

Bridlemile Neighborhood Association Vision Statement & Zoning Map June 11, 1997

1.0 Introduction

The Bridlemile Neighborhood Association (BMNA) was split out from the Bridlemile Robert Gray NA and had its first meeting in January 1997. Since then one of its main goals has been to respond to the SW Community Plan by drafting a Vision Statement and creating a related Zoning Map. The work on this has been done mainly by the Land Use Committee chair, co-chair, and six interested NA members which have met twice a month outside of the monthly NA meetings. The resultant draft maps and proposals have been discussed at the monthly NA meetings.

1.1 Description of Neighborhood

Bridlemile is bounded approximately by Scholls Ferry Road to the West, Patton Road to the North, Dosch Road to the East, and Beaverton Hillsdale Highway 10 (BvH) to the South. The proposed Raleigh Hills Town Center (RHTC) portion of BM is bounded roughly by Scholls Ferry, Fanno Creek, Shattuck, and BvH. The development along BvH is characterized by a mixture of commercial and apartment complexes. Most all of the commercial lies between BvH and Fanno Creek, and from Scholls Ferry to 39th. The apartment complexes are in the same area, with a number of complexes just North of Fanno Creek and to the east of 39th as well. The majority of the neighborhood to the North of Fanno Creek is characterized by Single Family Residential R7 and R10 properties. A significant amount of land is within the environmental overlay zone defined by Fanno Creek and its tributaries. The major recreational parks in BMN are: Hamilton Park and Albert Kelly Park. These remain the only publicly accessible open areas in Bridlemile.

BvH is the major transportation corridor running East West along BM's southern border. Hamilton Street is the next most heavily used East West route across the neighborhood, as is Patton Road along BM northern boundary. Scholls Ferry is the Major north south roadway, connecting BvH and the Sunset Highway (US 26). The other north south roads are Shattuck Road which bisects the neighborhood, and further to the east Dosch Road. Bridlemile is served by public transportation running East/West along BvH (#54, #56), Hamilton(#55), and north south along a portion of Dosch(#51). Except for portions along BvH there are few pedestrian sidewalks in the BMNA area.

Many of the concerns of the BMNA cannot be addressed by zoning alone. Many of them are qualitative concerns that might best be addressed through a review process and community design guidelines, especially for projects in the RHTC and any infill greater than the current zoning. There is a strong desire among those in BMNA to improve the quality of environment in BM neighborhood, especially along BVH including the RHTC area.

On May 08, 1997 a draft of this document was distributed at the BMNA meeting. There was a brief discussion and Q&A session regarding each section of the document, after which each person was asked to check Approve or Disapprove. Sections 4.1.4 and 4.4 were added at the meeting. The results are presented after each section description in the form #Approve: #Disapprove followed by the percent approval or disapproval for each section.

2.0 Pedestrian, Bike, and Traffic Improvements

2.1 Beaverton Hillsdale Highway (BvH)

2.1.1 Complete Existing Sidewalks • 25:6 = 81% Approve

Complete the sidewalk system both between Scholls Ferry and 39th, as well as extend it from 39th to Dosch.

2.1.2 Pedestrian Islands • 26:6 = 81% Approve

BMNA, in agreement with the Hayhurst Neighborhood Association would like to see Pedestrian Islands at the major intersections and bus stops. Besides making it more comfortable to cross BVH these would also greatly enhance the safety of doing so since they would provide protection for pedestrians and make traffic more aware of these pedestrian crossing zones. Painted crosswalks should be at these locations, and if/where necessary pedestrian crosswalk lights should be installed. These pedestrian islands would also help break up the four lane monotony of BVH.

2.2 Shattuck and Hamilton Safe Walks • 31:0 = 100% Approve

BMNA would like to have hard surfaced pedestrian safe walks. These do not have to be sidewalks, but should be clearly delineated from traffic by a hump, bump dots, or other feature that would make cars aware of the road/walk boundary and afford pedestrians some measure of safety. The walks need to have a hard surface, and specifically not be gravel paths which twist ankles and are otherwise difficult to walk on.

2.3 Informal Paths • 26:6 = 81% Approve

There are a number of short pedestrian and bike path/shortcuts in BM. Where ever possible the BMNA would like to see these maintained, and incorporated a connected system of paths as proposed by the SW Trails group.

