



Area 93

Technical Advisory Committee

8:30 a.m. - 10:30 a.m. Monday, August 11, 2014

Tualatin Valley Fire and Rescue Station #60

8585 NW Johnson St., Portland, OR 97229

### MEETING SUMMARY

**Members and alternates present:**

Damon Reische, Clean Water Services	Aisha Willits, THPRD
Robert Saxton, Washington County DLUT Engineering	Deric Weiss, TVF&R
Steve Kelley, Washington County LRP - Transportation	Jennifer Garland, Beaverton School District
Tim O'Brien, Metro	Stu Davis, TVWD
Lindsey Nesbitt, Multnomah County	Victoria Saager, Washington County DLUT Operations

**Members absent:**

Tom Armstrong, City of Portland	Anne Debbaut, DLCD
---------------------------------	--------------------

**Public present:**

Dan Grimberg, West Hills Development
--------------------------------------

**Staff/Consultants present:**

Theresa Cherniak, Washington County LRP	Suzanne Savin, Washington County LRP
Michael Dahlstrom	Traci Shirley, Washington County LRP
Marcy McInelly, Urbsworks Inc.	Joseph Readdy, Urbsworks Inc.

**1. Meeting Purpose:**

- Summary / Overview of Project to Date
- Update on Overall Project Schedule
- Internal Design Workshop Process, Schedule and Deliverables
- Stakeholder Assessment Exercise

**2. Welcome and introduction - Suzanne Savin**

*Introduction:*

Technical Advisory Committee (TAC) members and staff introduced themselves.

*Review agenda:*

Suzanne Savin reviewed the items on the agenda and gave a brief overview of the project to date. She introduced Marcy McInelly and Joseph Readdy from Urbsworks and explained that they would be helping with internal charrette work for Area 93.

**3. Summary / Overview of Project to Date - Suzanne Savin**

Ms. Savin highlighted feedback about the Multnomah County Plan received from the public at the Area 93 open house in April. In July, a letter reporting out information from the open house was sent to property owners within a quarter mile of Area 93. The letter resulted in new people contacting staff.

Staff met with Thompson Road property owners in early July. The narrow strip of properties are located north of Thompson Road, but south of Area 93. The property owners questioned how they would benefit if included in Area 93. Many of their questions centered around future improvements of Thompson Road.

Would the development of Area 93 trigger improvement of Thompson Road sooner than had been projected? How much of their properties would be subject to right-of-way acquisition? They also asked if there would be an option to be connected to sanitary sewer lines.

Pacific Habitat Services is conducting a natural resources and wetlands inventory in Area 93. A draft map should be delivered to staff by the end of the week. TY Lin International was contracted to provide engineering, design, and cost estimates of Bronson Creek vehicle and pedestrian crossing proposed by the Multnomah County Plan. The Department of Geological and Mineral Industries (DOGAMI) has been retained to provide additional information on the landslide susceptibility in Area 93. The county is having preliminary discussions with infrastructure financing consultants to provide planning level cost estimates for the transportation, parks, sewer, and other infrastructure that will be needed for Area 93.

The county has been in discussions with DLCD to determine what density requirements will apply for Area 93. DLCD has indicated that the Metropolitan Housing Rule requirement will apply directly to Area 93, which is a minimum of eight units per net buildable acre.

#### **4. Update on Overall Project Schedule – Suzanne Savin**

Ms. Savin noted that after an internal charrette with county staff and TAC members, preferred alternatives would come to the TAC for refinements. There will be a Public Plan Refinement Workshop, followed by recommendations on preferred alternatives from the Washington County Planning Commission (PC). A preferred alternative will be presented to the public at an open house in January. An ordinance to adopt the final plan will be filed in the spring of 2015.

#### **5. Internal Design Workshop Process, Schedule and Deliverables - Marcy McNelly and Joseph Readdy, Urbsworks**

Marcy McNelly explained that Urbsworks was tasked with developing a charrette-type design process for Area 93. Through the charrette process three alternatives will be developed. After going through refinements, one alternative will go forward to the PC and BCC.

Ms. McNelly informed the TAC that she teaches for the National Charrette Institute. She explained that a charrette is a designed collaborative process for designing a community. Critical to a successful charrette is three complete feedback loops where project stakeholders are offered the opportunity to review project information and offer meaningful input. Most charrettes take place over five to seven days; Area 93 will be a deconstructed charrette process where the feedback loops will take place over several weeks. The process will be broken up into smaller parts and contain three feedback loops for the public and TAC happening as parallel sequenced events. First the project team must understand what the stakeholders want and need out of the process. The process will start with a one-hour charrette with TAC stakeholders. Input received from the TAC at the August 25th meeting will be used to develop three alternatives with three different approaches. Each alternative may have some aspects that have multiple options; for example, where a park is placed. The alternatives must be valid and the information useful to inform the detailed design work. The TAC will evaluate the alternatives and work through the trade-offs between them at the September meeting. In September or October, the public will give input to the three alternatives at a workshop.

