



# North Bethany Main Street Urban Design Plan Project Advisory Committee Meeting

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**December 14, 2017**

**1 p.m. to 3 p.m.**

**TVF&R Station # 68 Community Room, 13545 NW Evergreen Street, Portland, OR 97229**

Members and alternates present:

Laurie Bunce, Clean Water Services

Jeannine Rustad, THPRD

Jeff Petrillo, CPO 7

Jim Lange, Pacific Community Design

Damon Reische, Clean Water Services

Dan Reid, CPO 7

Lori Waldo, CPO 7

Rob Saxton, Washington County Engineering

Members absent:

Ryan Marquardt, Washington County CP

Elle Allan, Clean Water Services

Fred Gast, Polygon NW

Public present:

Mary Manseau, CPO 7

Dave Marzilli, Washington Co. Sheriff's Office

Sarah Beachy, resident

Jeremy Johnson, resident

Greg Malinowski, Washington Co. Commissioner

Darrel Smith, Metropolitan Land Group

Maureen Barnhart, resident

Staff/Consultants present:

Theresa Cherniak, Washington County LRP

Traci Shirley, Washington County LRP

Steve Dixon, Otak

Kate Rogers, Otak

Suzanne Savin, Washington County LRP

Bonita Oswald, Washington County DLUT

Glen Bolen, Otak

Nate Erwin, Otak

## MEETING SUMMARY

### Summary

Following introductions, the following information was presented about the project: A brief reminder of the Main Street unresolved elements, with a notation of the elements that would be discussed at the PAC #2 meeting and the elements that would be deferred to a future PAC meeting; a proposal to schedule a subsequent PAC meeting in January, prior to the first Open House (which will likely be held in February); Urban Design Plan scenarios that illustrate varying levels of street frontage activity/building heights/mix of uses; a possible 3-tier street classification scheme with streets classified based on building orientations and level of activity on street frontages; and design standards options for building height and building setbacks. Comments and questions raised at the PAC meeting are summarized below.

### Intent of UDP scenarios

- The intent of the UDP scenarios is to show where vehicle parking and buildings could be located, to help envision where active pedestrian streets should be.

### What's the definition of a good pedestrian environment?

- A place you want to be. Elements would include building articulation, transparency, roll-up doors, overhangs, planter baskets.
- A good pedestrian environment would not have surface parking immediately adjacent, and would not require pedestrians to cross vehicle driveways.
- I would like awnings to be allowed over the sidewalk within the Main Street area.
- Can we come up with a common vision / shared definition of what is meant by a "good pedestrian environment"?

### Building frontage along Main Street

- The UDP scenario with 1-story buildings has a more continuous building frontage along Kaiser Road.
- The scenario with 2-story buildings provides framed street sections, but it has some gaps between buildings rather than a continuous building frontage along the street/sidewalk.
- Gaps in building frontage can be opportunities for street-activating features such as plazas and outdoor eating areas.
- Gaps can be opportunities to a point, but then become liabilities.

### Building heights within Main Street

- ASC 10 requires development on a specific residential property within the Main Street to be a minimum of 3 stories in height. Do we want to require a minimum building height within the remainder of the Main Street area?
- Put a cap on maximum building height, but don't otherwise regulate it.
- If you want to leave the door open for a grocery store to locate in North Bethany, then do not require commercial buildings to be a minimum of 2 to 3 stories in height.
- Don't require a minimum height for residential properties within Main Street; the existing density requirements will ensure that they will be at least 2 stories.
- If you require a minimum 2-story height for the commercial property in the SW corner of the Main Street area, there's nothing on the east side to provide enclosure at that location (since east side is East Community Park).
- Require a minimum building height for the portion of a building located at a street corner. Corner definition is very important. However, don't require that minimum height along the building's entire perimeter.

### Off-street parking

- We see tuck-under parking as feasible here.
- Is off-street parking allowed to be out at the edges, further from the development it serves?
  - Staff: County's Community Development Code requires parking to be located within 100 feet of the development it serves.
- Could there be shared parking for the entire area?

### Building setbacks

- A proposal for a zero-foot commercial building setback was shown, with allowance for a setback of up to 20 feet for active uses. CWS would like storm water treatment to be included within the proposed 20-foot setback allowance.

