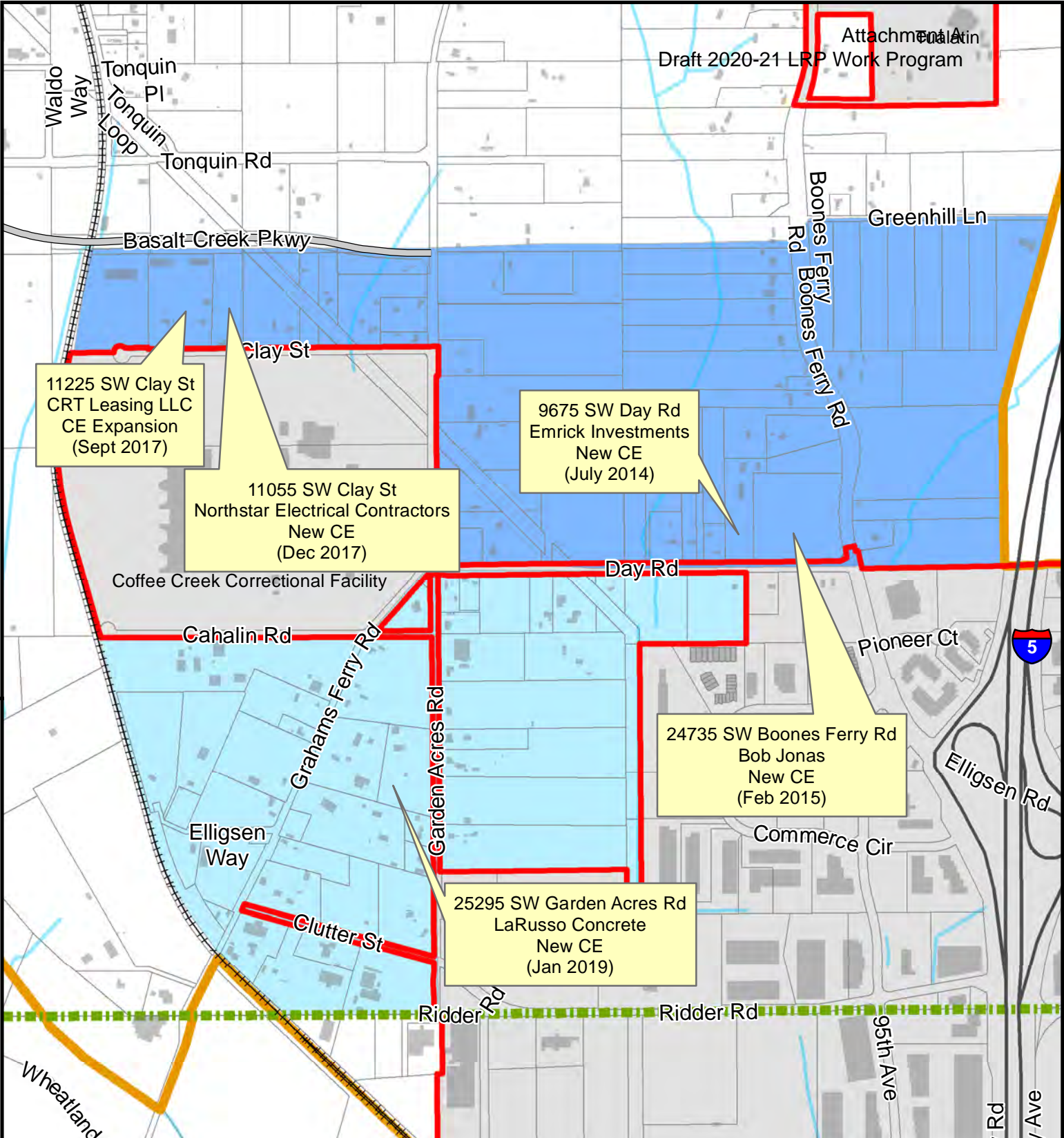
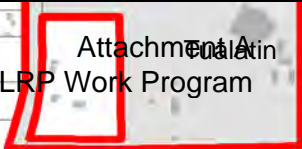
Industrial Areas

-  City Limits
-  County Boundary
-  UGB



12/5/2019





The City of Wilsonville, Oregon
Clackamas and Washington Counties



Recent Development Applications

- City Limits
- County Boundary
- UGB



12/5/2019



Contractor's Establishments

Examples

SW Clay Street



SW Day Road



November 27, 2019

Washington County Board of Commissioners
c/o Andy Back, Planning and Development Services Manager
Department of Land Use and Transportation
155 N First Avenue, Suite 450
Hillsboro, OR 97124



Dear Commissioners and Mr. Back,

The Committee for Community Involvement (CCI) would like to recommend the following for inclusion in the 2020 county work plan:

