


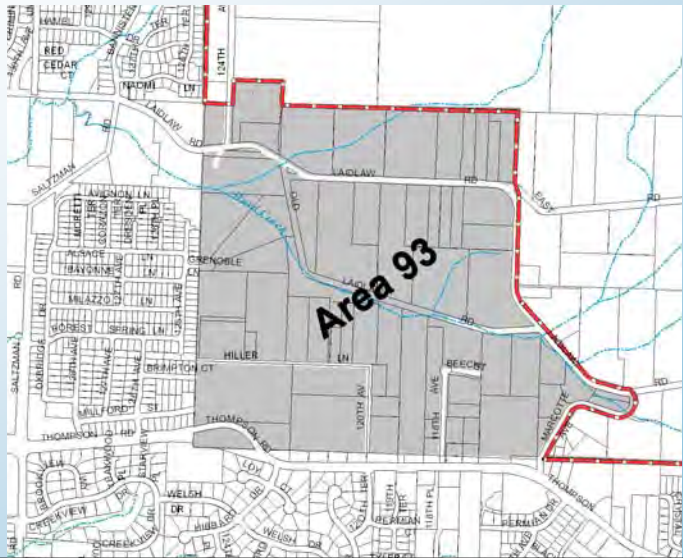
Planning Commission Advisory Meeting & Discussion

Area 93 (Bonny Slope West) Community Planning



January 21, 2015

Bonny Slope West (Area 93)



The map displays a residential area with a red boundary line defining 'Area 93'. The area is shaded in light gray. Numerous street names are visible, including LADLAW RD, HILLER LN, REECNY AVE, and THOMPSON DR. The map also shows a creek or stream flowing through the area.

This Evening's Agenda

- School Issues
 - School District Facility Plans
 - School Siting Issues in Bonny Slope West
- Infrastructure Funding

Upcoming PC Meeting Topics (Preliminary)

- March 4
- Debrief on 1/26 Open House

Beaverton School District Facility Plan

- 1994 – Beaverton School District (BSD) adopted a school facility plan to comply with ORS 195.110
- 2002 – BSD adopted an updated school facility plan
- 2002 – County updated CFP Policy 30 to include the BSD 2002 Facility Plan, and included it as a Resource Document
- 2010 – BSD adopted an updated school facility plan

Beaverton School District Facility Plan

2010 Facility Plan identified the need for:

	2025 Facility Need	Location
Elementary Schools	3	BSD owns 3 sites in north district
Middle School	1	BSD owns 1 site in north district
High School	1 or 2	BSD does not own vacant sites

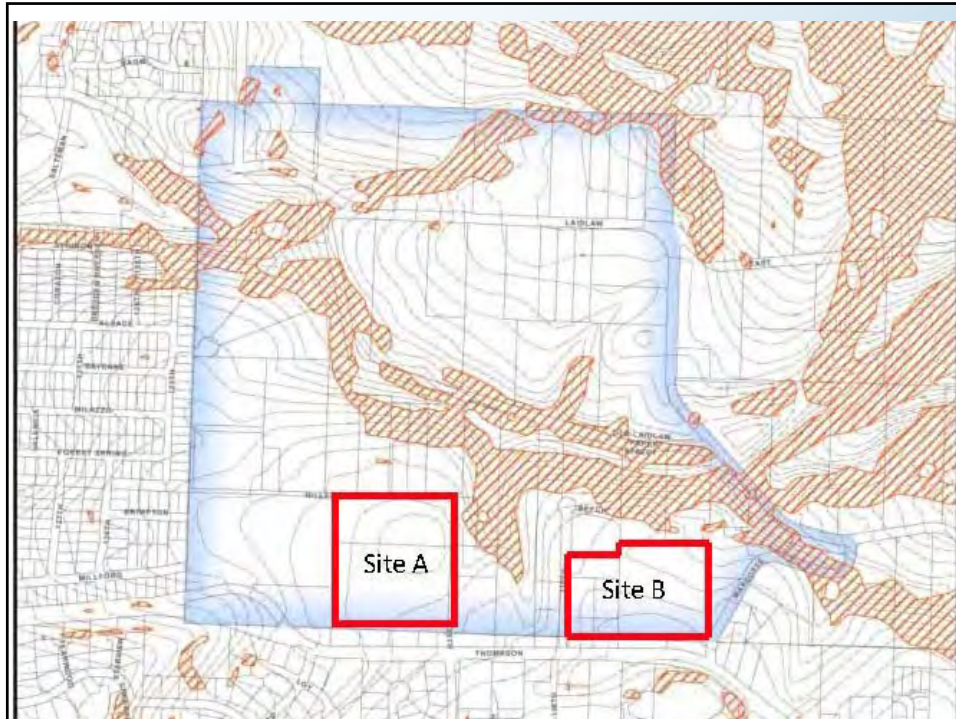
Beaverton School District Facility Plan

2010 Facility Plan – Capacity Considerations:

- Open enrollment
- Portables
- Boundary adjustments
- Addition/expansion
- New construction

