



Bonny Slope West/Area 93
Technical Advisory Committee (TAC)
8:30 a.m. - 10:30 a.m. Monday, November 3, 2014
Tualatin Valley Fire and Rescue Station #68
13545 NW Evergreen Street, Portland, OR 97229

MEETING SUMMARY

Members and alternates present:

Damon Reische, Clean Water Services	Victoria Saager, Washington County DLUT Operations
Steve Kelley, Washington County LRP - Transportation	Greg Weisgerber, TVF&R
Anne Debbaut, DLCD	Jennifer Garland, Beaverton School District
Robert Saxton, Washington County DLUT Engineering	Tim O'Brien, Metro

Members absent:

Aisha Willits, THPRD	Deric Weiss, TVF&R
Lindsey Nesbitt, Multnomah County	Tom Armstrong, City of Portland
Stu Davis, TVWD	

Public present:

Jim Crawford	Bobby Black
Stacey Wainwright	Cindi Mac Donald
Paul Cummings	Mary Manseau
Kristen Butz	Andy Taylor
Dan Grimberg	Jody Wiser

Staff/Consultants present:

Theresa Cherniak, Washington County LRP	Suzanne Savin, Washington County LRP
Traci Shirley, Washington County LRP	Nick Popenuk, ECONorthwest

1. Meeting Purpose:

- Review public comments received at the Bonny Slope West (Area 93) Community Event on October 21, 2014 and obtain TAC feedback
- Introduction to infrastructure funding for Bonny Slope West
- Discuss next steps in the community planning process

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. She noted that there would be a public comment period for the public in attendance later in the meeting and that comments could also be written on a comment card and left in the comment box.

Meeting Summary

The TAC approved the meeting summary for September 22, 2014 with no changes.

3. Debrief October 21, 2014 Community Event - Suzanne Savin, Washington County

Ms. Savin thanked Clean Water Services (CWS) and the Beaverton School District for participating in the event. She explained that over ninety people attended the three-part meeting. The first hour was an informal walk through and discussion time with staff. A Power Point presentation reviewed historical information, feedback from the April open house, project team activities, and included a presentation by Pacific Habitat Services (PHS) regarding limits of the CWS vegetated corridor and the riparian habitat. In the final hour, participants chose from five topics to participate in two sessions of table-group discussions. Ms. Savin reviewed a PowerPoint presentation and highlighted the information from the event.

4. Public comment - Suzanne Savin

Stacey Wainwright asked that the project team consider the same residential density targets discussed when support was being sought for Area 93 coming into Washington County. She requested that past TAC meeting summaries be amended to reflect that there is not a specific requirement for Bonny Slope West to be zoned for a minimum of eight units per acre. She noted that the state's Metropolitan Housing Rule requirement of eight units per acre is a county-wide requirement, rather than a requirement that applies to Bonny Slope West. She encouraged the project team to keep in mind the impacts density has on schools and key roads when they plan Bonny Slope West.

Jody Wisner explained that she had completed some calculations to estimate how much new development would pay for road infrastructure costs. She noted that one hundred buildable acres at six units per acre would only collect four million in Transportation Development Tax (TDT) funds. Higher density would be needed, but nine units per acre would still be less than six million in TDT funds. She suggested an auto crossing in the middle of Bonny Slope West, but not at Marcotte Road.

Mary Manseau asked why the funding plan for area schools was not included in the planning process. She noted that several schools in the area were already over capacity. Ms. Manseau asked that funding for future Beaverton School District schools be included in the funding plan for Bonny Slope West.

Jim Crawford stated that he liked the "pocket parks" option for balancing creek visibility and development potential. He suggested the trails be built at the edge of the setback area to minimize environmental impacts, costs, and geologic issues. He noted that even if there was no development in Bonny Slope West, there would still be safety and infrastructure concerns on Laidlaw and Thompson Roads. He stated that if infrastructure costs were minimized and done smartly, marketability of the area would increase and Bonny Slope West may contribute more to the improvements of the surrounding infrastructure. He stated that Saltzman Road should be re-aligned as originally planned, not moved to the west.

Kristen Butz was concerned with how the vegetative corridor was laid out. She has two properties with almost three acres of land that are shown in a riparian zone. She was worried she would be unable to replace her house or barn if something happened to them. Ms. Butz also wanted to make sure a home could be built on the second property. She suggested that PHS and CWS come and re-evaluate the properties.

Dan Grimberg, Director of Land Development for Arbor Homes/West Hills Development, stated that Arbor Homes has almost fifty acres under contract in the southwest part of Bonny Slope West. Arbor Homes has been very involved in the area with developments in North Bethany and the Arbor Heights development off Laidlaw Road. Arbor was involved in the planning work that Multnomah County did for the area before it became part of Washington County. Mr. Grimberg noted that any time property is developed, it is a change for the community. He stated that Arbor anticipates a mix of housing types and lot sizes within their future development site, similar to Arbor Heights.