Community Engagement Issues

- Adopt Public Engagement Guidelines for non-transportation LUT projects
- Update Neighborhood Review Meeting rules to include: 1) adding people who attended Neighborhood Meetings to an interested party list for future notifications, 2) requiring Neighborhood Meeting minutes to include copies of drawings presented at the Neighborhood Meetings, and 3) better use of technology including email for distribution of information to interested parties and CPO leadership.
- Elimination of Ordinance Season and allow ordinances year round
- Release of ordinance staff reports at least two weeks prior to public hearings
- Posting of hearing dates to Ordinance webpage required for continued Ordinances
- Adoption of formal requirements for Issue Paper procedures
- Creation of a webpage for Issue Papers
- Improved public access to online information
- Review R & O 86-58, which created CPO Program, to update language including the replacement of references to citizen with community

Significant Natural Resources

Changes to the Community Development Code (CDC) should be adopted in 2020 with clear and objective standards to provide the needed protections for our Significant Natural Resources and to bring Washington County into compliance with Goal 5. Maps need to be updated to include areas previously overlooked and to reflect advances in mapping technology. Improved incentives need to be created to eliminate destruction of these limited resources. Density transfer should be expanded to encourage preservation of natural areas with more compact dwelling options.

Tree Code

Protection of existing tree canopy during new development is a top priority for residents of Urban Unincorporated Washington County. Tools need to be developed to create developer incentives to protect existing trees. CCI welcomes the opportunity to partner with staff and developers in 2020 to create tools to provide protections for trees from new development.

Walkway Gaps and Dedication of Right-of-Way to Current County Standards

We support the Commission's historic commitment to explore and implement funding and regulatory solutions to eliminate gaps in the pedestrian infrastructure in Urban Unincorporated Washington County as identified in the 2016 Walkway Gap Issue Paper. We encourage solutions to walkway gaps by the adoption of new rules requiring dedication of right-of-way to current standards for *all* new residential construction, including replacement dwellings. We also encourage the development of a policy that will address the perceived "taking" of property to eliminate sidewalk gaps.

Update to County Infill Policy

As the pace of new development in existing neighborhoods increases, we believe sensitive siting and design of infill projects is needed to protect livability in established neighborhoods. In 2017, a commitment was made by the Board of Commissioners to take a broader look at infill policy. We support identifying an infill policy Issue Paper as a Tier I priority in 2020 with ample opportunity for CPO and CCI input into an infill policy Issue Paper.


Issue Paper on Governance of Urban Unincorporated Areas

CCI requests an Issue Paper to study the governance of urban unincorporated areas, focusing on gaps in urban services and alternatives for the future. These might include: updating Community Plans with their outdated zoning and transportation plans; creating Urban Service Districts to provide locally focused services; providing consultation to communities to coordinate and improve economic development; exploring ways to include cultural and community support for these areas that are more commonly provided by cities.

The study would necessarily include options for funding, community involvement, and staffing.

Thank you for this opportunity to provide input into the 2020 Work Program.

Sincerely,



Kathy Stallkamp
CCI Chair

Cc
Stephen Roberts
Theresa Cherniak

MEMORANDUM

To: Stephen Roberts, Director
Washington County Department of Land Use and Transportation
155 N First Avenue, MS 16
Hillsboro OR 97124

cc: Andy Back, Planning and Development Services Manager
Department of Land Use and Transportation
328 W. Main St., Ste. 300
Hillsboro, OR 97124

From: Diane Taniguchi-Dennis, Chief Executive Officer, Clean Water Services

Date: November 12, 2019

Subject: Annual work program request for Transportation System Plan amendment to re-align SW Scoggins Valley Road



Clean Water Services (District) requests the Washington County Department of Land Use and Transportation (LUT) to consider an amendment to the Transportation System Plan (TSP) for the purpose of re-aligning a portion of SW Scoggins Valley Road — if the Tualatin Basin Dam Safety and Water Supply Joint Project (Joint Project) requires it.

The District is collaborating with the U.S. Bureau of Reclamation (Reclamation) on the Joint Project to address seismic deficiencies associated with Scoggins Dam and to create additional water storage needed for the long-term environmental and economic health of Washington County. One development option under consideration involves building a new dam about two miles downstream of the existing one. We refer to this as Option 3. Its construction would require a re-alignment of approximately two miles of SW Scoggins Valley Road. The other options do not impact this section of road.

We last briefed LUT on the Joint Project on August 16, 2019. Should additional background information be required, please contact Mac Martin at 503-681-4457. General information about the Joint Project may also be found here: <http://tualatinbasinwatersupply.org>. From a schedule perspective, our hope is to have the amendment approved soon after the preferred development is selected. We expect this to occur before the second quarter of 2020.