2.4 Fanno Creek Trail • 12:21 = 64% Disapprove

BMNA would like to see a pedestrian/bike path created along Fanno Creek from Shattuck on the East to 60th on the West.

2.5 Traffic Problem Area 53rd & Shattuck • 25:7 = 78% Approved

Traffic along Shattuck from Hamilton to BvH and on the “shortcut” of 53rd from Hamilton to Shattuck goes much too fast, especially considering the school located at the corner of 53rd and Shattuck. Some form of traffic calming needs to be applied to these streets in this area.

2.6 Two Possible Funding Methods

To help fund the above pedestrian improvements the BMNA would consider a

2.6.1 Neighborhood-Wide LID • 11:15 = 58% Disapprove

and/or

2.6.2 System Development Charges • 20:1 = 95% Approve

3.0 Beaverton Hillsdale Highway Corridor

This is the busiest transportation/commercial corridor in the neighborhood. As a result of uncontrolled development it has become the least appealing area of the neighborhood as well. The continuous unbroken 4 lanes of traffic, with unsightly parking lots and a sidewalk unseparated from traffic all contribute to its uninviting visual appeal and traffic noise. Possible improvements that could alleviate these problems include:

3.1 Planted Median • 18:12 = 60% Approve

Down center of BvH with well defined left turn lanes and the Pedestrian Islands mentioned in Section 2.1 above.

3.2 Planting/buffer • 18:10 = 64% Approve

Which would separate sidewalks from the edge of BvH.

The recommended landscape improvements would help to absorb and diminish road noise along BvH. And it could provide a visual theme that would help unify the varied architectural styles and eliminate clutter along BvH.

4.0 Zoning Map

The BMNA has considered and debated a number of ways to accommodate increased density in BM both inside and outside of the RHTC.

4.1 Raleigh Hills Town Center (RHTC)

Please refer to the BM Draft Zoning MAP.

4.1.1 R1 Along BvH Between Scholls Ferry and Shattuck • 20:9 = 69% Approve

The BMNA supports increasing the current R2 to R1. In addition the BMNA would support up to 5% of this R1 zone be allowed to include related commercial.

Originally we considered increasing this area to RH, partially in support of similar zoning proposed by the Hayhurst NA on the opposite side of BvH. But after visiting the area we discovered that the up to 65foot building heights that RH allows would negatively impact the properties to the north of Fanno Creek. On the Hayhurst side of BvH there is a significant rise in the topography where buildings can be taller before they start to impact views.

4.1.2 The Corner of 59th and BvH • 28:0 = 100% Approve

The BMNA supports the Hayhurst NA request to zone the two corner properties on the North side of BvH at 59th CM to allow the existing businesses to remain.

4.1.3 The Area Bounded by Scholls Ferry, Hamilton Street, 60th, and Seymour St. • 30:2 = 94% Approve

The BMNA Land Use Committee has looked at this area in great detail as described below and recommends that this area remain R10.

The BoP in its Draft Map of September 1996 proposed zoning this area R2. Our initial response was to propose a more gradual transition by stepping the zoning from R5 along Hamilton Street to R2.5 as you got closer to Fanno Creek. But after visiting the area we realized that it is significantly isolated from the RHTC by Fanno Creek with the only connection by car or foot being via Scholls Ferry to the East. Accessing to Scholls Ferry from this area by car requires cross traffic left turns from each of the three streets. And Scholls Ferry having no sidewalk or other pedestrian enhancement is very pedestrian unfriendly. These conditions forced us to couple our proposed zoning density increases to the concept of extending 60th to BvH either directly or via 59th in our April 18th Draft map. This was identified as a very unlikely scenario since there is no right of way through the three properties between 60th and BvH. And any connection to 59th would have to run through an Environmental Overlay Zone. In response to the April 18th Draft Map, 14 neighbors from the area came to the following BMNA Land Use Committee Meeting and voted that for the reasons listed below that this area should remain R10:

- Due to the difficulty of crossing Fanno Creek and the traffic situation on Scholls Ferry (described above) this area is isolated from, and has no connection to the RHTC.

