

**NORTH BETHANY OPEN HOUSE #4**

**Summary of Open House and Public Comments**

**April 6, 2009**



## Introduction

Washington County hosted the fourth North Bethany Concept Plan open house on Monday, April 6, 2009. More than 94 people attended the event held at Jacob Wismer Elementary School from 4:30 to 7:00 p.m. Open house materials and an online comment form were available on the project website from April 6, through April 13, 2009. In total, forty-two people completed the paper or electronic-format comment form. Nearly 100 people put their names on the sign-in sheet at the meeting.

The first open house for the project was held on January 9, 2007 at Portland Community College Rock Creek; 250 people attended that event. A design workshop was held May 9, 2007. The third open house was held on August 9, 2007 at Portland Community College Rock Creek; more than 100 people attended that event.

These open houses and design workshops have been only one part of the comprehensive public involvement program for the North Bethany Concept Plan. To date, the process has included seventeen monthly meetings with an advisory committee comprised of community representatives including residents, business owners, and developers charged with providing on-going input and advice to the Project Team and ultimately to the Board of Commissioners. A website was developed for the project and made available to the public in September 2006. To date, fifteen small coffee discussions and community group briefings have been held to share project information and invite input from various community groups and organizations. An additional ten stakeholder interviews were held to gather input on the process and a school outreach process was initiated including an art contest for area children.

This report will provide a summary of the fourth open house, and input gathered through the comment form. A complete list of open-ended responses to the comment form questions is attached. Please note that the comment form was voluntary and not all attendees completed it; information from the comment form provides only an indication of community concerns and preferences.

## Open house format and purpose

The meeting was designed as an open house where participants could review informational displays and talk with staff. The purpose of the meeting was to share information about the refined North Bethany Concept Plan and Funding Proposal, discuss updates on the concept planning process and next steps, and collect public comments.

Various stations with illustrative boards provided information about different topic areas, including a project overview, concept plan, transportation issues, green features, and funding. Staff and committee members were available at these stations for additional discussion and to answer questions.

Two half-hour presentations were also held at 5:00 p.m. and 6:00 p.m. These were aimed at providing a general overview of the concept plan, and answering questions from the public. A comment form available at the sign-in station was the primary method for participants to provide input.

## Outreach

Washington County implemented a number of outreach efforts for the fourth North Bethany Concept Plan open house. These included:

- Press release distributed on March 13, 2009. This release appeared on [www.oregonlive.com](http://www.oregonlive.com) on March 25, 2009.
- Information published in the CPO7 newsletter.
- Information published in Cedar Mill Business Association newsletter on March 30, 2009.

- Personal delivery of North Bethany Concept Plan March 2009 newsletter to over 20 businesses in the Bethany area.
- Extra brochures distributed to stakeholders at the March 30, 2009 SWG meeting. Stakeholders were asked to pass these brochures and open house information to their neighbors.
- Email invitations and reminders sent to interested parties list of 434 persons on March 26, 2009 and again on April 2, 2009.
- Website publication about open house date and information in March.
- Announcement and article published in the *Beaverton Valley Times* on March 19, 2009.
- Announcement and article published in the *Argus* on March 24, 2009.
- Announcement and article published in the *Oregonian* on March 26, 2009.

## Public Comment Summary

Citizens were given an opportunity to provide feedback on the North Bethany Concept Plan through a comment form available at the April 6 open house. The same comment form was also available online through an electronic survey, available from April 6 through April 13. In total, forty-two people submitted their comments through the paper or online form. The following is a summary of their responses. A separate appendix of all open-ended responses is also available.

### DEMOGRAPHICS

Participants were asked whether they live in or own property in the 800-acre North Bethany study area. Ten percent (10%) indicated that they live in the area and fifteen percent (15%) indicated that they own property in the area. The remainder indicated the following:

- 38% live in "Existing" Bethany
- 22% live in Rural Multnomah County north or east of the North Bethany study area
- 19% live in some other area. These respondents indicated that they live in Skyline, Clackamas County, Aloha, Cedar Hills, and Oak Hills.
- 16% live in Rural Washington County north or west of the North Bethany study area
- 3% live in Beaverton
- 3% live in Cedar Mill

Participants were also asked how long they have lived in their current home. Over half responded that they have lived in their current home for over ten years. Seventeen percent (17%) noted that they have lived in their current home for five to nine years, and 20 percent (20%) for between one and four years. Only nine percent (9%) replied that they have lived in their home for less than one year.

### PARTICIPATION

Participants were asked how they heard about the open house or online open house. Most people, fifty-five percent (55%), responded that they received information through an email from a group or individual, thirty five percent (35%) through a CPO or neighborhood newsletter, and thirty percent (30%) through an email sent to them by Washington County. A minority was notified by means of the *Oregonian* newspaper, Washington County newsletter, word of mouth, or the project website.

