

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 9/10

SUBJECT: Reserves - Area 7

AGENDA NUMBER OR TOPIC: _____

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Matt Wellner

ADDRESS: 17933 NW Evergreen Pkwy

CITY/STATE/ZIP: Beaverton, OR 97006

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

September 10, 2009

Multnomah County Board of Commissioners
Attn: Chair Ted Wheeler
501 SE Hawthorne Blvd, Suite 600
Portland, Oregon 97214-3587

Re: Planning Commission Discussion of Urban Reserve Pockets - Lower Springville Road Area

Dear Chair Wheeler and Members of the Board,

At the August 10, 2009, Multnomah County Planning Commission meeting there was discussion about the potential for designating some pocket Urban Reserve areas. It is our understanding that the Planning Commission recommendation was consistent with that of the Citizen Advisory Committee (CAC) and that adjustments for pocket Urban Reserve areas were not made. Unfortunately, the combination of too much information and too little time made it difficult for the Planning Commission to consider any reasonable changes to the CAC recommendation, which included only Rural Reserves and did not identify any areas for future urbanization.

Within Multnomah County there are clear opportunities to identify some pocket Urban Reserve areas where planned and/or existing infrastructure investments can be leveraged. One such opportunity is referred to by Staff and the CAC as the Lower Springville Road area, which is found immediately adjacent to the east of the North Bethany UGB expansion area. The Lower Springville Road area was identified by the CAC as having the highest suitability for an Urban Reserve on the west side of Multnomah County. This statement is encouraging, but without an Urban Reserve designation a tremendous opportunity will be missed to more efficiently and effectively utilize investments in public infrastructure that can be found right next door.

Development within the North Bethany concept planning area has been underway for over two years. The Arbor Oaks development is located in the southwest corner of North Bethany, with vertical construction well under way. Planning for the remainder of North Bethany is nearing completion. Adoption of Ordinance 712 and the associated finance plan is expected to occur within the next three months. Throughout the next ten years, a substantial front-end investment will be made for on and off-site improvements found immediately adjacent to the Lower Springville Road area. North Bethany will generate substantial SDC revenue, targeted for the construction of public infrastructure within and around the planning area. Additional public infrastructure investments will be made by private development, which will result in the creation of logical multi-modal connections to the Lower Springville Road area. The impending development of North Bethany will result in a tremendous investment of hundreds of millions of dollars in infrastructure improvements. It is important that we recognize the benefit of leveraging this neighboring investment through the identification of the Lower Springville Road area as an Urban Reserve.

Outside of North Bethany, existing sewer and water infrastructure can be found immediately south of the UGB. This infrastructure can already provide access to much of the Lower Springville Road area. Transportation improvements made as part of the North Bethany project will provide added capacity for future urbanization. Additionally, Washington County has identified the potential connection of Saltzman Road to Springville Road, which will add greatly needed north-south connectivity to the area. This much needed north-south collector is more likely to occur in an urban setting.

Through good planning, urbanization of the Lower Springville Road area can provide a logical transition between urban and rural uses, while providing added connectivity from the west to Forest Park. Although a few individuals will testify to the productivity of this area for farming, the Oregon Department of Agriculture has identified the entirety of this area as conflicted for farming, and numerous generational property owners have testified that farming cannot be sustained with any level of productivity for the long-term. The Lower Springville Road area is clearly not suitable for an agricultural Rural Reserve designation and existing natural resources can and will be protected in an Urban Reserve setting.

The focus of this decision must be on the benefits associated with existing and planned investments that can be found just next door. North Bethany is an essential building block for the Lower Springville Road area, and it is just on the horizon.

The attached document, which was submitted to the Planning Commission and the CAC, discusses the Urban Reserve factors as they apply to the Lower Springville Road area. This document clearly discusses the suitability of this pocket area for an Urban Reserve designation. Thank you for considering our remarks. Should you have any questions regarding the information contained herein feel free to contact me at (503) 597-7147.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Wellner', with a long horizontal flourish extending to the right.

Matt Wellner
Tri-County Investments
An affiliate of Metropolitan Land Group

WEST FOREST PARK CONCEPT PLANNING AREA

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- Lancaster Engineering Transportation Assessment for East Bethany (West Forest Park)
- Exception Lands Identification Map
- Oregon Department of Agriculture Conflicted Lands Map

WEST FOREST PARK CONCEPT PLANNING AREA

STATISTICS (APPROXIMATE)

- | | |
|---|-------------------------|
| • Total acreage of West Forest Park concept planning area – | 1,634 acres |
| • Area 93 acreage within West Forest Park concept planning area – | 158 acres |
| • Title 11 qualifying development acreage “Flatlands” – | 486 acres |
| • Today’s estimated park SDC fees generated by West Forest Park – | \$43,000,000.00 |
| • Title 11 exception acreage “Natural Areas” – | <u>990 acres</u> |
| ➤ Natural Area public domain acreage – | 800 acres |
| ➤ Protected development rights within Natural Area – | 190 acres |

OBJECTIVES (NATURAL AREAS)

- Garner a significant addition to the public domain; West Forest Park could protect up to 990 acres as public open space through an urban concept planning process.
- Enhance and protect critical riparian areas and upland habitat.
- Provide a safe environment for deer, elk and other animals.
- Create passive recreation and nature education opportunities.
- Eliminate clear cutting, which is allowed under existing limited rural tree protection.
- Cluster housing in Title 11 exception areas to protect property rights while adding large preservation tracts to the public domain.
- Apply urban design standards (such as tree preservation / lighting regulations) aimed towards maximizing natural aesthetics and protection of Natural Area views for Greater Bethany and beyond.