- Existing infrastructure related to traffic and storm water drainage is inadequate to support any additional density. There have been four sewer spills and a case of Hepatitis during the past three years due to the inadequate existing sewer line on Seymour Street. Homes built south of Seymour would probably require sewer pumps which are not appropriate for higher density.
- Storm water drainage in the area is inadequate and cannot support more development. This area is at the foot of the hill with drainage into Fanno Creek. Storm water run-off already presents a winter time problem in the area. Yards and crawl spaces in the area are wet until well into summer.
- Streets in the area are inadequate and would require extensive upgrading to support higher density. Also the section of Hamilton Way that goes East from Scholls Ferry does not go through to Seymour St. as indicated on the maps.
- Maintaining R10 zoning does NOT prevent increased density in the area. Infill development within existing zoning can account for a significant increase in housing units or increased density. For example many of the lots on the east side of SW 60th Place are 110' x 195' (21,450 square feet) or larger. The present R10 zoning permits a virtual doubling of density in this area. However, future development must be done in such a manner as to insure there is NO net increase in storm water runoff. Without significant improvements to the existing system it cannot support any additional density.

4.1.4 Move Town Center Boundary • 15:0 = 100% Approve

Move Town Center North Boundary from Seymour Street down to Fanno Creek, i.e. Residential properties between Seymour and Fanno Creek should NOT be included in the proposed Raleigh Hills Town Center.

4.1.5 No Town Center • 20:10 = 67% Approve

No part of the BMN should be included in the RHTC.

4.1.6 Change CG to CS • 18:9 = 67% Approve

CS calls for storefronts to be near the street and parking lots to be away from the street.

4.2 Areas Outside the RH Town Center

The following proposals would apply to all of the BMN outside of the RHTC.

4.2.1 Granny Flat Overlay • 16:14 = 53% Approve

BMNA supports the “granny flat” portion of the current A-Overlay proposal.

4.2.2 Infill at the next highest density • 11:20 = 65% Disapprove

E.g. this would allow, with appropriate design review, R7 infill in an R10 section of BM.

4.2.3 The Sprinkle Density Infill Proposal • 4:25 = 86% Disapprove

This would allow, with appropriate design review, R5, R2.5, or R2 infill to be “sprinkled” in areas of R10 and R7. But only a prescribed percentage of such infill should be allowed at these increased densities.

4.2.4 R2 between 39th and Dosch to R1 • 9:2 = 82% Approve

Change the R2 properties along BvH/Fanno Creek between 39th and Dosch from R2 to R1. NOTE: This was NOT voted on at the May 08, 1997 BMNA meeting. The voting tally above was taken at the the June 2, 1997 BMNALandUseCommittee meeting.

4.3 The A-Overlay • 5:12 = 71% Disapprove

Basically BMNA supports a rewrite of the “A”- Overlay zone to exclude the R2.5 infill on land vacant for more than five years.

4.4 Infill Potential Under the Comprehensive Plan

Staying with the current comprehensive plan for most of the Bridlemile Neighborhood does NOT mean no growth. On the contrary there are numerous properties that can be subdivided under their current comprehensive designations. Representatives of the Neighborhood Land Use Committee have conducted research regarding the amount of developed and undeveloped land in the neighborhood. The research involved a review of all properties in the neighborhood to determine existing use and development potential. The research utilized available County Tax Assessor’s maps, city zoning maps and a property database. The inventory confirms that there are approximately 2,030 real estate parcels in the Bridlemile neighborhood area with approximately 2,370 existing dwelling units. The results suggest that the Bridlemile Neighborhood has approximately 550 parcels that are large enough to accommodate additional housing under existing Comprehensive Plan Designations. There is potential for up to 1,500 additional housing units to be developed on these vacant or partially vacant parcels. However there can be no absolute determination made to the individual development potential of any of these parcels without further analysis of the physical, regulatory and legal constraints for each specific parcel. Overall it appears that there is potential for significant additional residential construction in the Bridlemile neighborhood under existing Comprehensive Plan designations.

More than 1700 of the 2370 existing dwelling units are single family homes, which have Granny Flat/Accessory Unit potential. So together with the Planned Unit Development, Cluster Subdivision, and Granny Flat/Accessory Unit provisions there is a large potential for an increased number of housing units in the neighborhood under the current Comprehensive Plan designations.

4.5 Community Design Guidelines and Standards and Design Reviews

The BMNA encourages the Bureau of Planning to continue to work together with the neighborhoods to continue the development of the Community Design Guidelines and Standards for the SW. These documents do more to capture the concerns and “livability” issues of the people in the neighborhood than any other instrument. By explicitly capturing and defining neighborhood criteria it helps streamline the development process for builders since they will know up front (before costly and time consuming design reviews and hearings occur) what concerns and needs their projects must meet. The Community Design Guidelines and Standards are living documents and the BMNA would like to work with the BOP on developing them further.