Participants were asked how they have participated in the North Bethany planning process. Most indicated that they participate by consulting the project website or attending open houses. Participants provided the following responses:

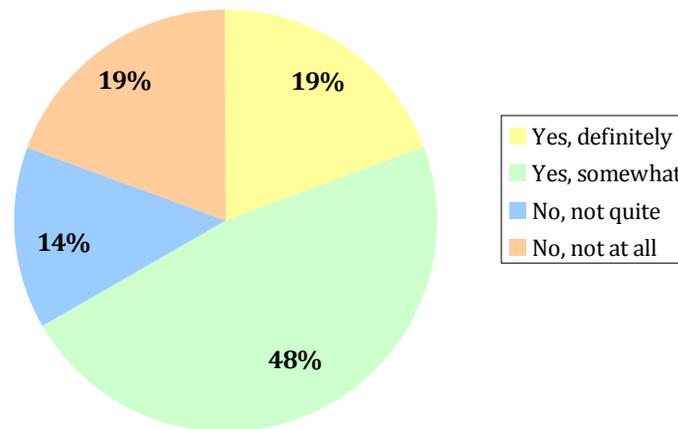
- 54% follow the website
- 49% attended a previous open house(s)
- 37% attended another group's meeting where information about the project was shared/discussed
- 26% attended a Stakeholder Work Group (SWG) or other committee meeting(s)
- 11% have participated in a previous online survey

## PREFERRED CONCEPT PLAN

### RANGE OF DENSITY AND HOUSING CHOICES

Respondents indicated whether they support the proposed range of residential land use districts and variety of housing types, given the requirement to plan for a minimum average of ten dwelling units per net acre. Forty-seven percent (47%) of respondents indicated that they somewhat support the proposed range of residential land use districts and variety of housing types. The remaining were split between definitely support (19%), not quite supporting (14%), and not at all supporting (19%) the range of districts and housing types.

**Support for proposed range or residential land use districts and variety of housing types**



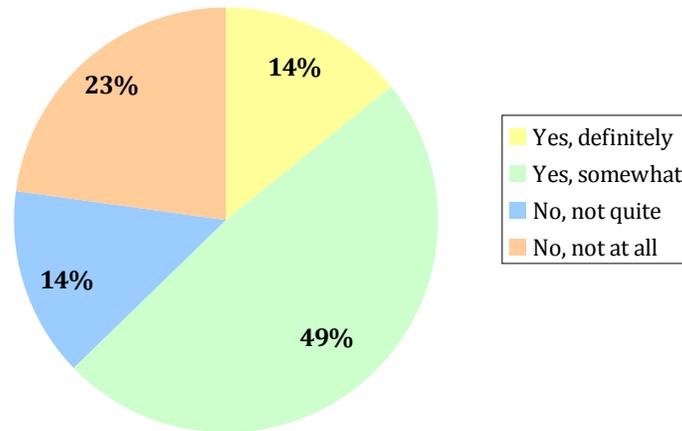
Those respondents who did not agree with the proposed range of residential land use districts and variety of housing plans were asked to clarify whether they do not support the range of densities, or whether they do not support the range of housing choices. Thirteen respondents indicated that they do not support the range of densities, and six replied that they do not support the range of housing choices.

Participants were also asked to provide feedback on why they did not agree with the range of densities or housing choices. Generally, respondents reasoned that the level of density in the proposal is too high, and that there is inadequate infrastructure and road capacity to support it. Some noted that low-square-footage housing would not sell in the area, and that low-income multi-family housing was undesirable by residents living nearby. One suggested that high-density areas be clustered in a single area rather than distributed across North Bethany. Two of the sixteen people that left comments replied that they believed the proposed density was too low. One noted that the plan should include sufficient affordable housing in proportion to the need in the area.

## KAISER ROAD COMMUNITY COMMERCIAL CENTER

Participants were asked if they support the proposed size and layout scheme for the community commercial center located along Kaiser Road, and if not, to clarify why they do not support it. Nearly half of respondents (49%) indicated that they somewhat support the community commercial center proposed size and layout scheme.

**Support for proposed size and layout scheme for Kaiser Road community commercial center**



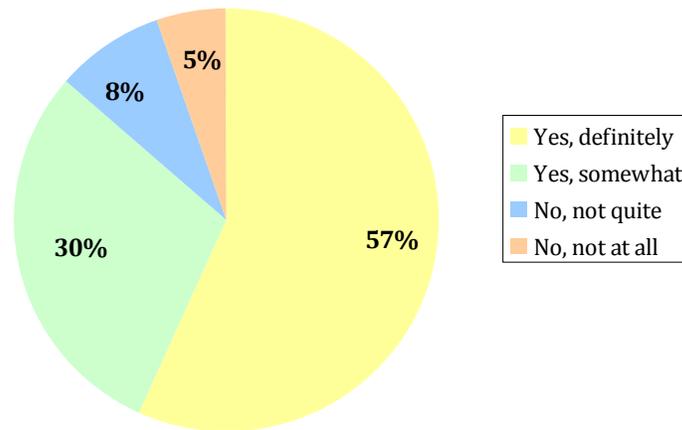
Those that did not support the center were asked to clarify why. Of the fifteen respondents that answered this question, six replied that there should not be a community commercial center at all, and five said that the center is too large or too small. Only two replied that that the center is a good idea but should be in a different location (off the major north/south arterial or further from the riparian corridor).

Respondents were also asked to provide feedback on why they do not support the community commercial center. The most common reason given was that a new commercial center was not economically viable, as the nearby Bethany Village is already experiencing business difficulties. Many were also concerned that a new center would create more traffic problems. Two respondents noted that they would like a community center, but not a strip mall or big-box structure that would not add to the community appeal. Two respondents also replied that the center should actually be larger, to encourage Bethany residents to shop locally rather than traveling elsewhere.

## STREAM AREAS AND STORMWATER MANAGEMENT

Participants indicated whether they support the proposed approach to planning stream areas to incorporate public access trails and stormwater management. They were reminded that, in the Illustrative Concept Plan, existing stream corridor areas are intended to serve multiple purposes. The amount of corridor width depicted in the plan is wider than the minimum needed for protecting wetlands in order to include room for regional stormwater facilities and recreational trails. A strong majority of respondents, fifty seven percent (57%), indicated that they were definitely supportive of this plan. Only five respondents did not support the approach.