We look forward to working with you on this aspect of the Joint Project. Please see Figure 1. for the approximate location of the proposed SW Scoggins Valley Rd. re-alignment.

Figure 1. Approximate Road Re-alignment Section





HCCS Board of Directors
Jennifer Shih, *Chair*
Caroline Lobdell, *Vice Chair*
Joseph Anthony, *Treasurer*
Roxanne Gryder, *Secretary*
Czarina Boyce
Matt Ho
Jack Liang
Leslie Marsh
Gavin Tay

501(c)3: 45-2995516

The Washington County Board of Commissioners
c/o Theresa Cherniak, Long Range Planning
155 N. First Avenue, Suite: 300, Hillsboro, OR 97124

December 5, 2019

Dear Board of Commissioners,

As members of Washington County, a chartered and authorized school of the Beaverton School District, Hope Chinese Charter School and its diverse citizens are excited to collaborate in achieving the county's strategic 2020 plan along with its vision and mission. We provide an excellent education toward "global fluency by developing Chinese and English dual-language skills, nurturing cultural adaptability and inspiring excellence for a positive impact in our world." As a public school of choice with a focus on Mandarin Immersion, we serve over 300 demographically diverse families, and our school is rated the best charter elementary school in Oregon by Niche. Niche ranking is based on rigorous analysis of key statistics and millions of reviews from students and parents using data from the U.S. Department of Education.

We also understand the challenge "to preserve and build upon the County's quality of life while responding to the phenomenal population growth." Hope Chinese Charter School within its short timeframe has responded to this accelerated demand. Within these eight years, our student population has grown to over 300 students, particularly in reflecting the county's "best of our community's resources, achievements, diversity, values and pioneering spirit," and in alignment with your vision that "our children and families have access to the resources and support to reach their full potential."

Our current building location is located within an institutional zone adjacent to green space that is designated R-15 (see exhibit A). We are in immediate need to expand and have deemed placing temporary prefabricated buildings within the green space area as financially wise, all the while providing sufficient time for capital campaign planning and developing. We are requesting the Washington County Board of Commissioners to consider an allowance to the Community Development Code to allow a school or expansion of an existing school in the R-15 District adjacent to an institutional zone.

In doing so, we recognize that this will not only accommodate our immediate need for expansion in serving our Washington county members but will also continue to address the county's 2020 strategic planning goals in supporting programs that serve the cultural, educational and recreational interests of our community.

Currently, under Article III of the Washington County Community Development Codes for R-5, R-6, and R-9, they make allowances for schools (section 430-1211); however, R-15 does not. Under R-15 District, it grants permission for group care, kennel, professional office, special recreation use, religious institutions and the like, thus an allowance for a school to expand is reasonable.



20400 S.W. Teton
Tualatin, OR 97062



December 18, 2019

TO: Washington County Board of Commissioners
C / O Washington County Dept of Land Use & Transportation
Long Range Planning

RE: Amendment of IND District

We have an Enterprise Rent-A-Car location at 21275 SW TV Highway which services Central Auto Body Aloha, located at 19590 SW Shaw Street. Central Auto Body Aloha is located in the IND District, which allows the rental of heavy equipment and non-passenger vehicles (320.3.11 D) but doesn't allow rental of passenger vehicles – even if it's in conjunction and support with an industrial use. We believe this exclusion is a detriment to the community and should be amended to allow for passenger vehicle rental use.

We are asking to change the allowed uses and **amend the IND District** to *allow for passenger rental car business*. This could be achieved by removing the "non" from the sentence in 320-3.11 D ("*Rental service stores and yards for heavy equipment, tools, ~~non~~-passenger vehicles, cargo vehicles such as vans and pickups and similar uses*").

Enterprise averages 50 rental transactions per month to Central Auto Body Aloha customers. Each transaction could require up to 5 trips to and from our TV Highway office to SW Shaw Street. For example, to deliver the vehicle for a customer, a 2nd vehicle needs to follow to bring the employee back to the office. The same situation ensues when the customer drops that vehicle off at Central Auto Body Aloha; we need to send an employee to pick up the car to bring it back to TV Highway. In addition, Central Auto Body Aloha also services our vehicles, which generates additional trips. This could easily add up to 3,500 trips per year between businesses, in an area which is already congested with traffic.

To cut down on trips and traffic, we would like to open an office at the adjacent site to Central Auto Body (19630 SW Shaw Street), to service their customers and other residents that live in the area. We will invest a significant amount of money in upgrading an already existing building. I've attached photos that show other buildings that we've renovated and upgraded locally over the last year.