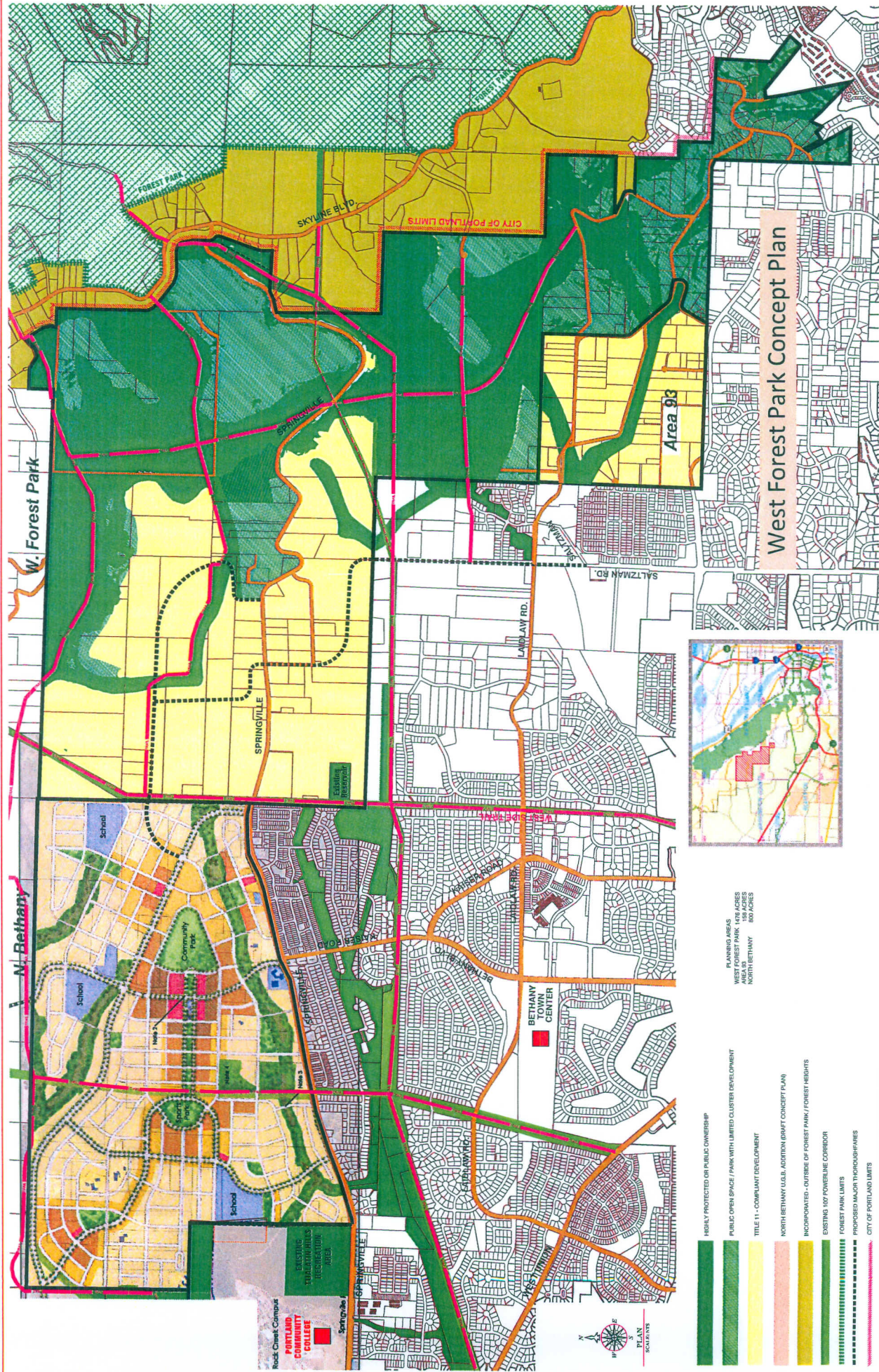
OBJECTIVES (FLATLANDS)

- Add significant urban development capacity.
- Efficiently utilize readily available infrastructure, limiting the need for public investment.
- Expand on local trail system portals in order to enhance west side access points to Forest Park.*
- Focus on the provision of pedestrian and bicycle connectivity to existing centers.*
- Expand existing/planned transportation facilities and focus on enhanced north/south connectivity through the logical extension of Saltzman Road.
- Place urban development on land identified by Oregon Dept. of Agriculture as conflicted for farming.

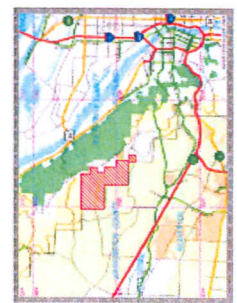
URBANIZATION POLICIES AND TOOLS FOR PUBLIC DOMAIN ACQUISITIONS

- Added riparian setbacks ensured through concept planning and entitlement processes.
- No development on slopes greater than 25%.
- Upland habitat protections via clustering and open space acquisitions/dedications.
- Title 11 exception areas subject to density and design modifications.
- Cluster development will result in large residual areas dedicated to the public.
- Acquisitions largely driven by West Forest Park SDC fees (for parks) in excess of \$43,000,000.00, additional resources include Metro open space bond funds, tax credits for easements/dedications, and CWS stream cooling resources.