**Support for proposed approach to planning stream areas to incorporate public access trails and stormwater management**



Eleven respondents left additional comments regarding this issue. The majority noted that buffers should be widened around streams, especially Abbey Creek. Others advocated for more protection of streams, like Abbey Creek. Only one respondent replied that stream corridors should be reduced. One noted that stormwater management is inadequate for the possible flooding that could occur in the area.

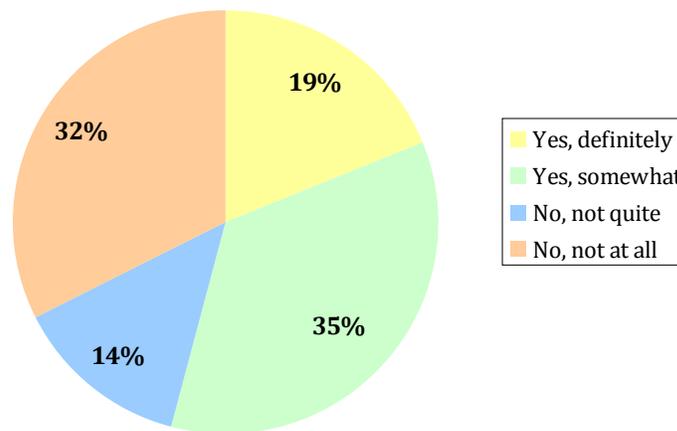
## TRANSPORTATION

Participants were asked a variety of questions about the transportation plan.

### Overall Transportation System

Participants were reminded that the North Bethany Concept Plan overall transportation system includes arterials and collectors that are wide enough to accommodate predicted traffic, a range of street types, a connected street pattern with walk-able block sizes, and selected connections to adjacent areas to promote integration. They were asked if they supported the overall transportation plan, based on the current preferred Concept Plan. Opinion amongst respondents was split, with thirty-five percent (35%) somewhat supportive of the overall transportation plan, and thirty-two percent (32%) not at all supportive.

**Support for overall transportation plan**

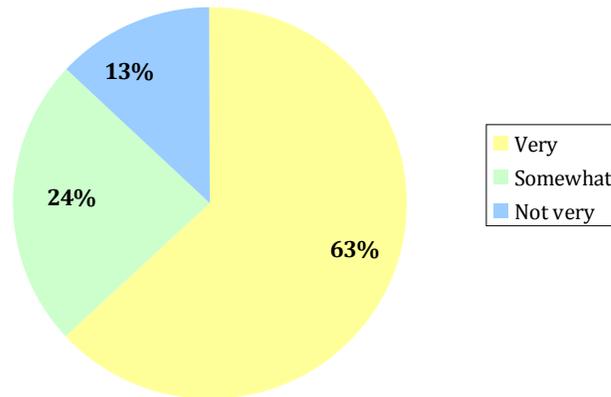


Those that were not supportive offered their comments. The most common response was that the transportation plan would bring too much traffic into the Bethany area—a community that already has issues with congestion. They specifically noted possible traffic problems at the Hwy 26 Bethany and 185<sup>th</sup> exits, Springville Road to the east, and Bethany Blvd between Kaiser and Hwy 26. Many were also concerned about the lack of funding for transportation development, and were not supportive of tax-payers bearing the cost. Many thought that developers should pay instead. Four respondents replied that the transportation plan should include more bus service and public transportation options. Two participants specifically oppose the building of Road “A”, because it cuts through existing properties and homes.

### Green Approaches

Participants indicated how important they consider "green" approaches to be when planning for new communities. The vast majority of respondents, sixty-three percent (63%) replied that green approaches are very important.

**Importance of considering "green" approaches when planning for new communities.**

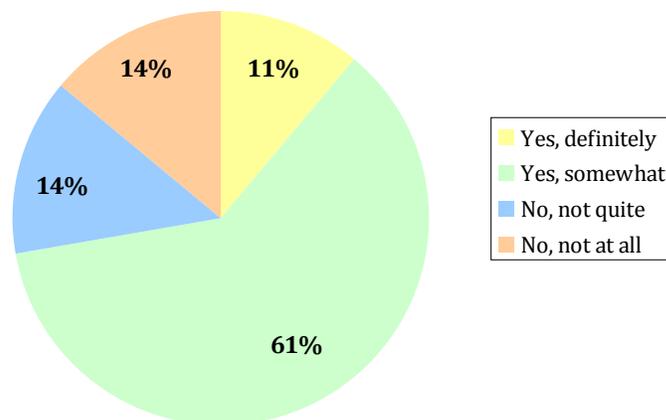


Respondents also suggested other "green" ideas that they would like to see implemented in the North Bethany Concept Plan. Three respondents would like to see more preservation and maximization of open spaces for recreation and environmental protection. Two suggested limiting light pollution, by installing minimal street lights and school lighting. Other suggestions included implementation of green streets, bike lanes on all major streets, solar panels for hot water, and green buildings. One advocated higher density as a green measure. Another respondent suggested that developers pay to bring the Max line into North Bethany.

### Funding Strategy

Participants were asked whether they support the overall funding strategy, which requires developers in the area to pay for approximately two-thirds of on-site project costs, and future residents in the North Bethany area to pay for approximately one-third of costs as part of a newly formed county service district. The majority of respondents, sixty-one percent (61%), somewhat support the overall funding strategy.

