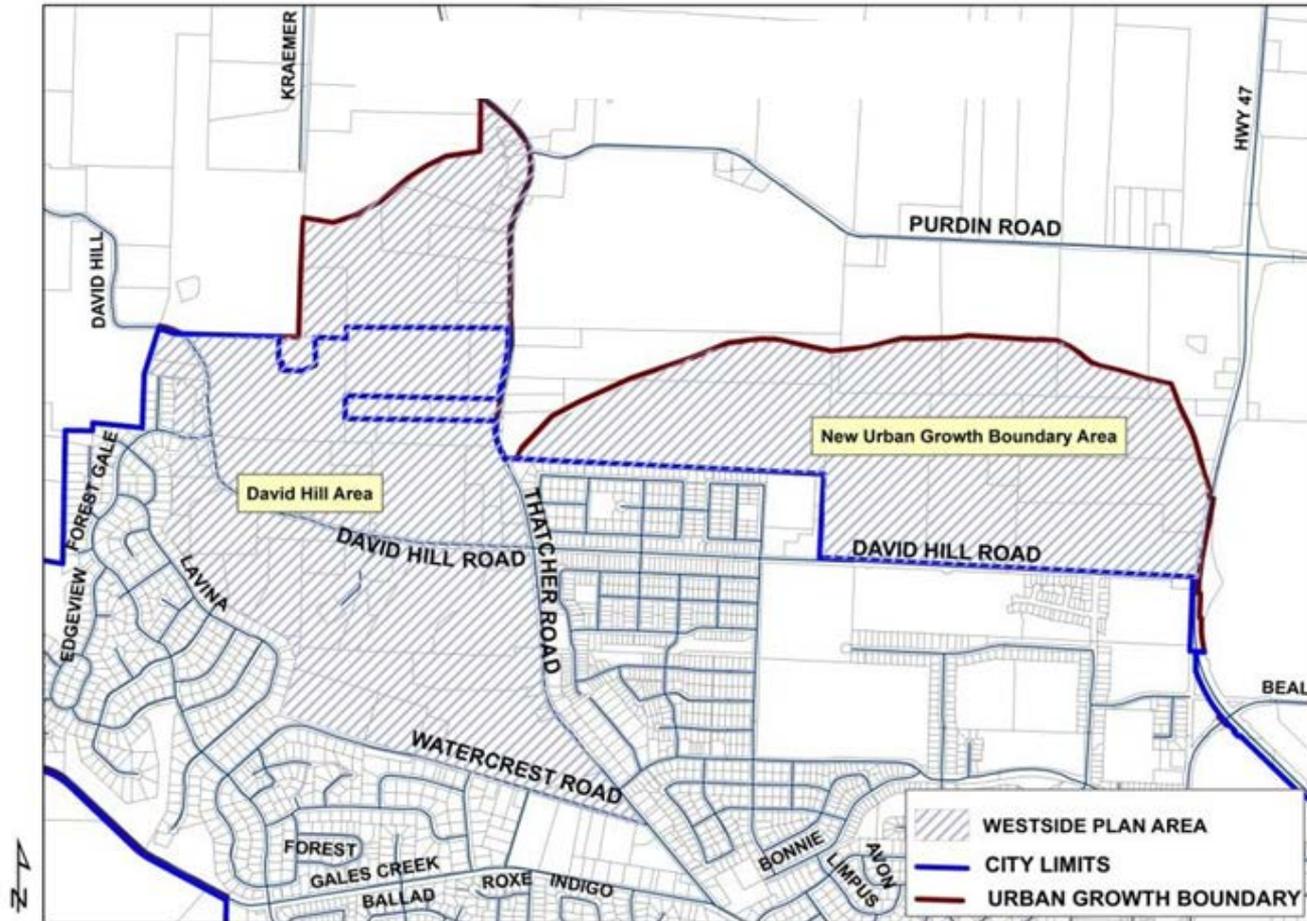




Westside Refinement Plan & Accompanying Implementation Measures

Planning Commission Public Hearing
May 15, 2017

Westside Planning Area



Purpose of Public Hearing

- Consider Westside Refinement Plan
 - Establish land use concept for Westside Area
 - Identify needed infrastructure and costs
 - Identify infrastructure funding options
- Consider Specific Implementation Measures
 - Comprehensive Plan Map Amendments
 - Zoning Map Amendments
 - Development Code Amendments
 - Transportation System Plan Amendments
- What's not being asked:
 - Adoption of a specific funding strategy including any supplemental SDC. This will occur as facility master plans are updated and other implementation strategies discussed.

Purpose of Plan

- Identify land use concept for compliance with Metro Urban Growth Management Plan: Title 11
 - New urban growth boundary area
- Identify infrastructure needs & costs
 - “Get ahead” of development
- Identify possible ways to fund infrastructure
- Address potential traffic impacts
 - Traffic generation from new UGB area not considered when Transportation System Plan updated in 2014
 - Plan addresses Oregon Transportation Planning Rule requirements (OAR 660-012-0060)
- Identify policy direction including basis for further Code amendments

Policy Statements

- Land Use
 - Establish land use designations based on physical limitations of the land
 - Establish land use designations that provide opportunities for a variety of land uses
 - Promote efficient and cost-effective development
 - Promote orderly transition from rural to urban land use
 - Promote complete neighborhoods
 - Encourage a variety of housing types
 - Provide opportunities for affordable housing types
 - Ensure land development on David Hill that considers visual impacts from lower elevation view corridors especially the Town Center