**Applicable to Natural Areas and Flatlands*

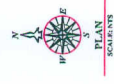


West Forest Park Concept Plan



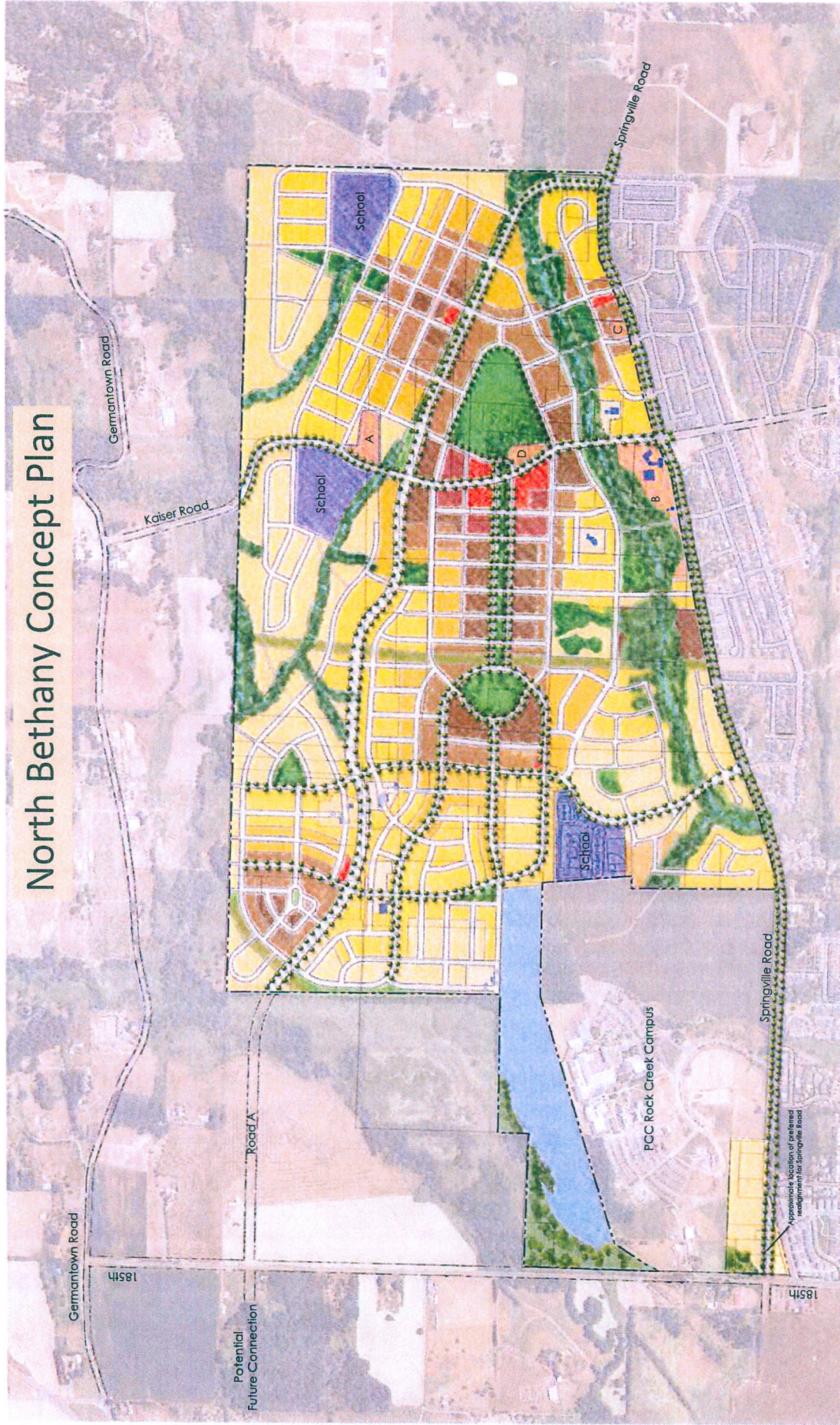
PLANNING AREAS
WEST FOREST PARK 1475 ACRES
NORTH BETHANY 1000 ACRES
NORTH BETHANY 1000 ACRES

- HIGHLY PROTECTED OR PUBLIC OWNERSHIP
- PUBLIC OPEN SPACE / PARK WITH LIMITED CLUSTER DEVELOPMENT
- TITLE 11 - COMPLIANT DEVELOPMENT
- NORTH BETHANY UGA ADDITION (DRAFT CONCEPT PLAN)
- INCORPORATED - OUTSIDE OF FOREST PARK / FOREST HEIGHTS
- EXISTING 100' POWERLINE CORRIDOR
- FOREST PARK LIMITS
- PROPOSED MAJOR THOROUGHFARES
- CITY OF PORTLAND LIMITS
- GREATER BETHANY / REGIONAL / FOREST PARK TRAIL SYSTEM



Rock Creek Campus
PORTLAND COMMUNITY COLLEGE
EXISTING TOWNHILL DEVELOPMENT AREA

North Bethany Concept Plan



Bethany

a community of distinction
25 march 2009

Illustrative Concept Plan

Land Use Designations

- High Density Residential (R-30+)
- Medium Density Residential (R-18)
- Low Density Residential (R-12)
- Low Density Residential (R-7-9)

Community Services

- Mixed Use Center
- Cemetery
- Church
- Public Schools
- Fire Station
- Civic Site