#### **6. Stakeholder Assessment Exercise - Marcy McNelly and Joseph Readdy, Urbsworks**

Ms. McNelly explained that Urbsworks was seeking the following information from the TAC members and their agencies.

1. The mission of the agency/ service provider
2. The short-term (5 years) desired outcome of the Area 93 plan for the agency/ service provider
3. The long-term (5 -20 years) desired outcome of the Area 93 plan for the agency/ service provider
4. What does success mean to you?

5. How would you measure success?

Tualatin Valley Fire & Rescue (TVF&R)

TVF&R concerns for both short-term and long-term are focused on access for the fire and rescue equipment and the water supply for Area 93. TVF&R standards require an eight-minute response time to a call. Currently the standard is being met in Area 93.

Access issues include street elements such as location, street size/width, network connectivity, traffic calming, center dividers and dead end streets. The turning access of equipment can be impacted by the road design. Different types of trucks and techniques are required to navigate different street types.

TVF&R has analyzed the current map and the Multnomah County Plan and determined fire and medical needs will be met. Once alternatives are developed, TVF&R can model traffic, speeds, and streets to determine if needs will still be met with the alternatives.

TVF&R will be a *Level 1* participant in the stakeholder design.

Tualatin Hills Park & Recreation District (THPRD)

Short-term outcome: Annex all of Area 93 into THPRD.

Long-term outcome: Acquisition of land for the trail corridor along Ward Creek and land on the south side of the creek for a small park. THPRD currently has land near the northwest corner of Area 93. Plans would include the development of park(s), park amenities, building trails, and working with Clean Water Services (CWS).

THPRD is working with consultants to determine if there are areas in the district that are underserved by parks and amenities. By the end of the year THPRD should have a map of the current service area that analyzes what areas need to be targeted for acquisition for future park lands if current park owned land was built out. The park district encourages walkability and recognizes barriers like major roadways and stream corridors. THPRD tries to distribute parks throughout the district so residents do not have to cross barriers to reach a park.

There was a discussion on how THPRD acquires land on major stream corridors. It was noted that often developers sell at a reduced rate or donate the land along a stream corridor to THPRD. If a bike / pedestrian bridge was built across the stream corridor, there was interest in locating some infrastructure pipes for water and sanitary sewer under the bridge. The THPRD representative suggested that a bike/ pedestrian bridge could also provide access for emergency vehicles if desired. THPRD would look for partnership opportunities to share costs to construct a bridge across the stream corridor.

THPRD will be a *Level 1* participant in the stakeholder design.

Beaverton School District

Originally the Beaverton School District was interested in acquiring land to build a high school in the future, but that would require forty acres to site a school and athletic fields. There are currently three elementary schools that serve Area 93. Projections show continued growth in student populations, but the school district has no funds for land acquisition other than what has already been planned. In eight years there will be the possibility of another bond measure that would include funding for the acquisition of a school site in the area. It is expected that by 2025 there would be a need for additional student capacity that would require a ten-acre site for an elementary school.

The school district encourages walking and biking to school and looks for opportunities to partner with THPRD for shared athletic fields and trails to provide safe routes to schools.

Short-term outcome: Identify an elementary school site in Area 93.

Long-term outcome: Purchase the land identified as the elementary school site and build the school.  
Ensure walkability to schools.

The Beaverton School District will be a *Level 2* participant in the stakeholder design.

Metro:

The Metro Functional Plan requirement of ten units per net buildable acre was in place when the area was brought into the Urban Growth Boundary (UGB) in 2002. There have been several changes in the Metro code requirements since Area 93 was brought into the UGB. The State of Oregon Metropolitan Housing Rule, which requires 8 units per net buildable acre and requires that plans provide the opportunity for at least fifty percent of new residential units to be attached single family or multi-family housing, comes into play. The Multnomah County Plan met the requirements in place at the time for natural resources and habitat protection, but Title 13 was not in place when the plan started. Metro would like to see multi-modal options (biking and walking), trails, and safe connections to schools. The protection of upland habitat would be desirable, but it is not required.

Short-term outcome: Area 93 plan gets adopted, an infrastructure financing plan is in place, development has started to occur.

Long-term outcome: Development is moving forward and a twenty-year supply of land is available for development. Metro would like to see the community with well-connected roads and trails system, landscaping, and parks. There is the potential that Metro may be able to assist in some areas.

Metro will be a *Level 1* participant in the stakeholder design.

Clean Water Services (CWS)

Three components involve CWS.