Mr. Grimberg acknowledged there are already transportation issues in the area and while developers should pay for their share of infrastructure improvements, they shouldn't be expected to fix all of the existing problems.

Mr. Grimberg added that the most realistic alternative for the creek and natural resource corridor was the option that included pocket parks and trails. While everyone would like to have full access to view the corridor, that option is very expensive and difficult to maintain. He noted that the bridge crossing looked expensive. He asked if putting a bridge lower on the slope had been considered to reduce its length and expense.

A member of the public asked Mr. Grimberg if Arbor already had a plan for the area and when it might be released to the public. Mr. Grimberg explained that there was a preliminary plan for the area, but there were still issues that were being worked out.

Ms. Savin noted that the county is working on county-wide density calculations and is in discussions with DLCDC to determine what requirements would be used for Bonny Slope West. There was a discussion on how different jurisdictions and agencies calculate the density requirements.

5. TAC discussion of plan options and input provided at community event – Suzanne Savin

Ms. Savin asked TAC members and agencies that participated in the event to provide feedback on the questions that were asked at the event. She added that the on-line survey would be open until the third week of November.

Damon Reische explained the most frequently asked questions he received at the open house were when and how does sewer get to properties. There were also discussions on buffers and if a home could be rebuilt in the same footprint if it was now in the vegetated corridor. He noted that existing homes could be rebuilt in the same footprint without the vegetated corridor rules being applied.

Mr. Reische explained how vegetated corridor buffer limits are determined. Most roads would not be built next to a steep slope because of how the buffer limits are applied.

Steve Kelley said that the majority of the transportation questions were about when Thompson Road would be improved to county urban standards and why the draft maps show streets and trails going through specific properties. He was also asked questions on sight distance issues and how improvements to Thompson Road would affect the homes and properties along the road.

Theresa Cherniak and Ms. Savin reported that most of the density questions they received were related to concerns about school capacity, traffic, and concern for changes to the character of the community.

Jennifer Garland noted that questions for the school district centered around concerns about development impacts on school capacity and a possible site for a new elementary school.

Greg Weisgerber added that Tualatin Valley Fire & Rescue (TVF&R) has completed modeling for emergency response needs. With the new station now open, which is closer to the area, all transportation circulation options are workable for TVF&R.

6. Introduction and discussion of Infrastructure funding for Bonny Slope West - Nick Popenuk, ECONorthwest

Nick Popenuk explained that Metro Title 11 requires that land brought into the Urban Growth Boundary (UGB) must have an infrastructure plan in place before development can begin in the area. Infrastructure

improvements, cost estimates, and funding sources will be included in the plan. The types of infrastructure included in the plan are: water, stormwater, sanitary sewer, parks, and transportation.

The project team will meet with service providers to determine what infrastructure improvements will be needed. The plan must include reasonable funding options for infrastructure needs. Road improvements make up the largest part of infrastructure needs, and available funding is limited. Transportation funding sources such as the Transportation Development Tax (TDT), System Development Charges (SDCs), Major Streets Transportation Improvement Program (MSTIP) and taxing districts were discussed.

Public Comments/Questions

Question: Do non-single family residences pay the same amount of SDCs?

Answer: No, attached products pay at a different rate.

Question: Can creative financing be used to pay for transportation improvements? For example, if thirty to forty acres of wildlife and creek area are donated to THPRD or Metro, can / would they be willing to transfer the SDC money they receive from development to fund transportation improvements?

Answer: Staff did not have an answer; the THPRD representative was not present at this meeting.

Question: State law prohibits SDCs from being used to fund schools. Are there other options available?

Answer: There are similar tools to SDCs to fund schools (Construction Excise Tax) or the school district can work with the legislature to change state law.

Question: The public’s understanding is that estimated infrastructure costs for roads have varied widely. Are developers pursuing higher densities to make more money and pay for infrastructure improvements?

Answer: Earlier estimates by Multnomah County and Washington County were preliminary. A new analysis is being completed by Washington County to determine a project list with cost estimates. All of the improvements needed for the Bonny Slope West area cannot likely be paid for by the number of residences that will be constructed. There will be infrastructure improvements that end up being on a “wish list” of projects that will not have an identified funding source.

7. Next TAC Meeting

Ms. Savin noted the next TAC meeting will be scheduled for January, 2015. Staff will contact TAC members to determine a date.

No	Action Item	Responsible	Due date	Closed
1	Post approved meeting summary for September 22, 2014 to project site.	Staff	11/10/14	√
2	Post November 3, 2014 draft meeting summary to project site	Staff	12/22/14	√
3	Set date for January TAC Meeting	Staff	12/15/2014	√

Summary prepared by Traci Shirley