Policy Statements

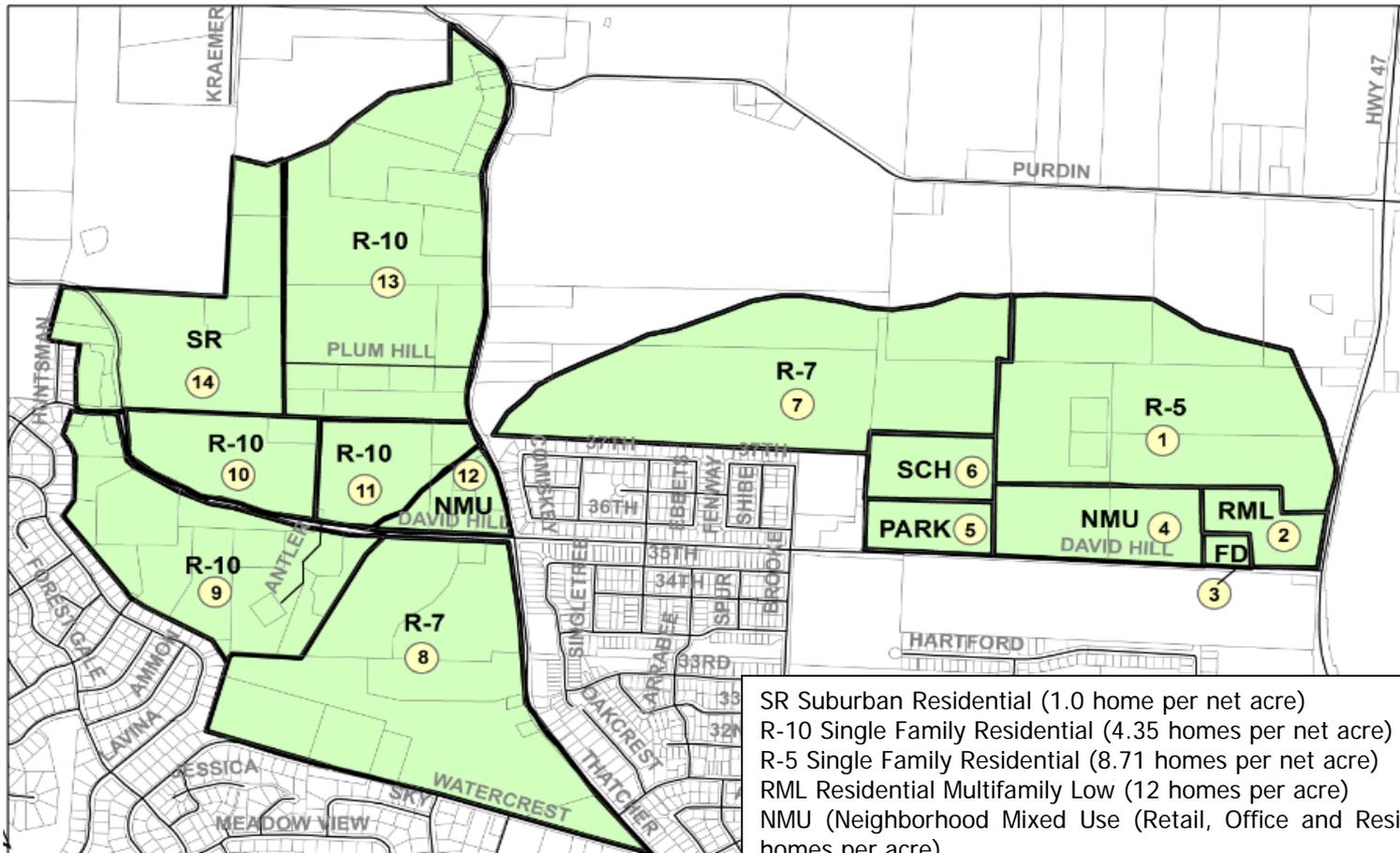
- Public Facilities
 - Ensure adequate public facilities needed to serve development are provided in an equitable and cost-effective manner
- Transportation
 - Establish a context sensitive street network
 - Establish a transportation system that meets regional transportation planning requirements for transportation facility type and function
 - Seek funding for needed transportation related improvements for development and wider transportation needs of the City

Policy Statements

- Address local and regional street network capacity constraints anticipated from development
- Natural Resources
 - Minimize development impacts on natural resources
- Natural Hazards
 - Development shall demonstrate suitability relative to the natural hazard limitations of the planning area
- Funding Approach
 - Establish an equitable funding approach for needed infrastructure serving the planning area
 - Seek outside funding for transportation projects
 - David Hill Road, Thatcher Road, Highway 47 roundabouts, new n/s collector west of Thatcher Road.

Overview of Plan

- Land Use



SR Suburban Residential (1.0 home per net acre)
 R-10 Single Family Residential (4.35 homes per net acre)
 R-5 Single Family Residential (8.71 homes per net acre)
 RML Residential Multifamily Low (12 homes per acre)
 NMU (Neighborhood Mixed Use (Retail, Office and Residential 12 homes per acre)
 SCH (School)
 FD (Fire Department)