Parks

- Open Space
- Power Line Corridor

Institutional

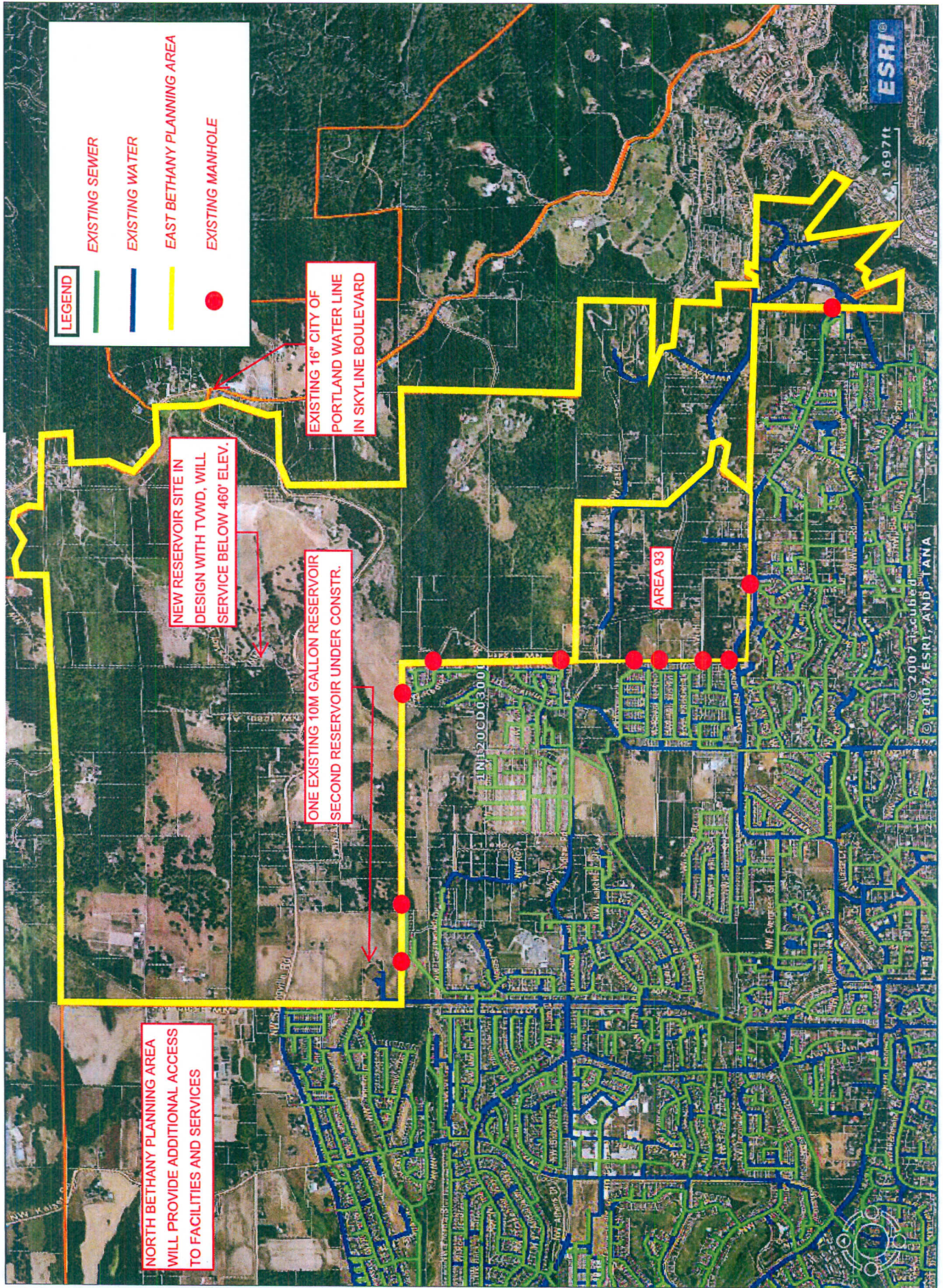
- Fire Station
- Civic Site

Notes

- This map is preliminary. All designations are subject to change.