**Support for overall funding strategy**



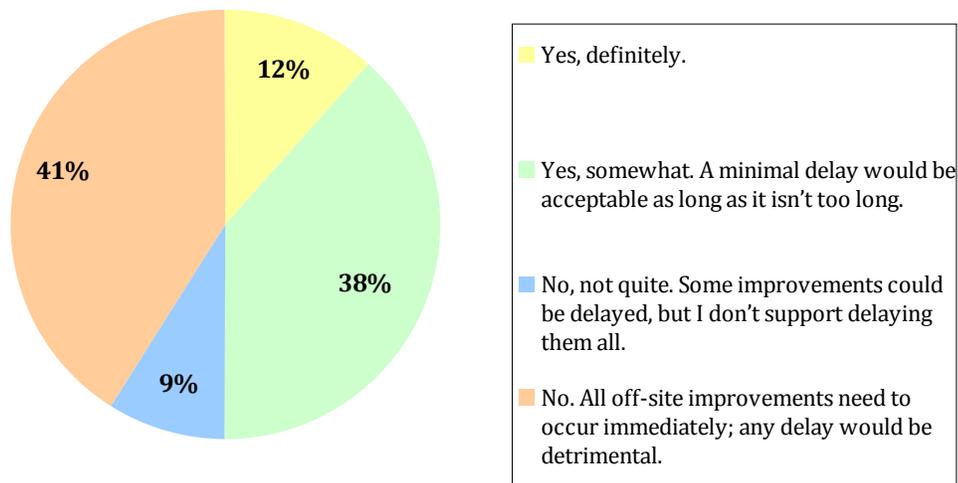
Respondents that did not agree with the strategy were asked to indicate why. At least one third of respondents replied that the County should not subsidize any of the road project costs, and that these should be paid for completely by developers because their development would be driving traffic into the area. They argued that residents living outside of the North Bethany area should not bear any of the development cost. A few respondents thought that the transportation project costs should be born by a combination of developers and residents. Other respondents commented that the development is underfunded and too costly, and that the County should look for other sources besides the residents to cover one-third of the cost. One noted that funding should come mostly from the Public Utility District. Two expressed concern that existing North Bethany property owners who have not chosen to develop should not be penalized or taxed through the County Service Districts.

**Off-site Transportation Issues**

Participants were asked if they support the proposed approach for financing off-site transportation improvements. They were reminded that current funding for off-site improvements would come in part from the Transportation Development Tax and the Major Streets Transportation Improvement Program fees. They are inadequate to address all needed improvements, and would thus require that developers and future residents in the North Bethany area also pay for some of these improvements. Under this funding mechanism, some, but not all of the off-site improvements will be constructed over time.

Participants were split in their responses. Forty-one percent (41%) replied that they did not support the proposed approach because they believe that all off-site improvements need to occur immediately. Thirty-eight percent (38%) responded that they somewhat supported the approach, and that a minimal delay is acceptable as long as it is not too long.

**Support for approach to take care of off-site transportation issues**



**Additional Transportation Comments**

Participants were asked to provide additional comments and suggestions regarding funding strategies for off-site transportation facilities; twenty respondents offered additional feedback. The most commonly shared concerns were the lack of public transportation in the area, the high level of existing congestion, concerns about future traffic issues, and questions about who would fund transportation projects. Many indicated that they would like to see more public transportation in place before large-scale development occurred. They also showed concern over traffic issues, such as access between Hwy 26 and existing Bethany; Germantown, Cornelius Pass and Springfield roads; and Kaiser Road. These respondents expressed the desire to see transportation projects implemented before development construction begins.

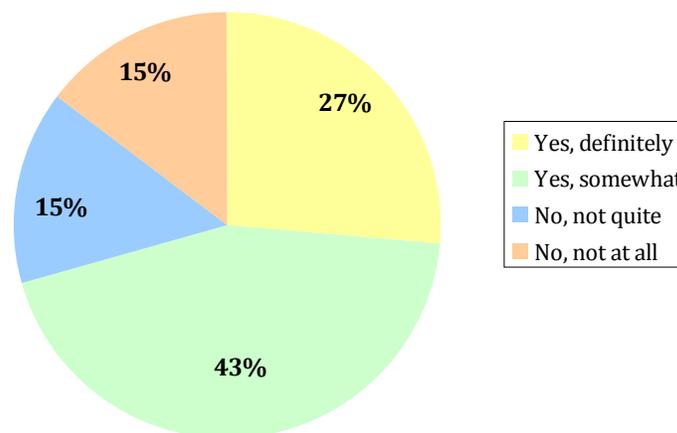
Respondents had various ideas for how transportation should be funded. Three noted that developers and land-owners should bear the majority of the cost. Two support requiring both North Bethany developers and residents to help fund some of the off-site road improvements. Another noted that the area has not received a fair share of MSTIP funds in the past, and that a greater portion of future funds should be allocated to North Bethany. One reasoned that it is fair for the County to supply some funding for off-site development. One also commented that it makes the most sense to hold off on transportation projects until it is necessary.

## **PUBLIC INVOLVMENT AND PUBLIC HEARING PROCESS**

### **Public information and involvement opportunities**

Participants indicated whether they felt that public information and involvement opportunities have been adequate in this process. Forty-three percent (43%) of respondents felt that opportunities were somewhat adequate, and twenty-seven percent (27%) that they were definitely adequate.