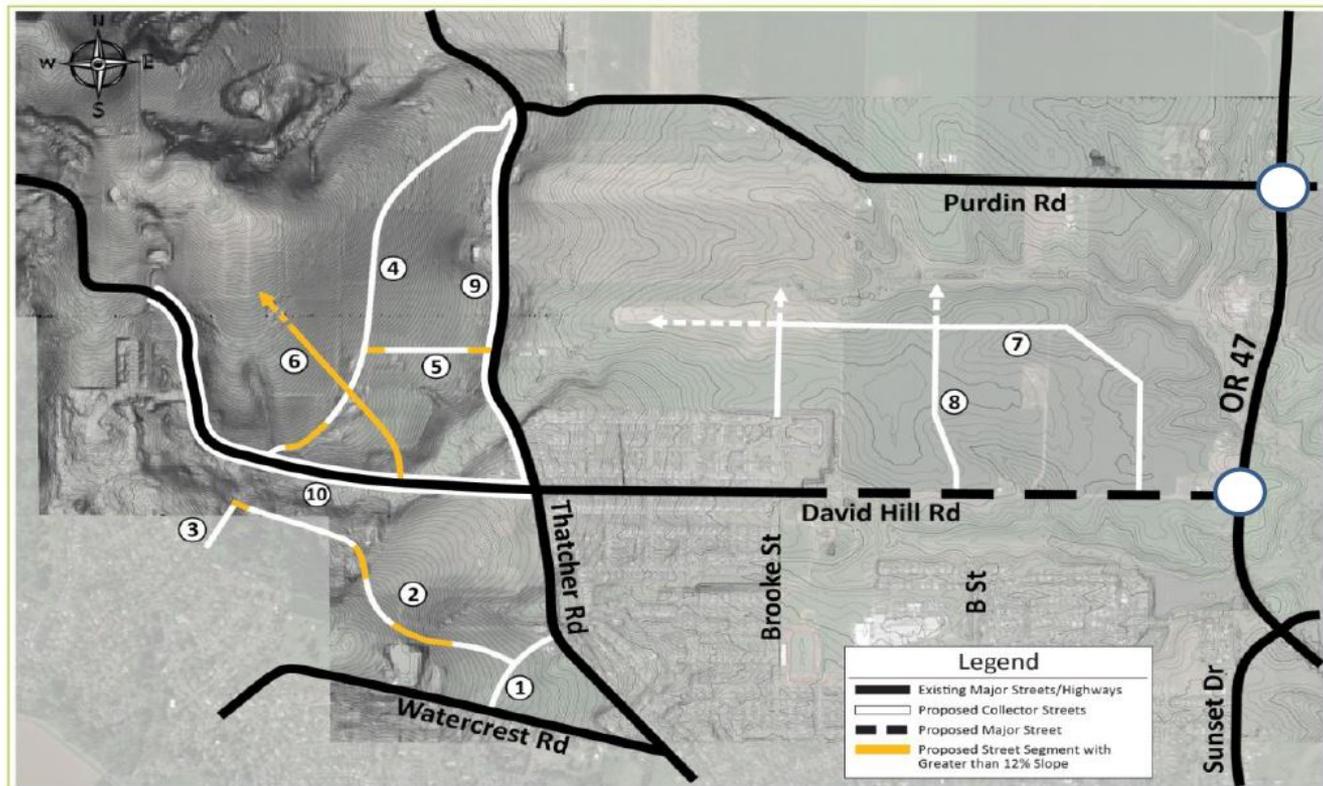
Overview of Plan

- *Land Use*

Analysis Zone	Area	Gross Area (ac.)	Developable Area (ac.)	Net Area (ac.)	Slope Deduction	Current Dwelling Yield	New Dwelling Yield
1	Purdin (R-5)	86.18	71.60	57.28	0%	2	498
2	Purdin (RML)	10.82	10.82	8.66	0%	0	103
3	Fire Station (FD)	2.40	2.40	2.40	0%	0	0
4	Purdin (Mixed-Use/Commercial)	24.63	24.63	19.73(1)	0%	0	140
5	Purdin (Park)	6.00	6.00	6.00	0%	0	0
6	Purdin (School)	10.00	10.00	10.00	0%	0	0
7	Purdin (R-7)	98.62	87.02	69.62	0%	3	433
	Subtotal - Purdin	238.65	212.47	173.69		5	1,174
8	Watercrest (R-7)	99.75	70.63(2)	56.50	10%	221	316
9	South of David Hill (R-10)	57.38	12.99	10.39	20%	36	36
10	North of David Hill - West (R-10)	24.30	17.73	14.18	15%	52	52
11	North of David Hill - East (R-10)	21.42	15.06	12.05	15%	44	44
12	North David Hill (MU-Com)	8.50	3.60	2.90	0%	12	4
13	Thatcher (R-10)	98.66	95.81	76.65	10%	300	300
14	David Hill Suburban Residential (SR)	43.12	35.62	28.50	15%	24	24
	Subtotal – David Hill	353.13	251.44	201.17		689	776
	Grand Total	591.78	463.91	374.86		694	1,950

Overview of Plan

- *Transportation*
 - Estimated Costs: \$37.7 million
 - Funding: Developer and SDCs



Overview of Plan

- *Transportation*
 - Oregon Department of Transportation Comments on Identified improvements to Highway 47 roundabouts:

“Until such time the mitigations listed below have been adopted into the city’s Transportation System Plan and the Regional Transportation Plan’s financially constrained project lists, no approvals of habitable development structures shall be permitted by the city in the area added to the urban growth boundary in 2014 north of David Hill road between Highway 47 and Thatcher Road.”

Overview of Plan

- *Transportation*
 - Oregon Department of Transportation Comments on Identified improvements to Highway 47 roundabouts:

Mitigations:

1. OR 47/David Hill Road Intersection – Add an additional second circulating lane to provide separation for northbound left turning and through traffic as well as separate land for southbound turns.
2. OR 47/Purdin Rd./Verboort Rd. Intersection – Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn lane on the south leg of the roundabout to the overall roundabout intersections.

The improvements identified above will be further evaluated with other potential alternatives once capacity improvements are required.

Overview of Plan

- *Transportation*
 - Identified Funding Options for further review
 - Area-Wide Supplemental Transportation SDC with all projects funded with Transportation Development Tax (TDT) revenue
 - Supplemental SDC \$11,435 per dwelling unit (du)/Total Fee with TDT \$19,349
 - Area-wide Supplemental Transportation SDC with some projects funded by outside sources
 - Possible projects for outside funding
 - David Hill Road west of Thatcher Road, Thatcher Road north of David Hill Road, new n/s collector road west of Thatcher Road, Highway 47 roundabout improvements
 - Estimates SDC \$3,571 per du/Total Fee: \$11,485 per du
 - TDT revenue and project costs allocated by subareas
 - A. David Hill Subarea
 - Supplemental SDC \$22,860 per du/Total Fee \$30,775 per du
 - B. New Urban Growth Boundary area
 - Supplemental SDC \$3,883 per du/Total Fee \$11,797 per du
 - Washington County Approach for new growth areas
 - Limit supplemental transportation SDC to 96% increase over current TDT
 - Approach requires area-wide supplemental SDC with outside funding assistance to reduce SDCs to acceptable level.

Overview of Plan

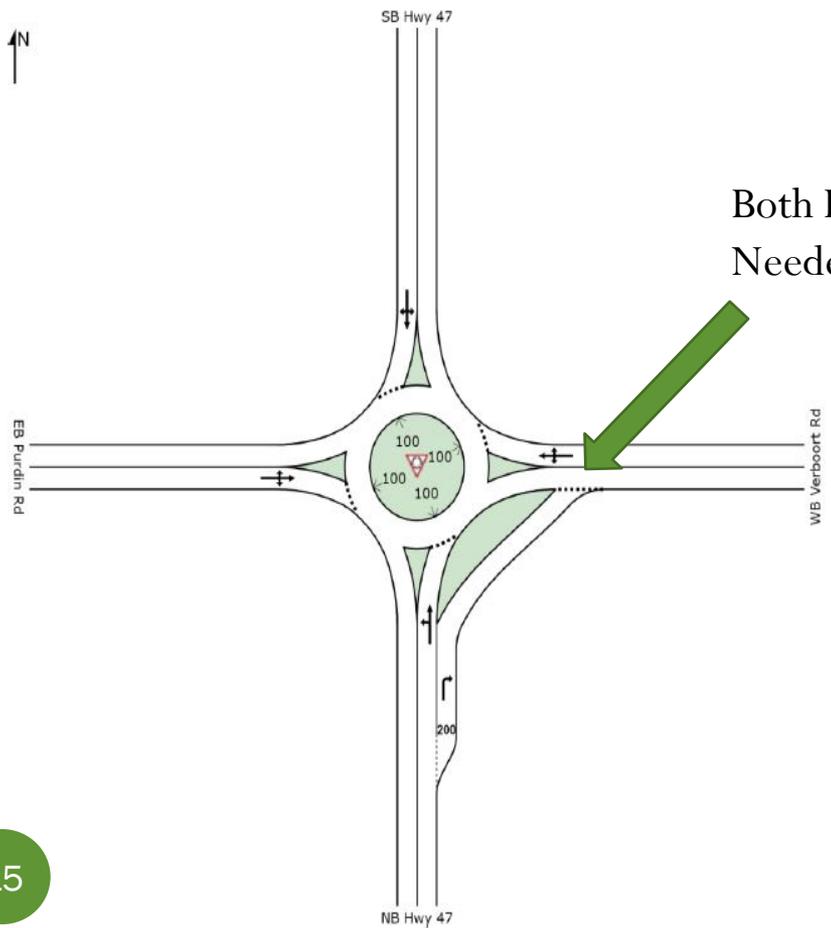
- *Transportation*
 - Other Possible Funding Approaches
 - Local Improvement District
 - Benefitting property owners assessed a fee for transportation improvements
 - Reimbursement District
 - Developer or property owner funds needed transportation improvements upfront
 - Benefitting property owners reimburse the developer that put in the improvement as individual properties develop over time.
 - Outside Funding Sources
 - Washington County Major Streets Transportation Improvement Program (MSTIP)
 - Metro Regional Flexible Funds (federal dollars)
 - State Transportation Improvement Program (STIP)
 - The funding approaches will be evaluated further as part of the City's Transportation System Plan update beginning in 2018.