In the process of working on this Vision Statement and the zoning map proposal we have learned that no one document can address all the local development issues on any street of the neighborhood. There is knowledge of infrastructure problems and history that only the people living in the area know. And therefore the BMNA would like to see all infill development include one or more meetings with the local neighbors early in the design or approval process as possible. The purpose of these meetings would be to get input from the neighbors regarding existing problems. This process would benefit all the players since costly mistakes could be avoided at the design/approval stage where they are the least expensive to address.

5.0 Miscellaneous

5.1 Maintain Visual Character • 26:1 = 96% Approve

The types of infill development discussed above must maintain the character of the existing neighborhood properties. The heights of R2.5 and R1 developments need to be restricted so they do not impact the horizon views of other properties in the area. The R2.5 and R1 should have high livability attributes, be architecturally compatible with the neighborhood, encourage community, and downplay the role of the car, while still accommodating it.

5.2 Property Tax Based on Current Use • 25:1 = 96% Approve

Many people are concerned that if increased density occurs adjacent to their property they will be forced out by the resultant hike in the property values. The BMNA recommends that property tax valuation be based only on the current land use of any given property and not be affected by those of neighboring properties.

6.0 Comments

The following are comments that people wrote on their copies of the May 08, 1997 draft. The section numbers are in reference to the corresponding sections above.

- Section 2.0 Would like to see a trail or walking path be developed to connect the neighborhood between 59th and Scholls Ferry Road to BvH. So we don't have to walk on Scholls Ferry Road.
- Section 2.0 Research and consider a traffic light at Hamilton and Scholls Ferry Road.
- Section 2.0 Consider more pedestrian/bike (not car) access to "town center" corridor from BM areas.
- Section 2.1.2 Research comparison with walk lights. Would approve only if doesn't reduce number of traffic lanes and turn lanes.
- Section 2.2 Suggest possibility of a grating walk over drainage ditch - may help keep ditch clear of debris. Perhaps hinged sections that can be raised for cleaning.
- Section 2.6 Suggest weighting business responsibility for BvH project.
- Section 2.6 Businesses to fund a major portion.
- Section 3.1 Not if traffic lanes are sacrificed - these would be worse bottlenecks.
- Section 3.1 History of these improvements has been commercial disaster else where.
- Section 3.1 Maybe in conjunction with plan for development of area.
- Section 3.2 OK if doesn't involve loss of traffic lanes.
- Section 4.1 There is no way on can have a pedestrian orientated "Town Center" where walking is the way people use this area as long as there is a major highway running through it. This busy highway is complicated by six roads making up the Raleigh Hills crossroads. To make a pedestrian shopping/living area would involve closing streets for cars. This is unlikely. I can't imagine closing BvH.
- Section 4.1.3 Opening 60th Place to BvH would change a quiet residential neighborhood to one subject to heavy thru traffic from a main artery. Please keep our neighborhood as is - no zone changes.
- Section 4.1.3 I'm not so terribly opposed to town house densities, even "next door". What I dislike intensely are the one-floor-up front door over garage front town houses that are proliferating. Having alleys and design standards that encourage user friendly ground level front doors, is something the city should examine.
- Section 4.1.3 I feel density increases should occur in this area, assuming above infrastructure issues are addressed.
- Section 4.1.3 If street access cannot be imposed then move town center boundary to creek. Zone area north to Hamilton R5. Zone large vacant property north of 59th to Hamilton R2.5 with access to BvH on existing right of way.
- Section 4.1.5 I'm in favor of BM having a piece of the town center if it leads to pedestrian benefits, zoning to improve access, use, appearance, and health of the area.
- Section 4.1.6 Landscaped strip a better idea.
- Section 4.1.6 As much as I'd love to see something visual other than what we have, this sounds very expensive. Tear down Payless and Albertson's and move them to the street?