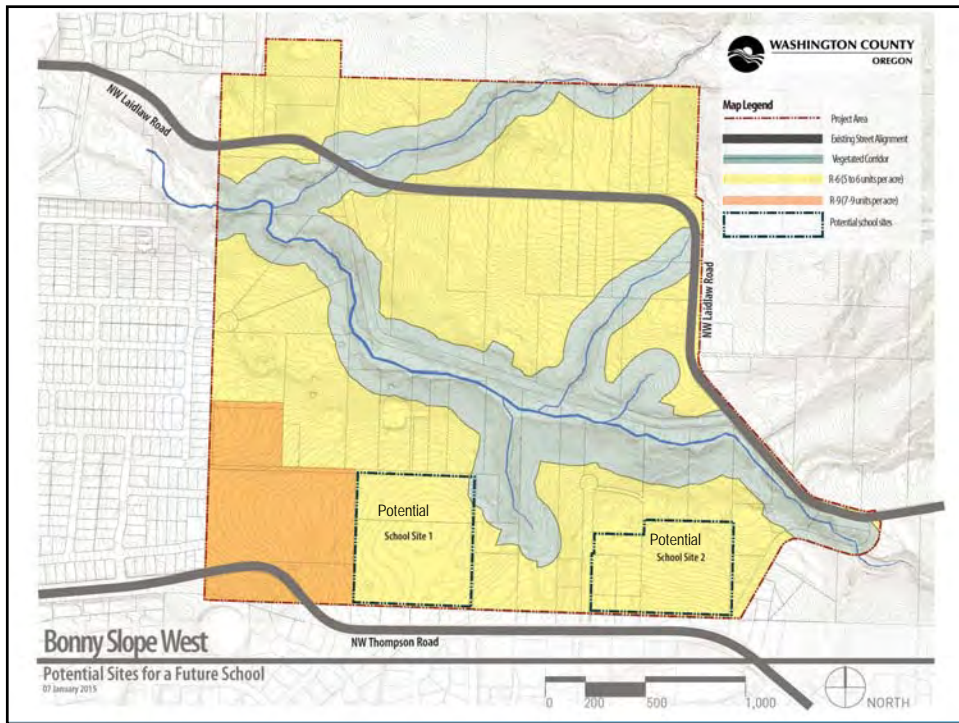
School Siting Issues

- BSD K-5 School Site Request
- Staff considerations
- Information for 1/26 Open House



Staff considerations

- Schools are allowed through Type III land development review in R-5, R-6, R-9, and INST plan designations
- INST designation has typically been applied after school district purchase of site
- New residential development is not an allowed use on INST designated sites
- Potential legal & equity issues with designating a site as INST, prior to school district ownership or near-term ability to purchase the site



PC Feedback & Discussion on Schools

Infrastructure Funding Plan

- Purpose
- Required by Metro's Urban Growth Management Functional Plan regulations for Title 11
- Work on a draft Infrastructure Funding Plan is underway

Infrastructure Funding Plan

- Types of infrastructure to be addressed:
 - Parks
 - Transportation
 - Water
 - Sanitary Sewer
 - Stormwater
 - Schools

Infrastructure Funding Plan

Will identify:

- Potential projects and their estimated costs
- Existing revenue sources
- Potential new funding sources
- Options and strategies for Board consideration

Infrastructure Funding Plan

Potential Parks Infrastructure:

- Neighborhood Parks – one to two parks
- Community Trail(s) – linear feet to be determined
- Pedestrian/Bicycle Bridge – potential cost sharing?

Discussions ongoing with THPRD

Presentation to THPRD Board on February 2

Transportation Funding

Washington County Transportation System Plan

Funding Goal: *Seek adequate and reliable funding for transportation*

Promote equitable, sustainable and fiscally responsible transportation system funding

Strategy 10.2.4

Prior to allowing urban development within urban growth boundary expansion areas, develop and implement financing strategies that provide adequate funding for the transportation systems and services necessary for the anticipated urban development as appropriate.