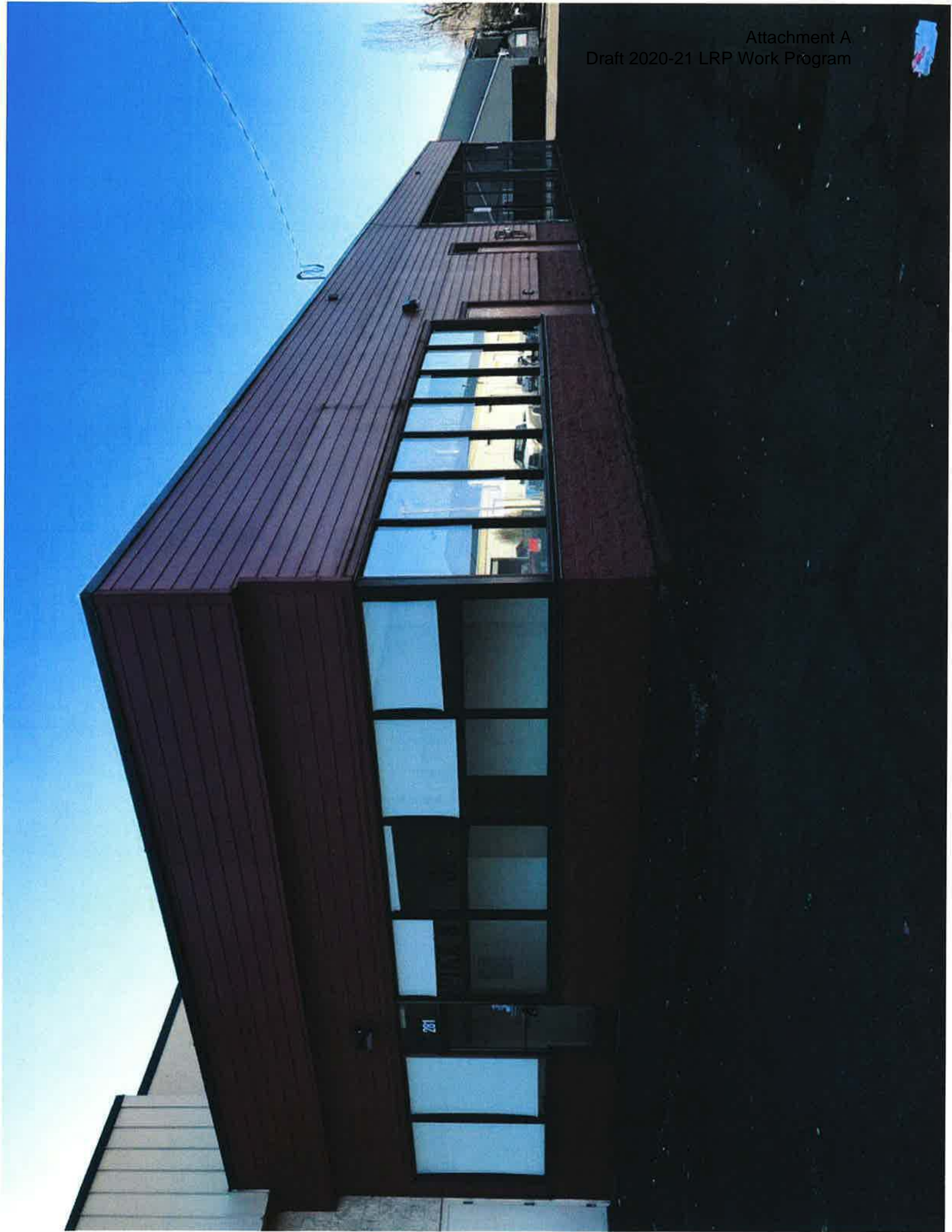
Enterprise Rent- A- Car is a privately held, family owned business which has been operating in Washington County since 1990. We currently have eight locations, servicing Hillsboro, Beaverton, Aloha, Tualatin & Tigard, employing over 200 employees.

Thank you for your consideration **to amend the IND District** to allow for the use of passenger rental vehicles. **Amending the IND District** will benefit Washington County and Enterprise Rent-A-Car, as we reduce congestion, increase employment, and invest back into the community.

Respectfully,



EAN Holdings, LLC
Ava Joubert
Group Property Development Manager
503 849 4461







The Enterprise logo is displayed on a dark grey rectangular sign. It features a green square on the left containing a white lowercase 'e' with a horizontal line through its center. To the right of the square, the word 'enterprise' is written in a white, lowercase, sans-serif font.A white sign with the text 'rent-a-car' in black, oriented vertically, is placed in a window.A sign with the text 'terpri:' in white on a dark background, oriented vertically, is placed in a window.A white sign with the text 'truck rental' in black, oriented vertically, is placed in a window.