1. Sanitary Sewer:
  - Sanitary sewer would start south of Area 93 and extend north as development occurs.
  - There is no difference between short-term and long-term needs. The capacity is available.
  - Prefer to locate infrastructure out of streams due to steep slopes and difficulty making repairs.
  - Best to locate infrastructure at the top of the hill, possibly where buffer limits are located.
  - Typically one large line within a stream, but two smaller lines on each side of the creek may be an option for Area 93.
2. Stormwater:
  - Likely to locate near stream corridors, depends on topography.
  - Fewer facilities for stormwater detention are easier for maintenance.
  - LIDA facilities are not a requirement for streets and most do not deal with water quality.
  - Regional ponds address both water quality and quantity.
  - Short-term outcome: New standards will require minimization of detention facilities. Restoration techniques will be used to minimize stormwater runoff.
  - Long-term outcome: Additional land will be required for stormwater retention. The amount of land needed for stormwater retention is guided by the design and density of development and determined when the development application is submitted.
3. Vegetative Corridors associated with streams

CWS would like to review the buffer limits after PHS has completed their natural resource analysis.

CWS will be a *Level 1* participant in the stakeholder design.

Washington County DLUT Operations - Road Maintenance

Short-term outcome: Area 93 has already been annexed into the Urban Road Maintenance District (URMD).

When roads are annexed into URMD, there is an expectation by the public that the roads will be maintained. Most of the existing roads in Area 93 are gravel roads and are too narrow to get a grader up the road. Few roads would be considered for improvement before development occurs. Interest for road maintenance mostly comes from property owners in the southern portion of Area 93 on Hiller Lane, 118th Avenue, and 120th Avenue.

Long-term outcome: Construction and maintenance of roads is needed in Area 93. The cost of maintenance depends on what amenities are included put in when the road is built. Sidewalks and vegetation increase the costs. While roadside vegetation is the responsibility of the property owner, paved pathways become the county's responsibility.

Washington County Road Maintenance will be a *Level 2* participant in the stakeholder design.

Tualatin Valley Water District

Water lines are currently on the south side of Thompson Road and on Laidlaw Road. The creek divides Area 93, but most of the area will have water service that comes out of the upper zone. The extension of the water lines will be developer driven. Water lines will be affected by density, schools, and commercial development. There is a potential conflict with the location of sewer lines that will come from the west. CWS noted there was potential for a sewer line to come from the south.

A developer has options in the southwest part of Area 93 and would like to start development as soon as the plan is adopted by Washington County.

Short-term outcome: the TVWD Board has endorsed annexation of Area 93.

Long-term outcome: Extend water lines as development occurs.

TVWD will be a *Level 1* participant in the stakeholder design.

Multnomah County

Multnomah County is concerned about the impacts to the Rural Transportation System. Density in Area 93 will have a traffic impact and may affect the compatibility and road functional classes of area roads. It is important that the Westside Trail Master Plan connections be acknowledged in the plan.

The Multnomah County TAC representative will verify with county staff to see if there was an interest in any of the concepts in the Multnomah County Plan moving forward into the Washington County Plan.

Multnomah County will be a *Level 2* participant in the stakeholder design.

Washington County DLUT - Long Range Planning: Transportation Section

Short-term outcome:

- Develop and adopt a plan that is implementable. Often plan elements related to roads, parks, and trails are not implementable.
- Encourage plan designs that follow parcel lines. Development will occur by parcel.
- Roads need to follow lot lines. Roads in the Multnomah County plan do not follow lot lines and they bisect properties.
- The level of detail and function of the transportation plan for Area 93 is important. The transportation system and traffic are major concerns to the community. The bigger context needs

to be captured, but specifics are needed only for the higher-level streets, the location of the bike/pedestrian crossing, and how people are getting safely to/from the area schools. Only show a street or connection if there is a specific reason for it in the plan. Use a 3D component when analyzing possible transportation system options.

Long-term outcome:

- Develop and adopt a finance plan that is implementable and does not have to be amended annually.

Washington County Long Range Planning: Transportation Section will be a *Level 1* participant in the stakeholder design.

Washington County DLUT - Engineering

- MSTIP funds are not intended to pay for new roads. Developers should pay for the roads as development occurs.
- A lot of detail in the North Bethany plan is not implementable. Use 3D information when planning roads and infrastructure. Developers are looking to use their money in the most efficient way.
- If the bike/pedestrian bridge crossing allows emergency vehicle access, it may need to be designed to meet vehicle bridge standards. Funding for the bridge must be included in the plan.
- If single-loaded street designs are included along the stream corridor, include the funding plan for their construction.
- Surrounding street capacity will be affected by the development of Area 93. The financing plan should include off-site improvements for Thompson Road and Laidlaw Road. Modeling can be done by Long Range Planning transportation staff.

Washington County DLUT Engineering will be a *Level 1* participant in the stakeholder design.

**7. Public Comment - Suzanne Savin**

There were no comments from the public in attendance.

Ms. Savin noted the next TAC meeting was scheduled for August 25, 2014.

No	Action Item	Responsible	Due date	Closed
1	Post August 11, 2014 draft meeting summary to project site.	Staff	08/22/14	√
2	Provide additional information to staff by phone or email lutplanning@co.washington.or.us.	TAC	08/22/14	√

*Summary prepared by Traci Shirley*