**Adequacy of public information/involvement opportunities**



Participants that felt that public involvement opportunities were not adequate were asked to explain why. The most common responses were that many people living in or near the area still have not heard of the process or have not received information directly, and that there have been long dark periods with no information provided. One suggested that at least quarterly updates be made to the website. Two respondents commented that, while the public is invited to provide input, this is often not respected, especially with regard to impacts on existing neighborhoods and the plan to put a road through existing homes (Road A). One replied that the County was making too many closed-door decisions about taxpayer money.

### **Public Hearing Process**

Participants were reminded that the final open house, scheduled for June 4th, will focus on the filed land use ordinance, upcoming public hearings, providing information on when and how to stay informed and/or provide testimony. They indicated whether or not they intended to participate in the public hearing process, and if so, whether there was anything else they need information about to help them through the public hearing process. Fifty eight percent (58%) indicated that they do not intend to participate in the public hearing process, and the remaining forty-two percent (42%) indicated that they were planning to participate.

Participants had the following questions and requests for information:

- Will there be a special development code for North Bethany?
- How will a farmers market or library building be funded?

- Have developers shown interest in development? If so, how strong is it, and have they shown interest in residential or commercial development?
- Who gets taxed and when?
- How is the existing Arbor Oaks Master Plan being included in the overall North Bethany development?
- If property is purchased now or in the future before development begins, would new owners be liable for development charges with the understanding that they might not develop?
- More information on taxation and assessment to current owners.
- More information on how to be heard on traffic concerns impacting neighborhoods outside the North Bethany area.
- There should be more articles in *Washington County Weekly* and *the Oregonian*.

## ADDITIONAL COMMENTS

Participants were invited to share any additional comments, and sixteen people chose to provide feedback. Most expressed concern about high-density housing, increases in traffic, or funding issues. Four responded that the proposed housing plan includes too much high-density housing that will likely result in homes that are too expensive. One noted that some Arbor Oaks community members are not pleased with the unexpected multi-family dwellings planned nearby. These were not expected when they purchased their homes. Some see Metro and public officials as ignoring what the public would like to see in terms of housing density.

A number of respondents were very concerned with the congestion that would occur if roads and infrastructure were not built before development occurs. A few also suggested that taxpayers not pay for any of the North Bethany plan, and that instead developers should pay all or almost all of the infrastructure costs, as they will see the business benefit. One respondent was concerned that funding did not exist for adequate affordable housing and civic spaces, and another felt that there was inadequate funding for any of the project, and that it was a pipe-dream that would likely not happen.

One participant was concerned that new retail in the proposed commercial center would drive out existing retail business, and another commented that the Westside regional trail system access is being blocked by construction. One homeowner in Springville Meadows expressed objection to the northerly extension of Oats Terrace Drive into the North Bethany plan, and one SWG participant noted that very little input from the SWG seems to have been taken into account for proposed codes for North Bethany,.

## NORTH BETHANY FOURTH OPEN HOUSE

# Appendix: Open-ended Responses

The following document lists all open-ended responses received to the North Bethany Concept Plan fourth open house comment form.

### PREFERRED CONCEPT PLAN

#### RANGE OF DENSITY AND HOUSING CHOICES

**Given the requirement to plan for a minimum average of ten dwelling units per net acre, do you support the proposed range of residential land use districts and variety of housing types indicated on the preferred Concept Plan? If not, why not?**

Responses:

- The increased load on infrastructure not acceptable.
- I am not a fan of high density housing in that area; most home owners do not want to live next to apartments.
- There is not sufficient infrastructure to support that level of density.
- Land must be conserved by higher average density use. Land is a finite resource.
- In 20 years, will this be the North Bethany ghetto with the unbalanced amount of LOW-INCOME multi-family attached housing?
- You can't sell lots averaging less than 4000 square feet. No matter what Metro says, nothing will happen if no one will buy the homes that area built. This seems to be the feeling of the developers.
- I have issues with some densities being added to the existing Arbor Oaks subdivision.
- Density requirements are too high. High density areas should not be distributed across North Bethany areas. They should cluster in a single area.
- There is inadequate road capacity from Springville to US-26 on both 185 and Bethany Blvd.
- Acreage for residential development is too low. Increase it by 15-20 acres, to reduce density.
- It would be nice to have at least a 60%/40% ratio of single-family homes to town houses.
- I don't support making this area higher density.
- The density should have >50% with no more than 4 units per acre, allowing up to 1 unit per acre. This is a density that can sell. It will also drastically reduce the cost of infrastructure and road construction.
- Don't force the construction of housing that won't sell, unless you want to see this area lie fallow for the next 20-50 years. The density should be higher.
- I don't have much interest in this.
- I would just ask that there be sufficient affordable housing in proportion to the need in the area, and sources of funding for the affordable housing be established before any plans are approved.

#### KAISER ROAD COMMUNITY COMMERCIAL CENTER

**Do you support the proposed size and layout scheme for the community commercial center located along Kaiser Road? If not, why not?**

Responses:

- There should be a place for a farmers market, a community gathering place ("town hall"), and the things that make a good community. A strip mall does the opposite.
- There's already one close by. No need to see more centers failing. Better to support the existing one.