Existing Transportation Funding



**Washington County
Transportation Funding Strategy
"Three Legged Stool"**

**Existing Safety/
Capacity Deficiencies**

Property Taxes (MSTIP)

- MSTIP 1: \$27 million
- MSTIP 2: \$60 million
- MSTIP 3: \$265 million
- MSTIP 3b: \$65 million
- MSTIP 3c: \$138 million
- **Total to date: \$555 million**
- MSTIP 3d: \$175 million (2014-18)
- *Approx. \$35 million/year*



System Maintenance

Gas Tax and User Fees

- State and county fuel taxes, vehicle registration fees (Road Fund)
- *Approx. \$25 million/year*
- *Prioritization policy focuses on major transportation system first*
- Urban Road Maintenance District (Property tax)
- *Approx. \$3.7 million/year*
- *Unincorporated Area Local Streets*

Keeping Up with Growth

- TIF: Averaged \$14 million/year from 1990 – 2009
- TDI: Projected \$17+m/year; Actual average \$5m/year
- North Bethany TSDC and CSD: new

Existing Transportation Funding

System Maintenance

- Gas Tax, Users Fees (weight-mile tax, vehicle registration fees)
- Urban Road Maintenance District (property tax)

Existing Deficiencies

- Major Street Transportation Improvement Program (MSTIP)

Growth Related

- Transportation Development Tax
- Development Related Improvements

Capital Funding

The Transportation funding plan is expected to focus on Capital Improvements (improvements to existing major roads)

Building Neighborhood Routes and Local Streets are the responsibility of development

Development is also (generally) responsible for frontage improvements along Arterials and Collectors

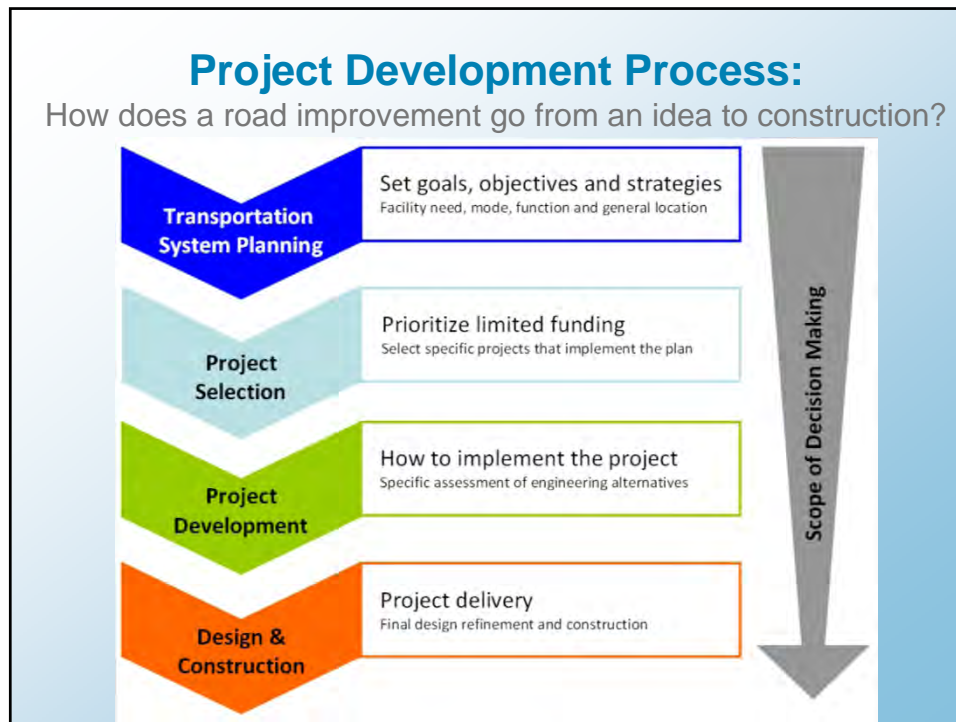
Current Capital Funding Programs

Transportation Development Tax (TDT)

- Paid by development when building permit is issued
- Current Single Family Residential rate: \$8,036
- Credits toward the charge is available when development complete road improvements
- Voter approved countywide in 2008

Major Streets Transportation Improvement Program (MSTIP)

- Property Tax
- Current rate = \$.652 per \$1,000 of assessed value
- Voter approved countywide in 1997



How does the transportation funding plan fit with the existing funding programs?