### Potential Impacts of Main Street proposals on adjacent development

- Consider the impacts of Main Street proposals to existing residential development that is west of, and adjacent to, the Main Street. For example, the proposed placement of off-street parking at the rear of buildings along the Main Street will locate it in close proximity to existing adjacent residential development.

### “Feel” of Main Street

- Within the Main Street area, we want the movement between the Park Blocks and the East Community Park to be fluid. What does that connection feel like?
- I'd like Main Street to have an old-time feel, with landscaping and places to watch people walking by - rather than feeling like a suburban mall. How to create that sense of place?
- Polygon representative: It's difficult to build an old-time “Main Street” from scratch and have it pencil out financially. But having residential uses above the ground-floor commercial uses can help pay for the ground-floor commercial uses.

### Grocery store feasibility

- Polygon representative: We don't think a 25,000 sq foot grocery will work in North Bethany; there's not enough market.
- CPO 7 representative: Agree with Polygon representative comment about market; it overlaps too much with QFC in Bethany Village. However, markets can change.

### Prioritizing street “activation” in the Main Street area

- Otak proposed 3 levels of pedestrian “activation” for streets within the Main Street area: Type 1 (high), Type 2 (medium), Type 3 (low).
- High street “activation” (Type 1) = requirements for building entry oriented to street, high degree of building frontage along street, high percentage of transparency (windows) facing the street, and no adjacent off-street parking.
- Which street frontages should be prioritized as Type 1 (high activation)?
- CPO 7 consensus is for as much activation as possible, along as many streets as possible, if the market will support that.
- We want activation spots that don't look out at parking lots.
- Two levels of street “activation” rather than three?
- All streets in the area are going to have cars and all streets are going to need to work for pedestrians. Take a two-pronged approach, and broaden both categories a little more. The categories as proposed are getting too prescriptive.
- Maybe civic use frontage should not be a Type 1 (high) street activation, if it's just going to be lawn area and not a building?
- THPRD representative: The civic use won't be a building, it will likely be a plaza. The East Community Park will also need off-street parking, and the parking location has not been determined yet. Per Otak's proposal, Type 1 street frontages cannot have adjacent off-street parking.
- Civic use and East Community Park, as well as Park Blocks, should be Type 1 for activation. Kaiser Road should be secondary (Type 2).

- Kaiser Road has to be highest priority for street activation (Type 1). There's already a hill within the Main Street area; if we make the street environment any less desirable, no one will walk there.
- CPO 7 consensus: The highest priority streets should have a different surface treatment. Street crossings should have distinctive surface treatments so they create a block or zone.
- Polygon representative: We agree with the CPO 7 comment, and we are proposing scored concrete crossings of Kaiser Road.
- Could speed tables be used to spatially define the area, especially the Kaiser Road crossing at the Park Blocks?
- Engineering representative: We cannot do speed tables in that location due to ambulance requirements.

#### General approach to design standards

- Set maximums to prevent what we don't want, rather than setting minimums that eliminate options for developers. Flexibility is needed for successful development.
- Corner sites need special consideration and more flexibility, because they are landmarks and potential gateways.

#### Community Wish List

- Suggestion: At the first Open House, ask community members to list desired uses and services for the Main Street. The list would not obligate future developers but could be useful information for them.

#### Public Comments

- When considering off-street parking needs, consider where cars are coming from. I'd like to see a traffic study on this.
- For the benefit of the CPO 7 newsletter, when is the first Open House going to occur? (Staff response: First open house is likely to occur in February)
- Shackelford Road's location may shift to be alongside the East Community Park – take that into consideration.
- Anyone living within ¼ to ½ mile of the Main Street will hopefully walk there; parking will be for folks coming from farther away.
- Outdoor dining would be nice in gaps between buildings, as would places to sit and water features.
- The new Sato Elementary School is a huge part of the community, and it would be great to be able to walk from the Main Street to the school.
- If off-street parking is going to be placed at the rear of buildings, length of buildings can become a barrier between those parking areas and the remainder of the Main Street / other buildings. Require breaks within/between buildings so people can walk from rear parking lots through buildings to access other areas.
- Please make parking lots less horrible in general. Perhaps require larger setbacks (10 feet?) between a parking area and the property line to make the parking area as pleasant as possible.
- Street lighting – make sure it won't discourage predators. We have a rat problem in this area.

#### Scheduling of PAC Meeting #3

- County staff comment: A Doodle Poll will be sent to assess PAC members' availability for a meeting during the third week of January 2018.