- Not sure how viable a commercial center will be.
- The infrastructure is adequate to meet the increased traffic.
- Bethany Village is close enough that another one is not needed.
- I own a business in the Bethany Village Center currently and it is always challenging to a business when another center opens just a mile or so apart; it dilutes what we've got here at Bethany Village and just gives everyone less business overall than they could be doing. In this horrible economic climate, to take any opportunity to succeed away from existing small business owners is wrong. Small businesses pay 85% of the taxes paid in Oregon and we deserve to be considered in this process.
- I checked the middle box just to be able to continue. Some of the contemplated uses are no more than representative of the list maker's fantasies.
- I am concerned that if Kaiser becomes a Main street where traffic gets bogged down, traffic may be stunted down Joss past an elementary school that could cause undue traffic burden on Joss with adverse effects. Speed bumps won't stop the traffic flow, just momentarily slow it.
- Too much space is chewed up by this. There is no real need and no way to support it.
- Please don't short-shrift the size of the commercial area. This area needs to be significant so that people don't have to travel miles to get these services.
- It is too large and box like and nothing distinct.
- Considering the economic climate, can it be supported? Financially? Bethany Center has many empty spots presently.
- If you want one, and there is no clear reason to have it at all, then put it somewhere other than the major north/south arterial! Don't force people who are just trying to get through to wade through a silly set of stores and the attending congestion that goes with such an enterprise.
- Riparian corridors especially along Abbey Creek tributaries are too narrow. We should not have development to encroach on areas that should be protected and restored for habitat corridors or forests.
- It should be larger to encourage residents to remain on-site rather than travel outside of the area for shopping and services.

## **STREAM AREAS AND STORMWATER MANAGEMENT**

### **Do you support the proposed approach to planning stream areas to incorporate public access trails and stormwater management?**

Responses:

- Much more protection for Abbey Creek is needed.
- More space around streams would be preferred. I hope there will be public access to at least some of them, and not just someone's back yard.
- Larger buffers along major streams like Abbey Creek are needed.
- Much wider protected corridors are needed if the water is to be protected for contamination.
- See response to #7. Also, cut down stream corridor somewhat (Response # 7: Acreage for residential development is too low. Increase it by 15-20 acres, to reduce density).
- The wider the better.
- Need more protection for streams, particularly Abbey Creek.
- Do you really understand how wet it can get here? Have you considered that your storm water management is completely inadequate for the kind of flooding that we have had in 1995 and especially in 1976/77?
- Stream corridors are too narrow. We should be restoring wider corridors to provide wildlife habitat and corridors not just the minimum to shade the creeks.
- Buffers along major streams like Abbey Creek should be larger.
- The wider the buffers along Abby Creek, the better, for those who love nature and those who live in the natural world.

## TRANSPORTATION

### **Do you support the overall transportation plan, based on the current preferred Concept Plan? If not, why not?**

Responses:

- Off-site roads need to be paid for by North Bethany development. All residents should be able to walk to a bus.
- The budget and plans for the roads around the development have not been established. How are thousands more cars going to be absorbed onto Germantown Rd, Cornelius Pass, Skyline, and then down onto Highway 26? The current Bethany development resembles a parking lot at peak times at the key intersections. It is common to wait 10-15 minutes to get onto Highway 26. Who is going to fund the road infrastructure OUTSIDE of the immediate development? This should NOT be tax-payers. Otherwise tax-payers are giving a wind-fall to the developers.
- I do not like the idea of Kaiser Rd being a main street which will slow thru traffic.
- Need bus service within walking distance of all North Bethany residents (especially in medium and high density areas).
- Narrower streets better control traffic speed and noise, and impose less impermeable surface.
- See issues #9 and #8.
- Slicing off pieces of non-sellers land, or going right through these properties is not cool. Road "A" should be trashed!
- Bethany and 185th exits on Hwy 26 are already too congested.
- Inadequate Rd from Springville to US-26 on both 185th and Bethany Blvd.
- Transportation plan is overly generous.
- There needs to be more planning of the impact on roads between North Bethany and Sunset Highway.
- Why should the taxpayers get stuck with paying for the improvements that developers need to get rich? Nobody subsidizes me if I have to make improvements to sell my house.
- Need to develop area to maximize use of public transportation, not cars.
- No funding for the impact on the roads outside the Bethany area- particularly in Multnomah County.
- Need a better plan for Bethany Blvd between Kaiser and HWY 26; we keep hearing some stuff but in my opinion this HAS to be addressed FIRST.
- Road A should be scrapped. Don't put roads through the property and homes of folks that have strongly indicated they are NOT developing.
- It looks to me like the transportation plan is going to induce more growth to the north towards Forest Park, in Rock Creek Watershed, and the slopes of the Tualatin Mountains.
- There should be bus service within walking distance of all North Bethany residents (especially in medium and high density areas).
- The link with Kaiser/Bethany Blvd is listed as an arterial although Kaiser/Bethany Blvd is a collector south of the North Bethany area. Conversely, the new north/south road between Kaiser and 185th is shown as a collector even though the road does not continue much beyond North Bethany either north or south. This clearly does not make sense. There is not enough attention given to traffic traveling east. Springville Road is the only option and it is inadequate.

### **Are there other "green" ideas you'd like to see implemented?**

Responses:

- Bigger natural areas along big streams like Abbey Creek.
- Limit light pollution. The development is on "higher ground" in the valley; therefore light pollution is going to be very significant for all those outside of the community. There should be down-facing lights, no flood-lights, even in the schools (which has been badly planned for this as it is on the edge of the development) and therefore is likely to produce significant light pollution for the surrounding community. Are the school buses going to be "green"? Where will they be parked? This is a significant pollution issue.
- Any green ideas should be cost affective. Some green projects are too expensive.