- Revenue is **not** available to construct improvements in advance of development
- The funding plan evaluates existing revenue sources and identifies the funding gap
 - *For transportation infrastructure: community desires are always greater than available resources*
- The funding plan may recommend that new revenue sources be established
 - *New revenue sources are to be established before urban uses are allowed.*

The transportation funding plan builds on the existing process:

Key Steps:

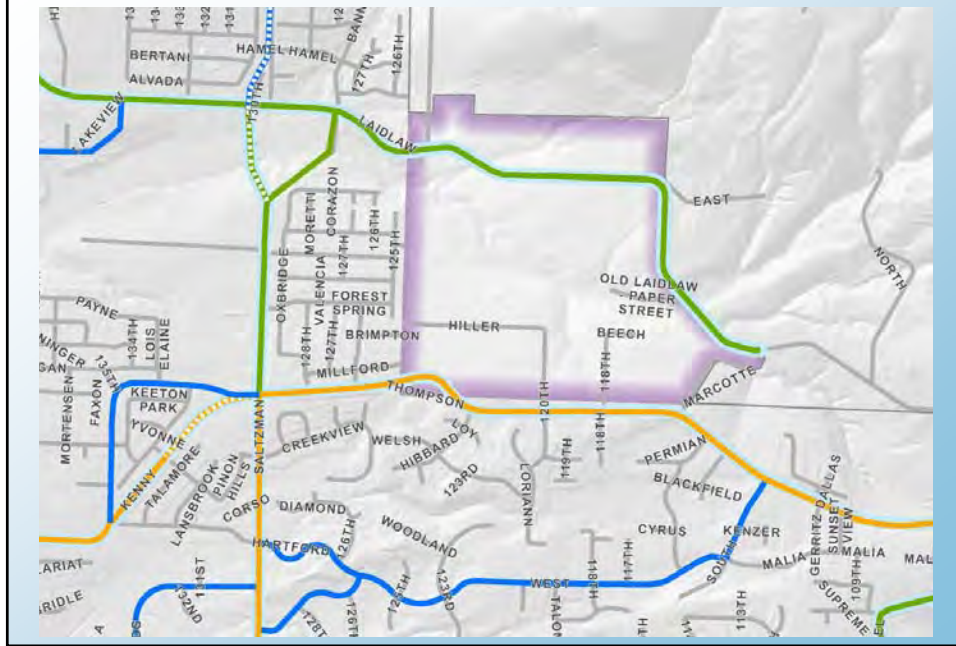
1. Identify potential improvements and develop refined cost estimates
2. Identify expected existing funding
3. Identify programs to address the funding gap
4. Re-assess improvements with available funding

Potential Improvements Related to Bonny Slope West:

Project	Description
Thompson Road	Saltzman Road to Marcotte Road, improve to urban arterial standards
Laidlaw Road	Saltzman Road to Marcotte Road, improve to urban collector standards
Saltzman Road	Laidlaw Road to Bayonne Lane, realign and build to urban collector standards
Saltzman Road (interim improvements)	Laidlaw Road to Bayonne Lane, interim improvements to existing alignment
Marcotte Road	Laidlaw Road to Thompson Road, build new urban collector connection

Are these the right projects to be considering?

Functional Classification and Lane Numbers Map



Relationship with Density:

Lower density means less units to contribute to roadway needs

The roads in the vicinity of Bonny Slope West are to be improved to urban standards

The situation does not change related to the amount of units

The North Bethany funding plan example

- Initial list of improvements of about \$289 million in capital improvements
- Final improvement list was scaled back to about \$69 million
- Two new funding programs were created:
 1. New Transportation System Development Charge (SDC)
 2. New Transportation County Service District