Overview of Plan

- *Hwy 47/Purdin Road*

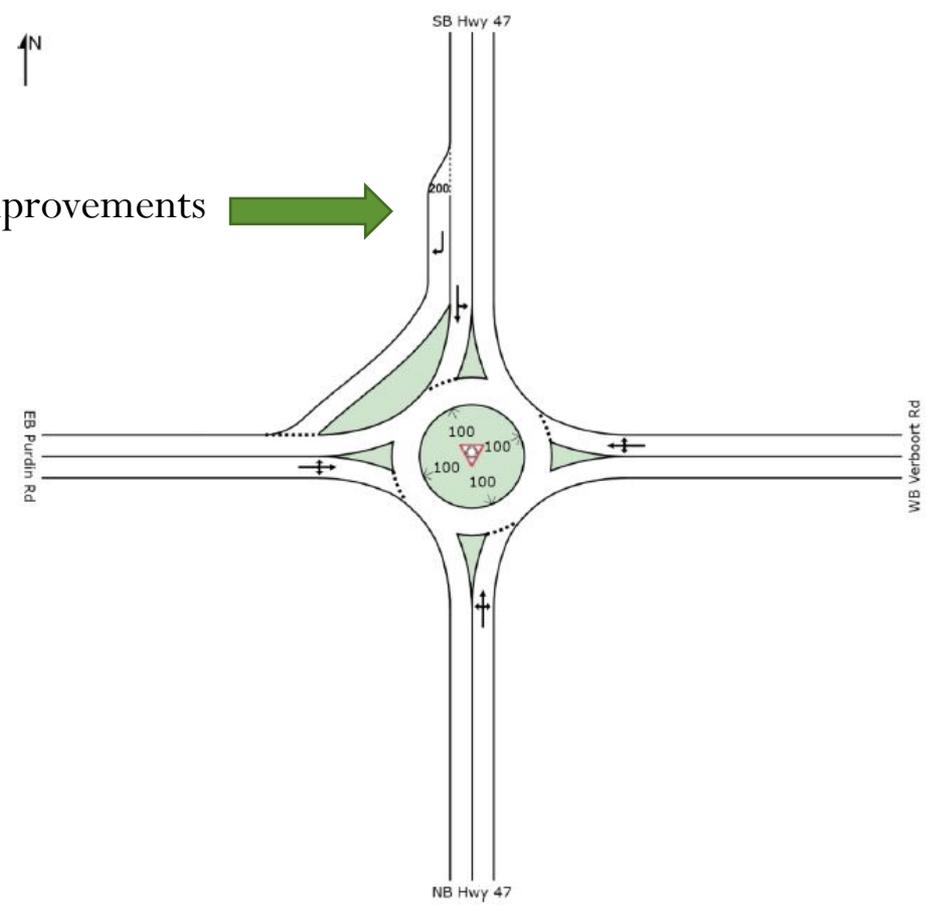
Projected 2035 Total TSP Volumes
PM Peak Hour
Roundabout