WATER AND SEWER SERVICE PROVISION



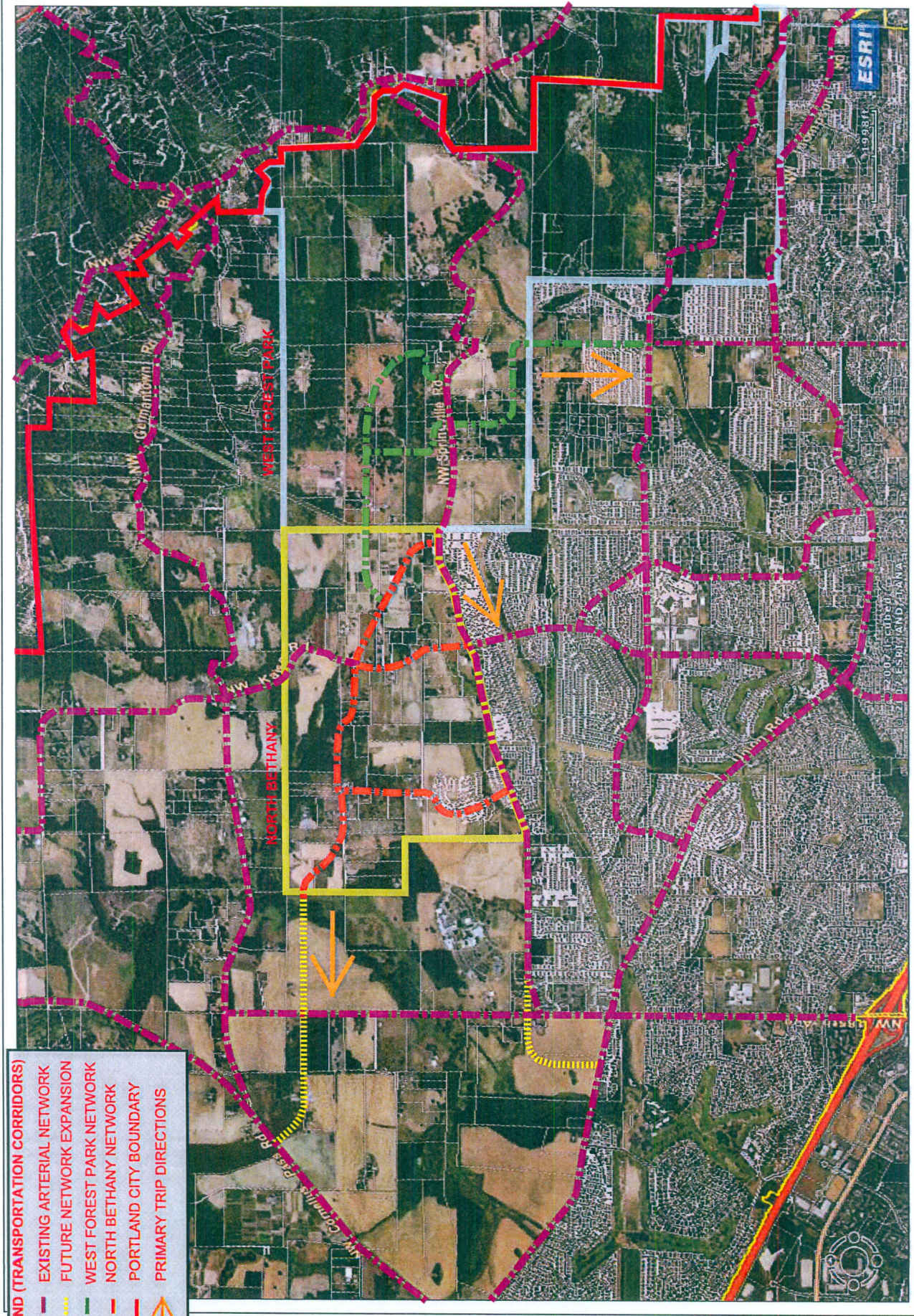
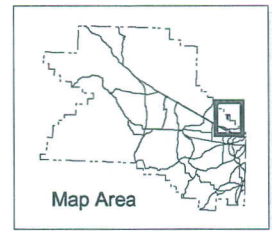
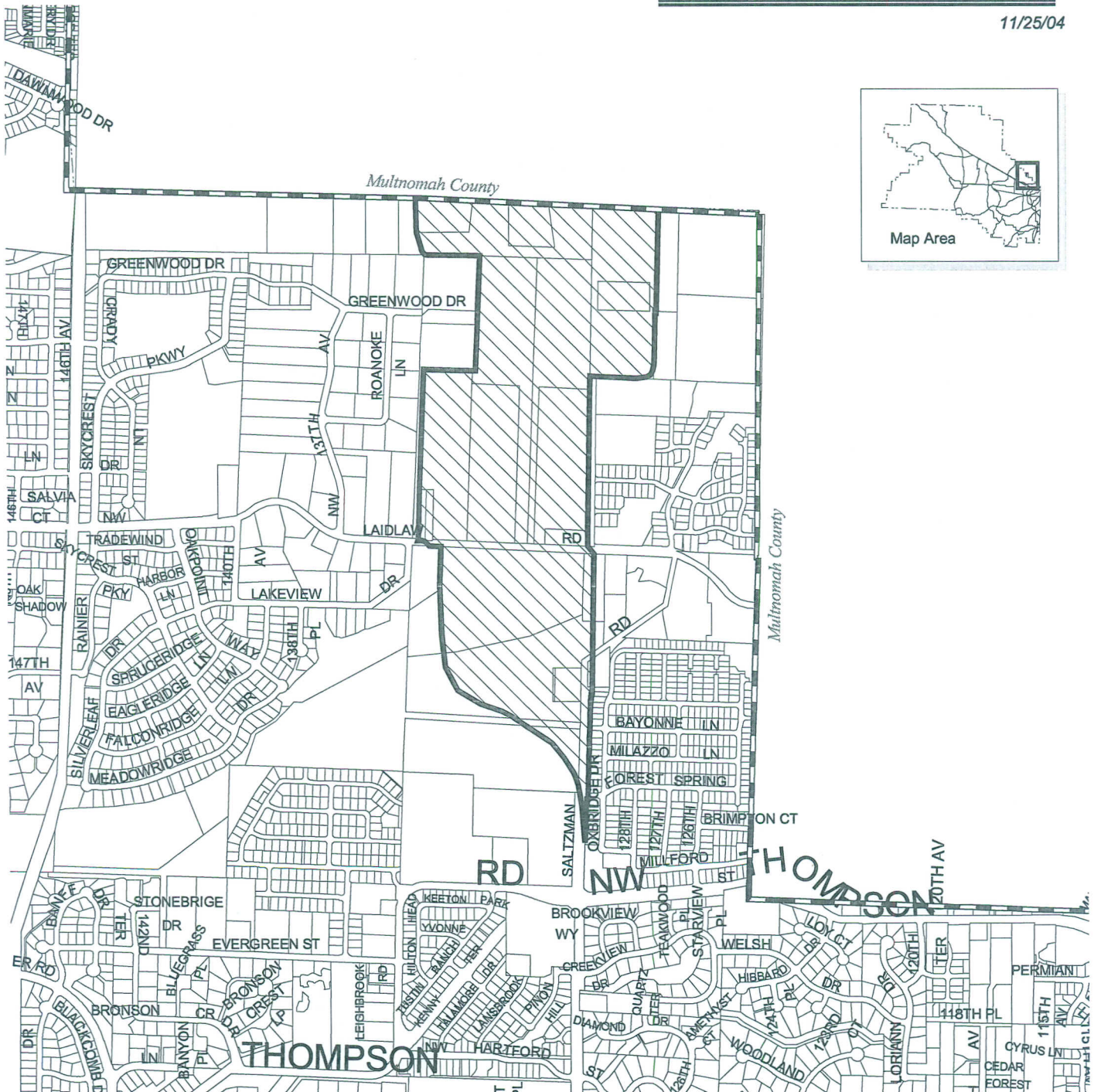




Figure 9A Saltzman Road Extension Study Area Overlay Map

11/25/04



-  Saltzman Road Study Area
-  Urban Growth Boundary



700 0 700 Feet

South Hillsboro Urban Reserve Street Plan:

The urban reserve area street plan development in this area currently includes an extension of Cornelius Pass to connect to 209th Avenue. This extension was included as a placeholder for evaluation purposes. It is recognized that the area will require further study, particularly resolution of issues along Tualatin Valley Highway, before inclusion in the UGB. The transportation study will evaluate the Cornelius Pass extension and the transportation needed to support the development prior to any UGB expansion in the area.