- Section 4.2.1 Only if existing heights are maintained.
- Section 4.2.3 I oppose R2 sprinkles.
- Section 4.2.3 Random sprinkling doesn't work well. Finding areas where higher density can be achieved with neighbor friendly streets (again, no porch over garage designs) should be a priority whether that can be done with terrain, or alleys, it should be looked at. We're going to discover in our neighborhoods what we already discovered downtown - if you don't have doors, windows, with walk-in access at street level, the street becomes a cold miserable place. Also classic row houses are 3.5 story buildings - "row houses" built on an alley plan would or could be limited to 2.5 stories, which is a height that matches neighborhood characteristics currently existing.
- Section 4.2.3 I would vote for this if I had any trust in appropriate design review.
- Section 5.2 I can't imagine how to implement this. Tax is based on value. Freeze where it was before commercial development?

Bridlemile Neighborhood Association Vision Statement - Addendum

December 08, 1997

Bridlemile consists of two distinct land use areas divided by Fanno Creek. To the south is the Beaverton Hillsdale Highway (10), a primary transportation route and major arterial corridor which includes the Raleigh Hills Town Center and a mix of commercial uses and apartment complexes. To the north of Fanno Creek is a large area of suburban R7 and R10 single family homes characterized by mature wooded slopes and natural drainage ways.

We envision Beaverton Hillsdale Highway Corridor, which we share with Hayhurst neighborhood, evolving from an unsightly five lane thorough fare cluttered with billboards into a boulevard with a planted median, pedestrian islands at bus stops and major cross walks, bike lanes, and sidewalks separated from traffic by a planting strip. These multimodal transportation features will provide enhanced transportation options to new and current residents, commuters, patrons of area businesses, and will support the increased residential density of the area.

The rapid retirement of all billboards along the corridor will help greatly in its transformation to a community boulevard.

We see the businesses that are now separated from Beaverton Hillsdale Highway by large parking lots moving closer to the street with parking areas on the side and or behind them, with a planting areas separating and buffering them from Fanno Creek, as they are renovated or updated. Small neighborhood businesses, such as those at the corner of 59th and Beaverton Hillsdale Highway will continue to serve the neighborhood.

We envision apartment complexes along the corridor continuing to evolve into viable living environments with open areas for recreation and more landscaping including large trees. We support the development of a wide variety of high density housing types including condominiums and town houses along the corridor.

We strongly support the efforts to restore the health of Fanno Creek, and its many tributaries that cross the neighborhood. We look forward to the continuing maintenance of the creek as a significant drainage way and natural buffer between the Beaverton Hillsdale Highway Corridor and the suburban residential areas to the north. As infill development continues in Bridlemile, special attention (in the form of retention/detention ponds, swales, soakage trenches, etc.) must be given to reduce runoff. We recognize the important role of protecting this headwater area to help improve the water quality of the Fanno Creek Watershed.

Fanno Creek, its tributaries, and the environmental zones that encompass them are home to many of the trees that are cherished by the neighborhood. These trees stabilize our hilly

terrain, dampen traffic noise, purify the air, and play a large role in defining the character of Bridlemile. Preservation of the number and quality of trees must be maintained as Bridlemile population increases. Additionally we see continuing and encouraging the replacement of non-native plants with native plant species where appropriate to protect and maintain these vital natural areas.

The suburban areas to the North of Fanno Creek will accommodate growth in the form of granny flats, lot splits, and Planned Unit Developments. While we support infill development in these forms, they must be designed in ways that preserve the character and quality of the neighborhood and be sensitive to the vulnerabilities of the natural environment.

In order to support and accommodate this growth we see the major streets, Hamilton, Shattuck, Dosch and Scholls Ferry being made safe for the increased use of bus, bicycle, and pedestrian trips, while still maintaining their wooded character. Existing trails and pedestrian paths should be maintained and extended where possible. These improvements will connect the suburban area to the north of Fanno Creek with the Raleigh Hills Town Center and Beaverton Hillsdale Highway Corridor.

As Bridlemile's population continues to increase we hope to see the improvement of the park at 53rd and Thomas as well as other park opportunities to maintain current per capita park land. In order to maintain its central focus in the community we see Bridlemile School expanding to meet the needs of future growth, and evolving into a multi-use community center and resource for whole community. Together with Hamilton and Albert Kelly Park, these parks and facilities will help nurture Bridlemile's sense of community.

We support the city wide effort to accommodate growth thru the redevelopment of the Raleigh Hills Town Center, Beaverton Hillsdale Highway Corridor, and sensitive infill of the suburban area. We believe that our plan submittal reflects a vision for the future of our neighborhood as an area of mixed uses, environmental priorities, and historically desirable residential characteristics.