2035 TSP Volumes



Projected 2035 Total Westside Volumes
PM Peak Hour
Roundabout

2035 Westside Volumes

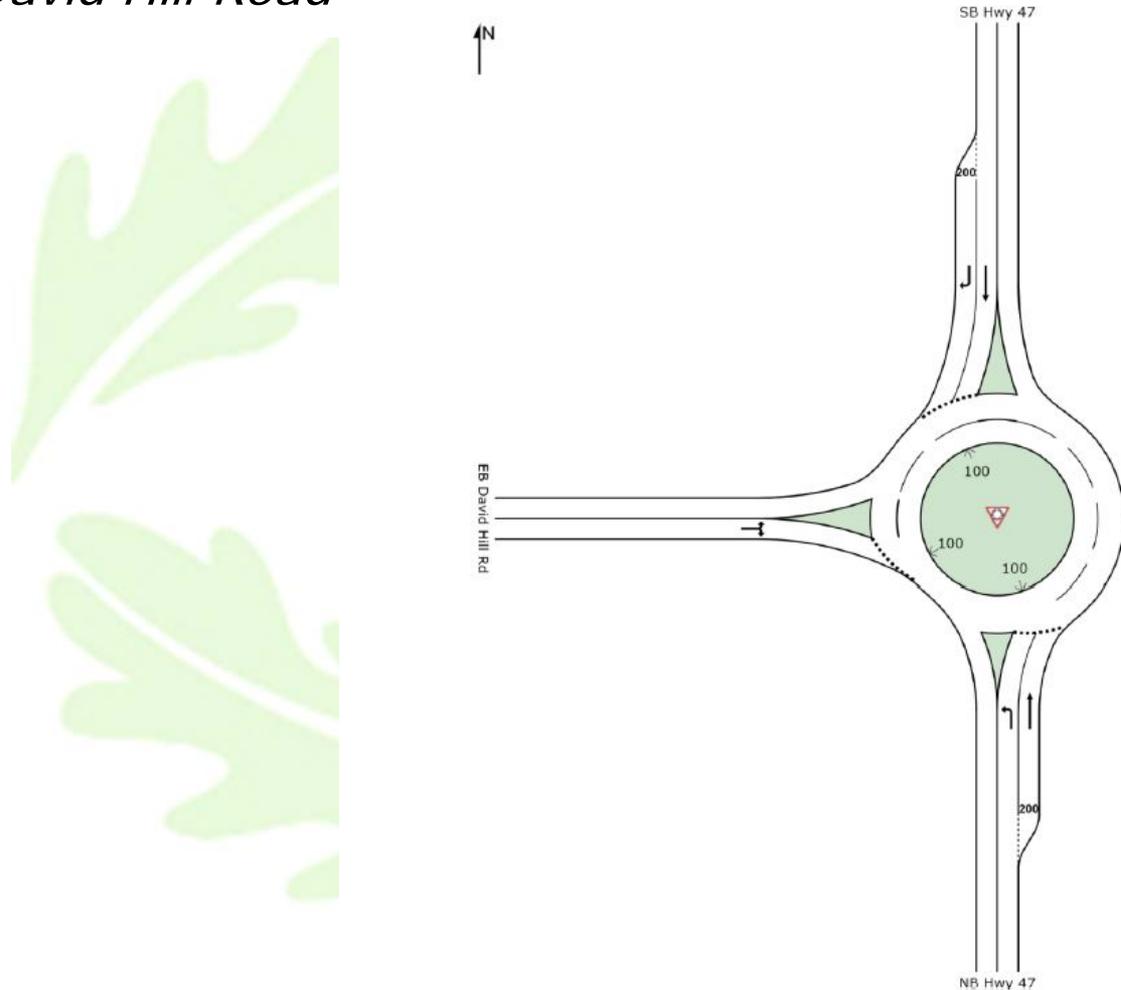


Both Improvements
Needed

Overview of Plan

- *Hwy 47/David Hill Road*

Projected 2035 Total Westside Volumes
PM Peak Hour
Roundabout



Overview of Plan

- *Water*
 - Address needs for upper and intermediate pressure zones
 - Estimated Costs: Total: \$17.5 million/Westside: \$8.5 million
 - Funding: Developer (8" lines) and SDCs

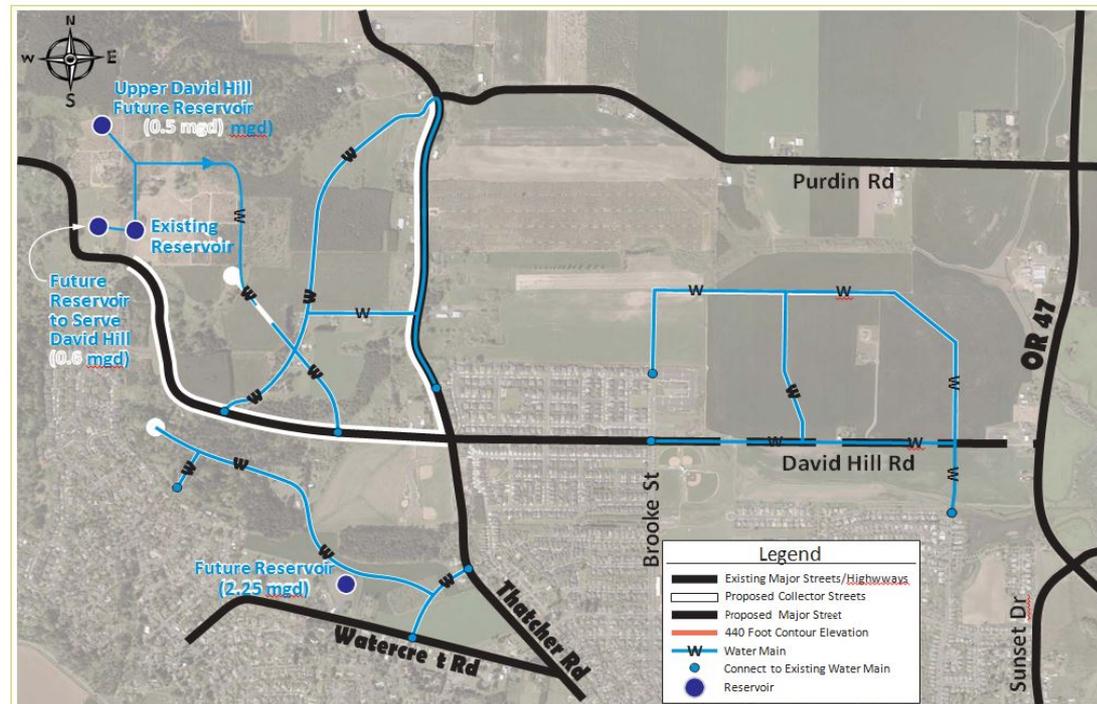


Figure 6
Water Utilities

Overview of Plan

- *Water*
 - Identified Funding Approach for Additional Consideration
 - Allocation of SDC revenue
 - Current Water SDC is \$5,478 per dwelling unit
 - Outside funding for the Westside is required unless the City devotes 76% of water SDC revenues collected from the Westside area for projects in the Westside area.
 - General Obligation Bond for Short-Term projects if needed
 - Backed by water rates
 - The approaches will be evaluated further when the City's Water Master Plan is updated

Overview of Plan

- *Sanitary Sewer*
 - Main lines along collector street network
 - Does not address sanitary sewer lines serving developments. This will be considered as part of development review
 - Estimated Cost: \$3.6 million
 - Funding: Developer and SDCs (96% regional facilities/4% local needs).

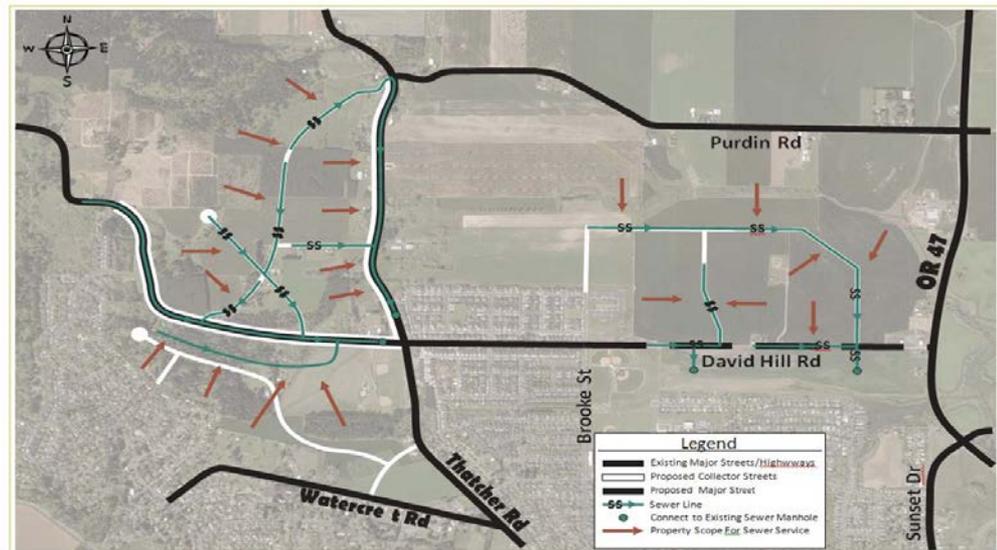


Figure 4
Sewer Utilities

Westside Planning Project
Forest Grove, OR

Overview of Plan

- *Sanitary Sewer*
 - Identified Funding Approach for Additional Consideration
 - The current sanitary sewer SDC is \$5,300 per dwelling unit
 - 96% of SDC revenue goes to Clean Water Services for regional needs.
 - 4% of SDC revenue is retained by the City for local needs.
 - Consultant recommended approach is to require developer construction and dedication of sanitary sewer lines below 12 inches in diameter and allocation of sanitary sewer SDC for Westside needs.
 - The consultant looked at an allocation of 18%, 40% and 100% of SDC revenues anticipated from the Westside area
 - Allocation of a percentage greater than 4% requires further discussion and concurrence by Clean Water Services.
 - The approaches will be considered further when the City's Sanitary Sewer Master Plan is updated.
 - City will request that Clean Water Services (CWS) use SDCs provided to CWS from Westside development for area improvements. If this is done no additional funding is required.