Fairfield - Terman Study Area:

The need for east-west connectivity and a street connection between Fairfield and Terman in this vicinity has been established, but a decision on how best to meet this need has not yet been made.

OHSU West Campus Study Area:

The OHSU West Campus Study Area is bounded by Northwest Cornell Road to the north, Northwest 185th Avenue to the east, Southwest Baseline to the south and Northwest Cornelius Pass Road to the west. The OHSU West Campus itself is bounded by Northwest Walker Road to the north, Northwest 185th Avenue to the east, the MAX light rail line to the south and Northwest 206th Avenue to the west. The OHSU West Campus currently has a need for east-west and north-south connections to provide connectivity and mitigate impacts of the Campus on adjacent transportation facilities. However, due to the unique uncertainty of the level or nature of further development on the OHSU West Campus, it is impractical to designate specific road alignments at this time. Therefore, additional streets to provide connectivity within the OHSU West Campus will be evaluated as part of the transportation impact analysis required for approval of a City of Hillsboro Concept Development Plan for the OHSU West Campus. In addition, the transportation impact analysis will also evaluate connectivity between the West Campus and the Quatama MAX Station and the Willow Creek Transit Center/MAX Station.

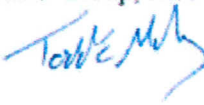
David Hill Road Extension Study Area:

A need for additional east-west and north-south travel connections in the area north of the current Forest Grove city limits and west of Hwy. 47 has been identified. The nature and location of these improvements, however, requires further study.

Saltzman Road Extension Study Area:

There is an identified need for a generally north-south Collector roadway in the vicinity of the Saltzman Road Extension Study Area shown on the Washington County Study Areas Map (Figure 9). The Study Area is more specifically described on the Saltzman Road Extension Study Area Overlay Map (Figure 9a), which identifies specific properties included in the study area. Land Development proposals affecting portions of properties within the Saltzman Road Extension Study Area shall be required to incorporate a Collector roadway in their development proposal and to indicate how that Collector might feasibly be extended to both serve other properties in the area and to connect with Saltzman Road to the South. It is anticipated that this study area and its provisions are interim measures. The County anticipates undertaking a broader planning process to address the needs of properties north and west of the study area that were recently added to the urban area. That study and its recommendations are expected to address this study area as well.

TECHNICAL MEMORANDUM

TO: Matt Wellner, Metropolitan Land Group, LLC
FROM: Todd E. Mobley, PE, PTOE 
DATE: February 26, 2009
SUBJECT: East Bethany Transportation Assessment



**LANCASTER
ENGINEERING**

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

INTRODUCTION

This memorandum is written to discuss the transportation considerations associated with the urban development of East Bethany, an area adjacent to and directly east of the North Bethany planning area. As you know, urban development in North Bethany has been in the planning stages for some time. This transportation assessment assumes development of North Bethany will be in place, including the corresponding transportation improvements. Of particular interest in this analysis is the ability to serve the transportation needs of development in the East Bethany area with respect to connectivity and infrastructure costs.

CONNECTIVITY

Currently, the east Bethany area is served primarily by Springville Road, which passes east/west through the planning area, connecting Skyline Boulevard to the east and Kaiser Road to the west. In the planning area, Springville Road is a rural, two-lane facility with no curbs, sidewalks, or bike lanes. To the north is Germantown Road and Old Germantown Road, although these roads are outside of the planning area and there is no direct connection between them and Springville Road. Similarly, Laidlaw Road is south of the planning area with no direct connectivity.

In general, terrain in the East Bethany area becomes steeper as you travel east toward Skyline Boulevard. Accordingly, opportunities for connectivity are more available from the middle of the planning area to the west where the highest intensity of development is reasonably expected to occur. Successful development of this area would rely heavily on the ability to provide additional connectivity, particularly in the north/south direction, which is currently lacking. One potential option that I understand has been explored in the past is the northern extension of Saltzman Road from its current terminus near Laidlaw Road into the East Bethany planning area, forming an intersection with Springville Road. This would provide an essential north/south connection as well as an additional travel route to the Central Bethany area to the south and west.

Connectivity to the west would be favorable, as the East Bethany area could connect with the street system that is currently being planned for North Bethany. These connections will increase the number of east/west routes, minimizing out of direction travel and helping to reduce traffic demands on Springville Road. Moreover, the East Bethany traffic could make use of the significant infrastructure that will be constructed for North Bethany, improving the efficiency of this transportation investment.