- Street lights should be minimal to keep minimal impact to environment.
- There should be higher density development areas with more preservation of open space to protect water features, help clean the air, and provide passive recreation.
- I don't think you understand just how wet it can/will get here!
- Please maximize open space for young families/kids.
- Green streets.
- Bike lanes on all major streets. (E.g., Springville)
- Solar panels on houses and public buildings. Solar hot water should be used for every home. Builders should be required to incorporate energy conservation into their plans.
- There should be fewer cars. Bring the Max line right into North Bethany. This should be paid for by the developers BEFORE any building can start.
- Green should mean habitat and ecological design and protection and restoration, not just energy efficiency and environmental building materials.
- Naturescaping in parks and other green spaces, community gardens for those without yards, and "green" buildings.

**Do you support the overall funding strategy, which requires developers in the area to pay for approximately two-thirds of on-site project costs, and future residents in the North Bethany area to pay for approximately one-third of costs as part of a newly formed county service district? If not, why not?**

Responses:

- North Bethany development should pay for ALL needed road projects. County taxpayers shouldn't be expected to foot the bill.
- This is underfunded.
- Too costly to the future residents and may be a big turnoff.
- There seems to be no ideal choice.
- I don't see why the rest of the county should subsidize the development inside the study area. That should be paid for by the development.
- Development shouldn't be subsidized by county taxpayers; that development should pay its own way. Otherwise, Washington County tax dollars (and regional tax dollars) will subsidize windfall profits for landowners who sell to developers, and profits for homebuilders. These subsidies have left us with automobile dependent development patterns that cause many other problems. Where will the funding will come from for affordable housing and civic spaces & buildings (like a library or space for farmer's market)?
- Developers and ensuing property owners should pay at least 90 percent of the cost. Initially, funding could be by sale of bonds to be repaid by special tax assessments on the benefitting properties.
- Fine as long as you don't tax the non-sellers out of their properties.
- Look for other sources besides residents for 1/3 of the cost.
- If they want to build on the edge where all the services are needed, let the new residents pay for it.
- Funding should come mostly from a Public Utility District.
- Developers should be paying 100% of the infrastructure costs. The county should not be subsidizing developer costs. Better to infill within the UGB where infrastructure already exists.
- ALL the costs should be paid for by the developers- the development will have NO transportation advantage to the surrounding communities. In fact, it will make life much worse. How long will it take to get onto Highway 26? How big will the traffic jams be over the Sylvan hill? What about Germantown and Cornelius pass roads? Imagine the chaos in the commute - GRIDLOCK.
- It sounds too good. Can this really happen?
- As long as the "County Service District" does not penalize or tax the folks that have chosen not to develop. No one could answer that at the open house, which would make me very nervous, if I was a resident.
- Developers are paying too little.
- The burden of these costs should be on the developers and new residents. Current residents in other areas should not be expected to bear this burden.

### **Additional comments or suggestions regarding transportation facilities.**

#### Responses:

- What percent of residents will be able to walk to a bus? Energy prices will continue to rise; being able to take a bus to shop or to work is important.
- The tax-payer should NOT fund the off-site road improvements. Otherwise, this is a wind-fall for the developers and land-owners. The area is already close to grid-lock. Try getting on Hwy 26 in the morning from the current Bethany development and then creeping up the Sylvan Hill. Germantown, Cornelius Pass, and Springville roads are already busy for their grade and type of roads, and will turn into a death trap. Widening Germantown will ruin Forest Park. If the development is allowed to progress without all the road infrastructure in place, Bethany will become a community with the distinction of being an appalling planned grid-lock whose only purpose in the development is to make a few people very rich quickly. I thought we were through with that now and are looking at the benefit of all?
- I feel this area has not gotten our share of MSTIP funds in the past- any taxes raised here should go to the Bethany area and not other areas in the County.
- I think it is reasonable for the County to supply money for the off-site developments. I don't think you can build the houses and thus add all of the congestion without addressing the off-site issues at the same time.
- I don't truly understand this in order to make a sound judgment.
- Box was arbitrarily checked. There's too much ambiguity.
- If you can't find money from local (North Bethany) sources, then don't build it!
- US-26 to West Union, Bethany Blvd. is a bottleneck now. This development will worsen the problem.
- The last version of the plan had a potential access from Arbor Oaks to Springville Road that would be added. See 'Note 3'. This road is needed to avoid congestion flowing out of Arbor Oaks. Bethany and 185th are inadequate to handle the load towards Hwy 26. Can we add another entrance/exit to 26 between 185th and Bethany?
- The existing road system is currently inadequate. How can you even think of opening North Bethany without FIRST taking care of existing roads before it becomes untenable?
- Developers must be required to pay.
- Where are the buses for this city of 10,000 souls?
- Kaiser Rd. could look like West Union Rd. until enough funds are available.
- Develop better public transit and upgrade roads as necessary before N. Bethany is developed. Or leave the area as-is and build in other areas where the road system will not be overloaded.
- It is delusional to believe that what is not funded now will be funded in the future. This development will only benefit the developers and will have no benefit to the surrounding communities. It will make the traffic and pollution worse. Make the developers pay for the Max into the community, and to ensure road upgrades. Then develop.
- This is so major! How will it impact current Bethany residents? Will the funding plan require that current residents also pay for off-site improvements?
- Waiting on improvements until they are needed is the best bet. Chances are you will not have any significant development here (as indicated by the developers) for a good long time. So don't waste money on things that aren't going to be used.
- No Kaiser Road is in North Bethany. It should be paid for as part of the plan.
- I support requiring the North Bethany developers and residents to help fund some off-site improvements.
- Developers and residents of the new area should pay for all of the off-site road improvements not covered through the TDT or MSTIP. Public transit should be available within walking distance of residences in the area (especially in the medium to high density areas). Off-site road improvements should be made and public transit available, before dwelling units in North Bethany are occupied.