Overview of Plan

- *Storm Sewer*
 - Transportation system only
 - Not on-site storm sewer needs for individual developments
 - Estimated Costs: \$1.6 million (road system only)
 - Funding: Developer (on-site)/SDCs off-site needs

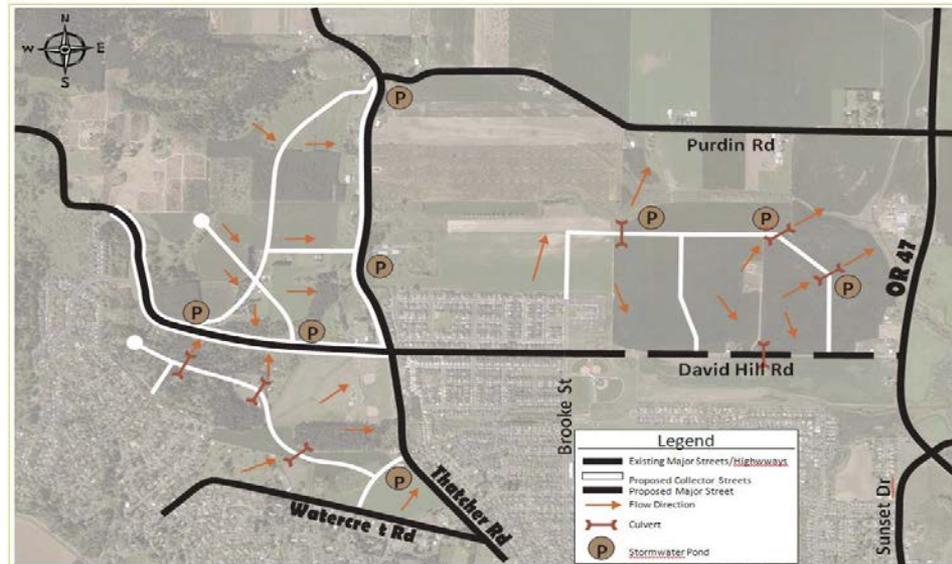


Figure 5
Stormwater Utilities

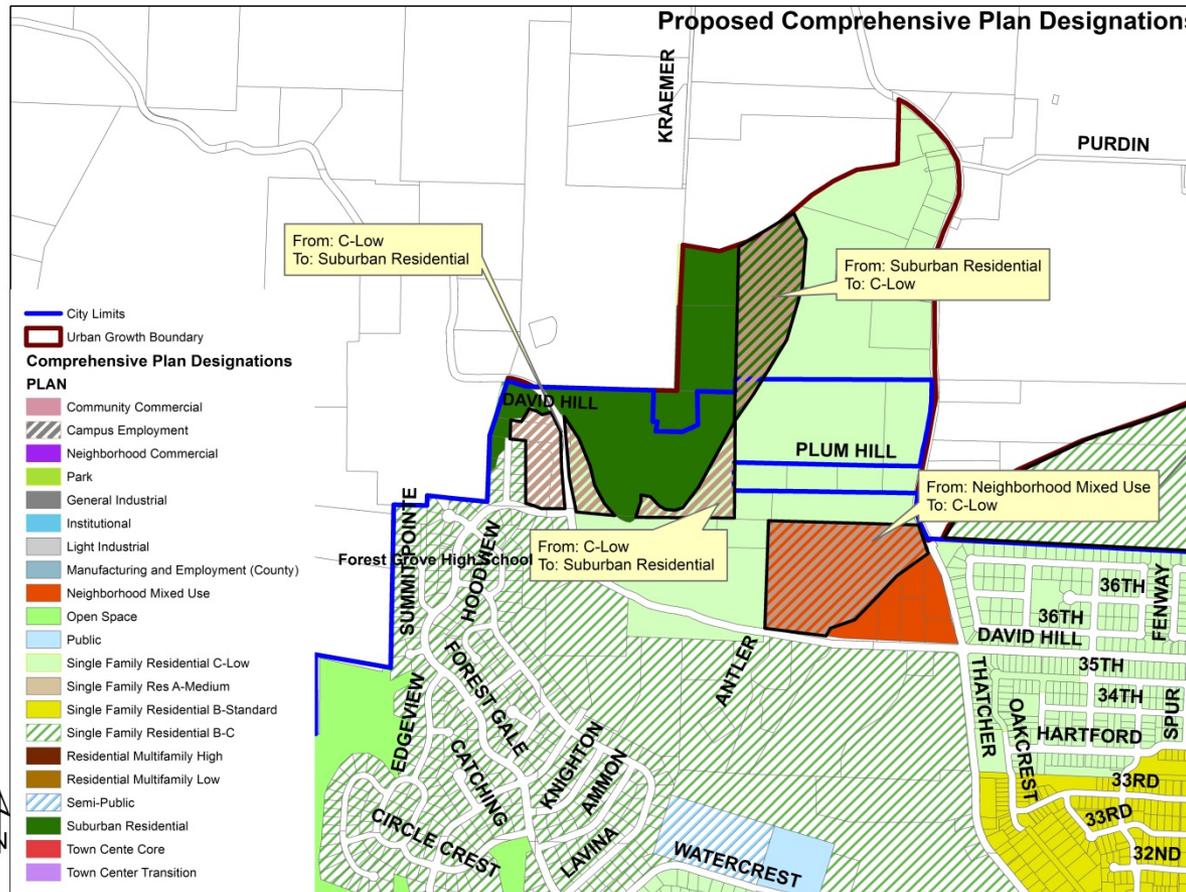
Westside Planning Project
Forest Grove, OR

Overview of Plan

- *Storm Sewer*
 - Identified Funding Approach for Additional Consideration
 - The current storm sewer SDC is \$510 per dwelling unit
 - Consultant recommended approach is to supplement this revenue a storm water rate surcharge of approximately \$7 per month for households in the Westside planning area.
 - This rate could be phased in over five years and indexed with inflation.
 - If the rate generates insufficient revenue local improvement and reimbursement districts could be considered.
 - The approaches will be reviewed further when the City's Storm Water and Drainage Master Plan is updated.