Matt Wellner
February 26, 2009
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INFRASTRUCTURE COSTS

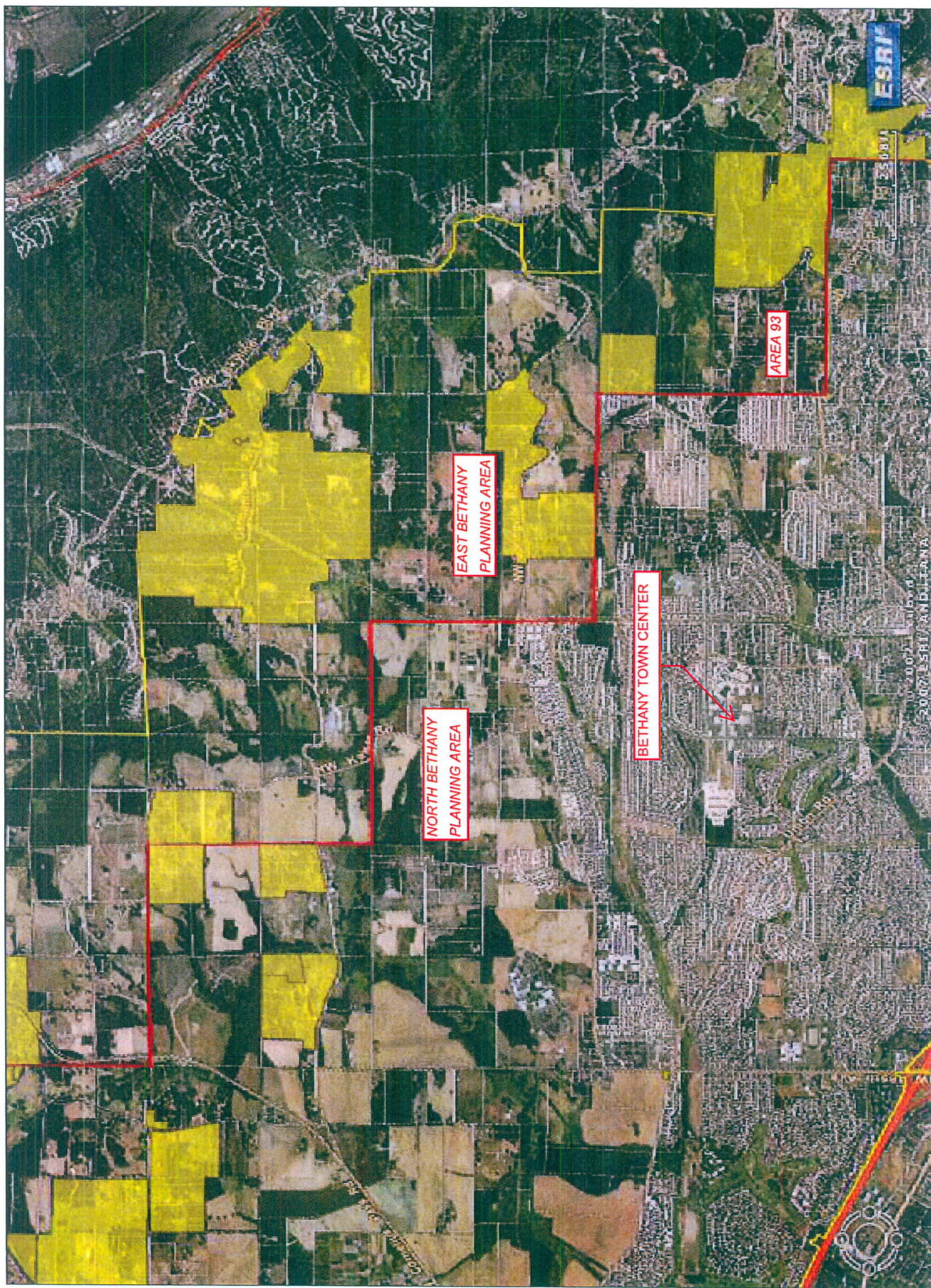
As mentioned above, terrain in the East Bethany area generally gets steeper and more arduous as you travel east through the planning area. Urban upgrades would be necessary on Springville Road, similar to those that are planned to the west in the North Bethany area. The eastern portion of Springville Road would also need to be upgraded. It may be possible to use a reduced roadway section since it is not likely that the steeply sloped abutting lands will be developed with intense uses. As such, features typically associated with intersections such as auxiliary lanes or center turn lanes will not be necessary.

As mentioned in the prior section, the development of East Bethany would be able to benefit from the significant infrastructure costs that are already being planned for North Bethany. A significant amount of East Bethany traffic would be to and from the west, which would utilize the North Bethany streets and intersections.

One concern that should be examined in more detail is the impacts of urban development on transportation infrastructure to the east. Much of the existing road network, such as Skyline Boulevard, Springville Road, and Germantown Road, consists of relatively narrow and curvilinear roads that are constructed to rural standards. With urban development in the East Bethany area, improvements to these facilities for both safety and capacity would be anticipated.

SUMMARY & CONCLUSIONS

In general, urban development of the East Bethany area appears to be feasible and could facilitate significant transportation improvements and connectivity, such as a possible northern extension of Saltzman Road. The ability to connect directly to the transportation infrastructure that will be constructed as part of the development of North Bethany will help reduce the cost of infrastructure to accommodate development of the area as well as provide a more efficient use of already-planned North Bethany streets and intersections. It is expected that with development of East Bethany, safety and capacity improvements will be necessary on what are now rural two-lane roads in the eastern vicinity of the planning area.