## **PUBLIC INVOLVMENT AND PUBLIC HEARING PROCESS**

### **Do you feel public information/involvement opportunities have been adequate? If not, why?**

Responses:

- Too many decisions happened in back rooms at the County, especially about taxpayers' money.
- I have not been directly contacted about any road plans in 2 years.
- Most people in the area I talked to in the area don't know about this plan.
- More people need more information and notices.
- The long delay would lead one to believe that the whole project was/is dead.
- There have been long "dark" periods and at least quarterly updates should be made to the web site.
- Many people still have not heard of the process.
- I live close to this area and will be greatly impacted by this development. But there has been no mailed info to my area (97124).
- This is the first survey in two years.
- With economic situation, plans were on hold.
- Information has been adequate, though you should have had the cost estimates out a year or more ago. Involvement is a joke. You've been told multiple times to do or not to do things (like putting roads through peoples' houses), and yet you go ahead and plan for things just like that.
- The public is invited to offer suggestions on planning of the North Bethany area itself, but there is little opportunity to be heard on impacts of the development of this area on existing neighborhoods.

### **The final open house, scheduled for June 4th, will focus on the filed land use ordinance, upcoming public hearings, providing information on when and how to stay informed and/or provide testimony. Is there anything else you need information about to help you through the public hearing process?**

Responses:

- Will there be special development code for North Bethany? Where is the money to pay for a farmers market or library?
- Have developers shown interest in development? How many for homes, commercial? What is the overall interest from development side?
- Box is arbitrarily checked. You omit the obvious possibility that someone will attend, but does not need information about "anything else" (whatever you may mean by that).
- Who gets taxed and when?
- We need elaboration on how the existing Arbor Oaks Master Plan approval is or is not being included in the overall North Bethany development.
- Not sure yet.
- Usually the plan at Wash County is good but the developers get let off the hook, roads are made smaller, sidewalks not completed, etc.
- More articles in Washington County Weekly and the Oregonian.
- Taxation and assessment to current owners. Also if property is purchased now or in the future before development begins, would said NEW owner be liable for development charges with the understanding that they might not develop?
- How to be heard on traffic concerns impacting neighborhoods outside the North Bethany area.

### **Please share any additional comments you may have.**

Responses:

- The SWG was told that they would see the proposed codes for North Bethany, but none have been shared. Very little input from the SWG seems to have been taken into account.
- DO NOT go ahead with this PLEASE, without the entire infrastructure paid for up-front. It will otherwise be an unmitigated disaster for those that live in the area, with grid -lock on the roads. The tax payers should NOT pay for this. The developers, if they are committed and have done their planning properly, should have thought of the road etc. upgrades.

- My big dislike of the UGB is that it forces only high density housing. I would hope that in the future there is a mixture – from large multi-acre lots to high density condos and apartments. I like my 3-4 acre lot, and hope I don't get forced out in the near future.
- The type of housing to be built should be driven by what the public wants, NOT what officials think is a good idea.
- Small is beautiful – don't make it too big.
- As a brand new business owner, this is quite a scary prospect to have additional retail just down the road. Housing is great – more potential customers; but to dilute the retail community that has been established here and the idea of "one stop shopping" at the village or shopping while your children are in dance, karate, tutoring, etc. is just wrong, especially in this economic climate.
- You need to go back to the drawing board. No one will buy the "homes" at the price that will have to be charged with the various fees required. Metro's population projections are ridiculous. You are forcing densities that no one will pay \$250,000 or more for. Who then will live here?
- As a home owner in Springville Meadows, I object to the northerly extension of Oats Terrace Drive into the North Bethany plan.
- This is not the time to develop North Bethany. Focus on infill within Beaverton. Keep the farmland intact. The area should be developed ONLY if the developers are paying 100% of the infrastructure costs. If they can't, then they should be developing elsewhere.
- Do not develop until the entire infrastructure is sorted out, or make the families of the developers live there for three years after it is built, and see how they like living in gridlock.
- Arbor Oaks continues with Phase III and is not particularly aware of Bethany Master Plan and angering current residents with unexpected multi-family dwellings in their house purchase understandings. Also, what is happening to the non-meeting trails to the other neighborhoods and water house and Westside regional trails? Construction is obstructing access.
- I think that there has been a good faith effort by most of the folks involved to come up with a good plan and to do the right thing. But the situation has changed, perhaps permanently, and you have not taken those changes into account. As it stands, North Bethany may never happen, and certainly not in my lifetime. You should really take note of and act on that very real situation, or else you are going to waste a lot of County money and still not achieve even a modicum of your stated goals.
- Where will the funding come from for affordable housing and civic spaces & building (like a library or space for farmers market)?
- I believe that the roads leading into and out of the North Bethany development will be inadequate to move the expected number of residents in and out of the area. A "city" of 10,000 residents with only 4 routes in or out will not be workable for either North Bethany or for the current neighborhoods bordering those four roads.
- It's important to me that development pay for its own way and it appears that in this plan that is far from the case. What appears to have the potential for a great community can never be so if the funding is not there. What about the possibility of a windfall profits tax to help cover infrastructure costs?