Overview of Implementation Measures

- Comprehensive Plan Map Amendments



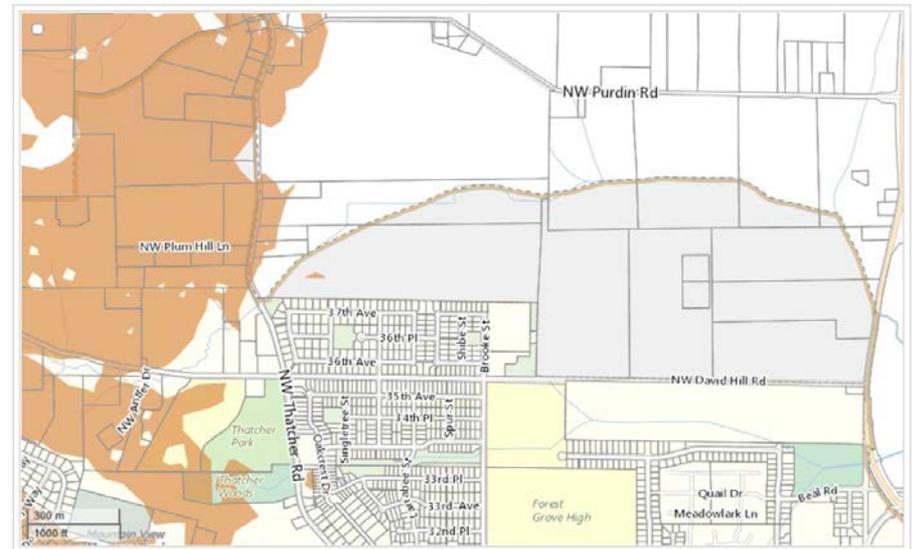
Overview of Implementation Measures

- Development Code Amendments
 - Development Code §10.8.310 (Hazard Areas)
 - Require geotechnical and engineering analysis for development sites with 10% slope or greater. Current requirement is 20%.