North Bethany funding plan

Exhibit A
North Bethany Funding Strategy
10/10/2011

EXHIBIT A: NORTH BETHANY FUNDING STRATEGY

Project Number	Road	From	To	Project	Cost Estimate \$/27,000	ROW Estimate ¹	Total	MSTIP	TDT ²	Supplemental SDC ³	Existing T&A ⁴	CSD	Comments
1	Road A	Western Boundary	Joss	Build New Road	\$5,100,000	\$1,200,000	\$3,300,000	no	maybe	yes		yes	
2	Road A	Joss	Kaiser	Build New Road	\$6,900,000	\$1,900,000	\$8,800,000	no	maybe	yes		yes	
3	Springville	185th	Joss	Improve	\$10,500,000	\$600,000	\$11,100,000	yes	yes	yes	\$1,400,000	maybe	
4	Springville	Joss	Kaiser	Improve	\$3,200,000	\$400,000	\$3,600,000	yes	yes	yes		yes	Some Cost Increase for South Side of Roadway Extension
5	Springville	Kaiser	County Line	Improve	\$5,200,000	\$500,000	\$5,700,000						Not included in T&A, but thru incremental development
6	Kaiser	Road A	Springville	Improve	\$6,900,000	\$500,000	\$7,400,000	no	maybe	yes		yes	
7	185th	Springville	West Union	Improve	\$4,300,000	\$200,000	\$4,500,000	yes	yes	yes		maybe	
8	Road A	Kaiser	Springville	Build New Road	\$9,900,000	\$2,400,000	\$12,300,000						Not included in T&A, but thru incremental development
9	Road A	Bridge over Rock Creek		Build Bridge	\$7,000,000	\$300,000	\$7,300,000	no	maybe	yes		yes	Final funding package includes to order or non-residential rezoning
10	185th	Intersection Improvement at Springville		Improve	\$300,000	\$0	\$300,000	yes	yes	yes		maybe	
11	Kaiser	Springville	Bethany	Improve	\$5,900,000	\$200,000	\$6,100,000	yes	yes	yes		maybe	
12	Brugger	Joss	Kaiser	Improve	\$3,100,000	\$100,000	\$3,200,000	no	no*	yes		yes	Joss + Brugger intersection traffic calming to be examined
13	Joss	Road A	Arbor Homes	Improve	\$3,800,000	\$300,000	\$4,100,000	no	maybe	yes		yes	
14	P15 (Cats)	Springville	Brugger	Improve	\$1,800,000	\$500,000	\$2,300,000	no	no*	yes		yes	
TOTAL**					\$62,400,000	\$6,600,000	\$69,000,000	\$10,000,000	\$21,778,574	\$22,466,756	\$1,400,000	\$13,354,670	

NOTES:
 yes, no and maybe describe the appropriateness of spending revenue from this source on a particular project.
 ** Facilities below collector classification are not eligible for Transportation Development Tax (TDT) project list.
 * In 2010 dollars, does not include projects 5 or 8.
 1 Carbo/NWCO Right-of-Way (ROW) Estimate 4/20/2010.
 2 *maybe* means project would need to be added to TDT list; column is based on eligibility to spend revenue - credit eligibility determined separately.
 3 Based on 4, 188 units and \$4,800 / unit average charge = \$6,222 SFR, \$3,810 SFA, and \$4,369 MF (slight increase from 6/1/2010 in all rates to keep same average - due to change in mix of dwelling types assumed).
 4 Only counting existing Trust and Agency (T&A), assumes: \$1,000,000 from Arbor, \$340,000 Saint Joes Catholic Church and \$60,000 Tualatin Hills Park and Recreation District.
 5 *maybe* means project is off-site.
 Under this scenario Portland Community College to pay both TDT and proportional Supplemental System Development Charge (SDC) based on projected student enrollment (numbers assume 2,582 new students). Discussion at June 7, 2010 meeting included possibility of some revenue being used for preliminary engineering (PE) and/or alignment analysis of Road A and Kaiser Road.
 Update: 7/28/10 confirmed non-residential land use, and removed K-8 school from TDT and Supplemental SDC calculations as school is already constructed.
 Update: 10/20/10 adjusted TDT to reflect 90% of maximum residential density rather than 100%.

North Bethany Transportation System Development Charge (SDC)

- Single Family Residential Rate: \$6,153 per unit
- Similar methodology to existing Transportation Development Tax (TDT)
- The SDC is in addition to the TDT
- Improvement charge to build infrastructure to serve the new development

North Bethany County Service District

- Created a special taxing district in North Bethany for Transportation Capital Improvements
- Voter approved by residents in North Bethany
- Rate set at \$1.25 per \$1,000 assessed value

North Bethany Finance Strategy How is it working?

Too soon to tell

As of June 30, 2014 no building permits issued

Transportation Summary:

- Expect community desires to exceed anticipated revenue
- Staff is working on refined cost estimates
- Staff is assessing transportation system needs
- Staff is considering: proportionality & equity
- Should a new System Development Charge and/or a new County Service District be explored in Bonny Slope West?

Infrastructure Funding Plan – Next Steps

- Finalize project list
- Finalize cost estimates
- Prepare public review draft
- Develop to staff recommendations / options

PC Feedback & Discussion on Infrastructure Funding

Questions?

For more information, please contact:

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Multimodal Transportation System

Pedestrian

Bicycle