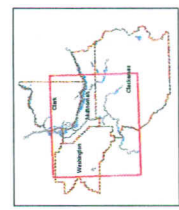
Agriculture Land Inventory and Analysis

Conflicted Areas

- Conflicted Areas
- Metro UGB
- Neighboring Cities' UGB
- County Boundaries

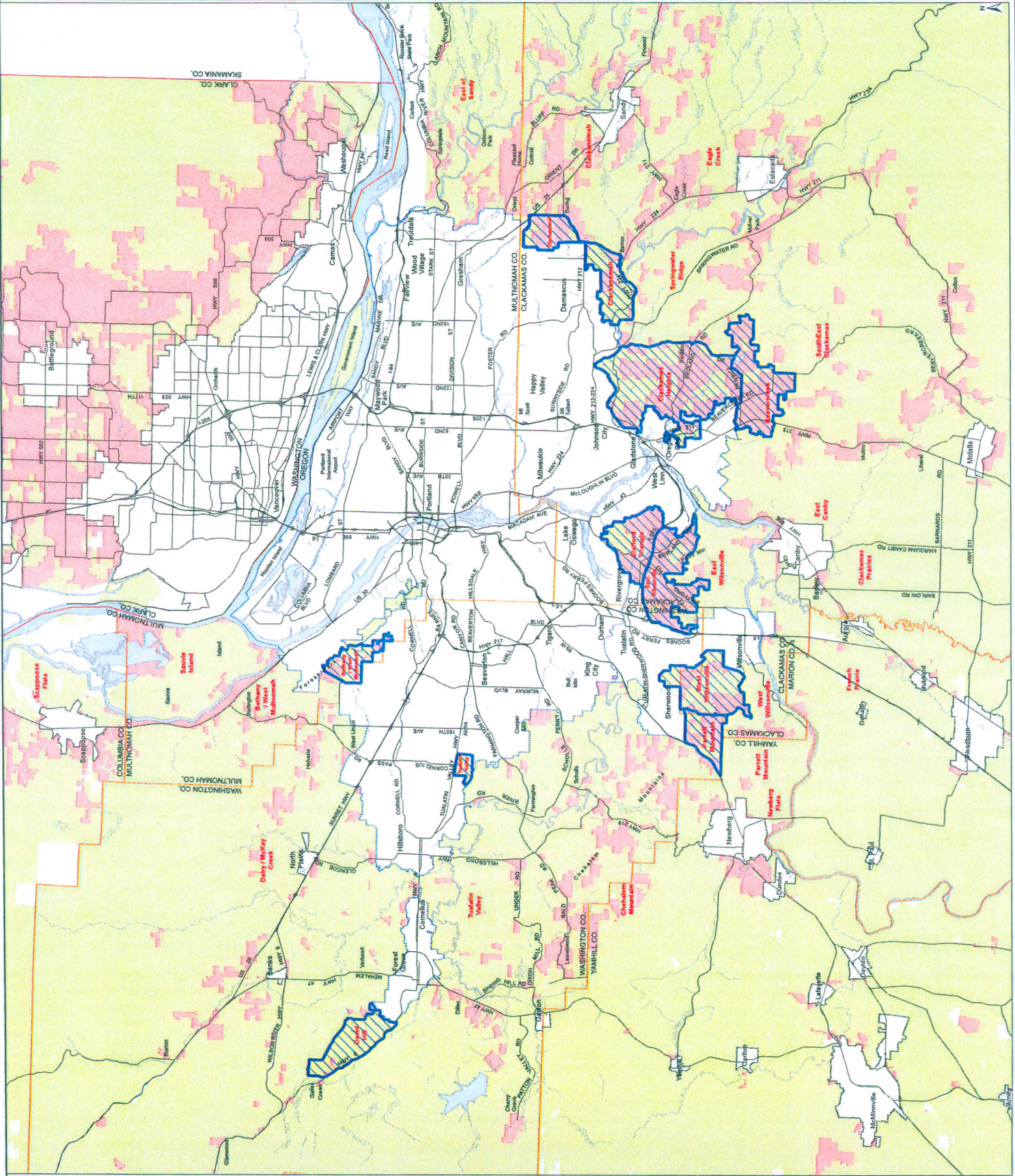


Scale: 1 inch equals 10 miles
0 5 10 Miles



Location Map

Map No. 1
Agriculture Land Inventory and Analysis
Oregon Department of Agriculture
1000 NE Oregon Street, Suite 200
Portland, Oregon 97232-3200
Phone: 503/281-2000
Fax: 503/281-2001
Internet: <http://www.oregon.gov/ODA>





CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

Matt Wellner
Submitted

September 4, 2009

Charles Beasley
Multnomah County
1600 SE 190th Avenue
Portland OR 97233

RE: East Bethany Area

Dear Mr. Beasley:

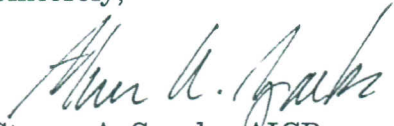
During the course of the Urban and Rural Reserves review with the Multnomah County Reserves Citizens Advisory Committee, the area east of Washington County's North Bethany area was identified by local land owners and their representatives as a potential urban reserve. For the purposes of this letter, the area is referred to as East Bethany. The area has been graphically identified by maps submitted to the record by Tom Vanderzanden and/or Matt Wellner. Representatives of some land owners approached the City of Beaverton to inquire to the City's willingness to provide governance and urban services to the East Bethany area. The purpose of this letter is to inform Multnomah County that the City of Beaverton is willing to provide governance and urban services to the subject area.

The position of the Beaverton City Council is that the East Bethany area should be studied for suitability as an urban reserve. The primary reason for this recommendation is the fact that the lands in the area are not classified as "foundation" agricultural land but rather "important" or "conflicted" agricultural lands. If Multnomah County were to decide to recommend the East Bethany area as an urban reserve, the Beaverton City Council is willing to provide governance and urban services to the East Bethany area. The City would provide these services only when the City of Beaverton corporate limits are contiguous to the East Bethany area. Given the current distance of the City of Beaverton city limits from the subject area, it may be some time before the City would be in a position to provide that service. However, if a new city were established contiguous to the East Bethany area or if the City of Portland were able to demonstrate the ability to provide service to the East

Bethany area, the City of Beaverton would not object to those cities providing governance and urban services to the East Bethany area.

If you have any questions about this letter or the City's position on Urban or Rural Reserves, please feel free to contact me at 503-526-2429.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steven A. Sparks". The signature is fluid and cursive, with the first name "Steven" and last name "Sparks" being clearly legible.

Steven A. Sparks, AICP
Interim Community Development Director