10% Slope

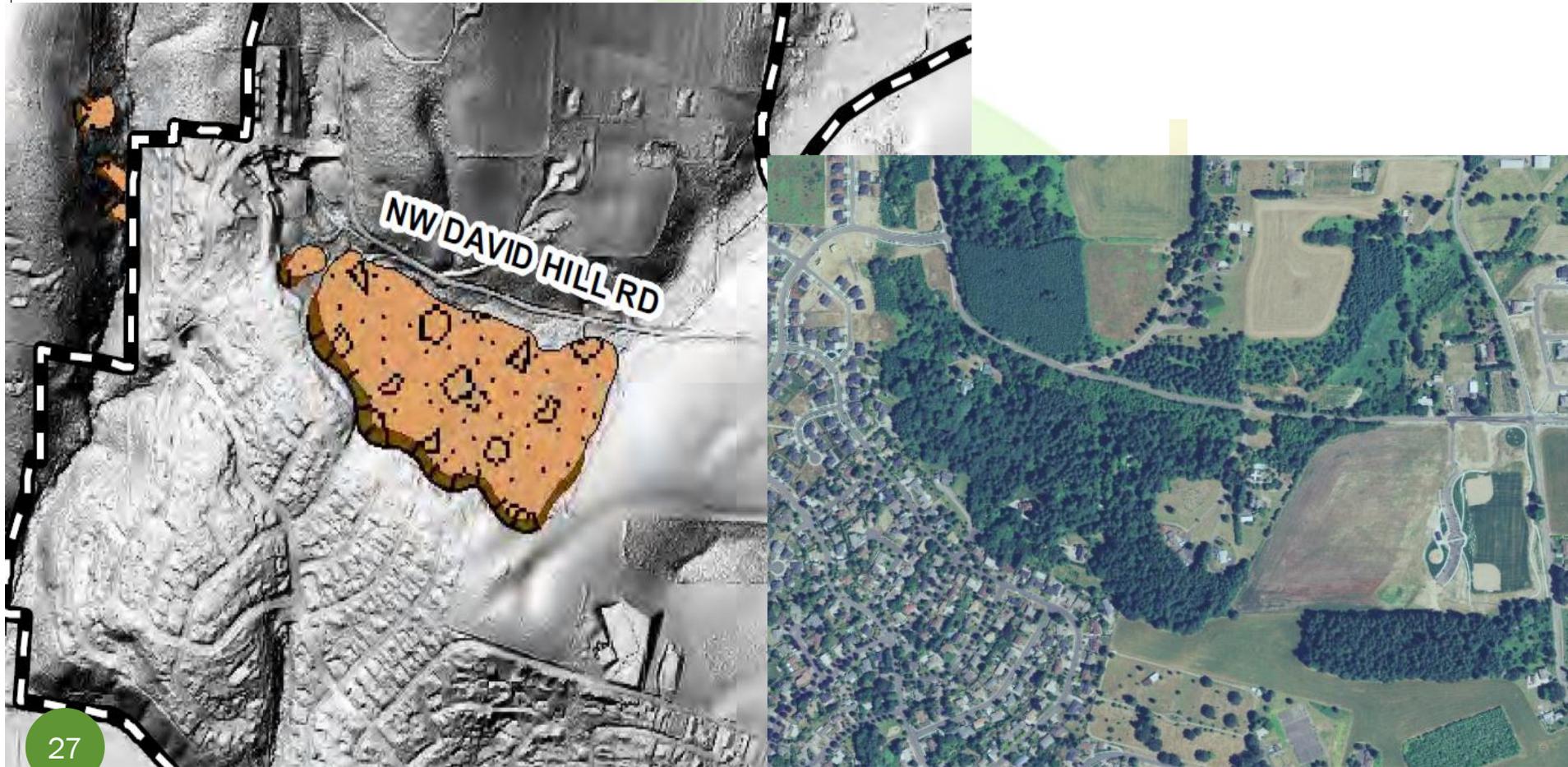


20% Slope



Overview of Implementation Measures

- Historic Landslide Area

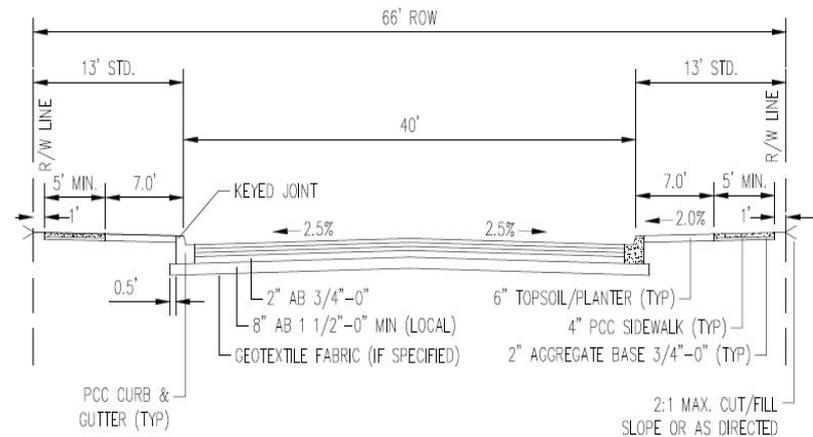
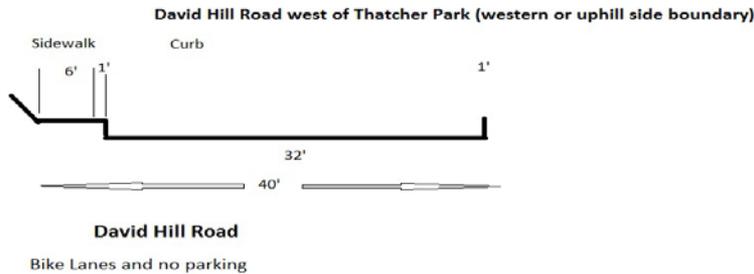


Overview of Implementation Measures

- Development Code Amendments
 - Development Code §10.8.610(M) (Grades and Curves)
 - Allow for collector streets with a maximum 15% grade for distances no greater than 250 feet. Current maximum is 12%. Development Code provides authority to Public Works Director to approve distances greater than 250 feet.
 - Concrete would be required by the Public Works Director where grade exceeds 12%.

Overview of Implementation Measures

- Transportation System Plan Amendments
 - David Hill Cross-Section

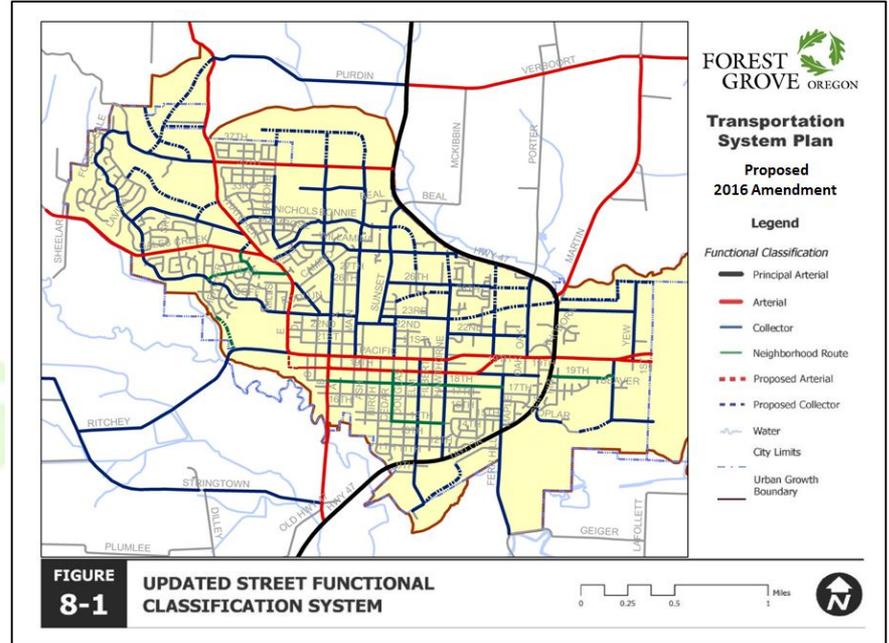
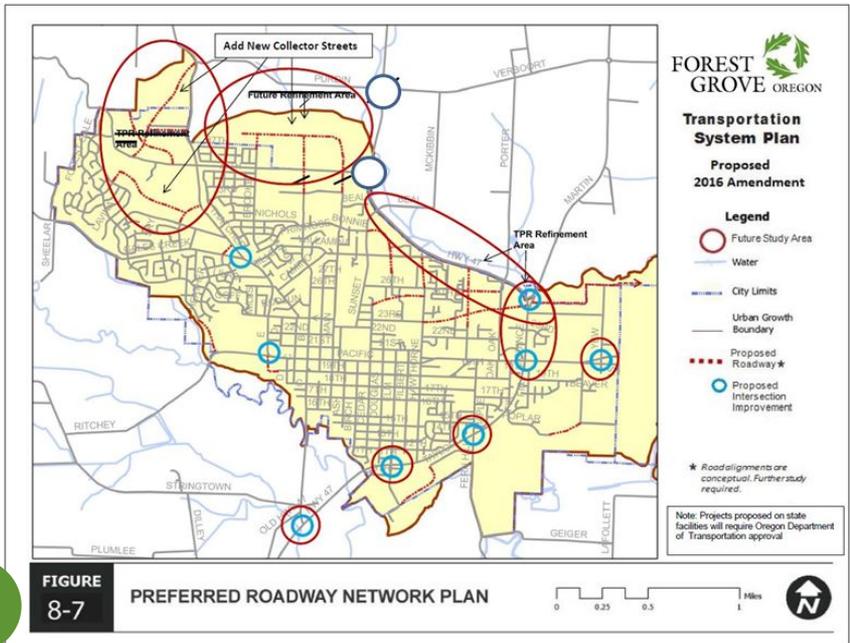


COLLECTOR ROADWAY SECTION

NTS

Overview of Implementation Measures

- Transportation System Plan Amendments
 - Add Conceptual Collector Road System
 - Update TSP wording and maps to reflect compliance with Metro Regional Transportation Functional Plan



Overview of Implementation Measures

- Funding Approach
 - Plan identifies several options for funding needed infrastructure
 - Approaches based on premise that development should pay for needed infrastructure
 - Assessment of area-wide fees vs. sub-area fees
 - Sub-area approach could result in supplemental fees being so high on David Hill that development may not be feasible
 - Planning Commission not being asked to make a recommendation to City Council about a specific approach
 - Identifying funding alternatives required by Metro Title 11
 - Approaches identified in the Plan will be evaluated further.
 - Recommendations for adoption will be made as part of future updates to facility master plans.
 - This allows a comprehensive look at fees considering localized and City-wide needs.

Public Comments

- Comments received to date
 - Concern about wording of legal notice required by Measure 56 being too vague
 - Concern about potential impact of development on existing views
 - Need for a mix of land uses

Public Hearing Process

- May 15th
 - Staff presentation of Plan and submittal of written comment to Planning Commission
- May 30th
 - Continuation of Planning Commission public hearing
 - Opportunity for verbal and written comments from public
- June 5th
 - Continuation of Planning Commission public hearing if needed
 - Planning Commission deliberations and adoption of motion making recommendations to City Council
- June 26th
 - Possible initial public hearing with City Council
- July or August
 - Completion of City Council public hearings and adoption of required ordinances

Questions?