

City of Beaverton
Neighborhood Association Committee Meeting Minutes

NAC: Denney Whitford / Raleigh West

Date: Sept. 22, 2011

Board members present:

- Chair: Ernie Conway
 Vice Chair: Andrew Bynum
 BCCI Rep: *vacant*

- Treasurer: Martha Schauffler
 Recorder: Tracy Thornton

Quorum present? Yes No

Meeting start time: 7:05 pm

Community Policing Report: Officer Corning handed out crime statistics for August 2011. Upcoming Beaverton Police Department events: A car seat clinic Oct. 8 at 10:00 am at City Hall. A Landlord/Tenant forum will be held on Oct. 5 at the library at 6:30 with information about how to fight crime at your rental properties and share your thoughts with police.

This NAC got hit very hard with catalytic converter thefts (mostly late model Toyota pickups) last month. If you have a pickup truck, park it so that it's not easy for a thief to access it. If you park in the driveway, leave your lights on or use a motion sensor; the best option is to park your car in your garage. Note that the Washington Square entrance on Scholls Ferry Road has now closed. Don't do U-turns at the next intersection, because it's illegal. Officers are writing tickets for this.

There are 5 new recruits at the police academy now. They're due to finish in October or November. BPD is always looking for new faces; visit the department's website if you know anyone who's interested in applying. New patrol cars are now on the roads; they're 2011 Chargers. The color is black and white rather than blue and white. The new cars will be rolled in over time. Sergeants have new Tahoe SUVs as well. Officer Corning is helping to design a new seal for the department because of his background in graphic design.

Tualatin Valley Fire & Rescue Report: No report.

Guest Speakers:

Nupur Sinha from Wonder Years Learning Center. This new business is now open and located 9975 SW Denney Rd. It is for children from 30 months to 6 years old and offers half day, full day, and afterschool programs. Provides developmentally appropriate education and promotes kindergarten readiness. The facility has indoor and outdoor spaces. In October, they are offering a free trial week. Question: Is this the house that's for sale? Answer: The property is for sale, but after the sale, the Center will still be located there.

Will Gehr from S&H Landscaping Supplies and Recycling: This is the public meeting (not the formal hearing) the business is required to have as part of the conditional use permit process to solicit feedback from neighbors. S&H does recycling of yard debris and wood waste. They also sell yard materials, such as compost that is made at a different location. This is an expansion to

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a business that already has several locations in the metro area. The site in question is located at 5350 SW 107th Ave., right off of Allen, next to Hwy 217. The site has 4 usable acres, a 31,000 sq ft building and a long narrow shed in the back that's 9,000 sq ft. They are not proposing any modifications to the property. The conditional use permit is required for two activities that will happen on the site:

1. Yard debris and food waste transfer (material comes into the site, gets transferred into a trailer, and then it gets taken to the compost facility in Corvallis). Beaverton expects to have a food waste program in the next two years, much like the one Portland is starting up in October. Metro will license the facility and DEQ will require a permit; the facility must be three-sided (per Metro) to minimize dust, traffic, noise, etc., and these agencies will require that S&H mitigates any nuisances.
2. Recycling center for dry commercial waste, which is now going to a landfill even though some of it is recyclable. There are four or five of these facilities in the Metro area, but this one would be convenient for Beaverton. Material will be dumped out and sorted inside the building on the site. Existing facilities have been successful and mitigating nuisances.

Sale of landscaping supplies requires special permitting. This facility will allow people to bring in yard debris and then also pick up compost, all in one trip. Processing the wood waste that gets separated from material recovery facilities can be made into diesel fuel, and they hope to start this manufacturing process. They are also looking at taking bakery waste, which is basically grain, and turning it into animal feed, keeping it out of the landfill. A traffic impact study is being done now. Early indications are that this won't be a problem; any increase will be below 5% of what the intersection is carrying now.

Neighbor concerns and concerns from legal representatives of nearby business owners: Hours of operation will probably be 7:00 am to 6:00 pm, probably 6 days a week; if open on Sunday it would be for shorter hours. Shorter hours are possible in the winter. Because of the way the site is situated in the middle of an industrial area, and because most of the activity will be indoors, S&H believes smell shouldn't be a problem. Parking may be a concern, since parking is allowed on both sides of the driveway to another business, which has 50 employees; S&H will not be parking vehicles there. Food waste can attract vermin; it's a sealed building, and there will be no food waste sitting overnight and they plan to be vigilant about keeping the facility clean. There is concern about previous DEQ violations (such as failing to get proper permits); Mr. Gehr said he could explain these in detail after the meeting. Food odors will be controlled with misting and masking agents; material will not be sitting in the building, and there is no composting at this facility. It was noted that S&H chose this site because it is not close to residential areas, but it is located close to other businesses and the standard should not be different. Food waste may leach, even if there isn't any other liquid being used; Metro has used sawdust to handle this problem. Leached material may be tracked outside the building. An option for handling odor is negative ventilation, and S&H will work with companies that are already using such technologies. The conditional use permit, if issued, will be issued with conditions that the company would have to meet. If the conditions are not met, the burden will fall back on the company to fix them. Two-thirds of the traffic is expected to be homeowners and landscapers; more specific information will come with the traffic impact study. They would consider making improvements to the site to mitigate traffic issues if necessary. Recent

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complaints at other S&H yards are mainly from one neighbor; mitigation is to cover odor-producing material (such as chicken manure) with finished compost to seal the waste, as it acts as a biofilter. Metro's license requires food waste be turned around in 24 hours; the goal is to not have food waste in the facility overnight. Any water used for cleaning in the building will not be released outside; it will be put in the loads with the food waste into sealed trucks. The building may have to create a system for collecting water, although the building isn't currently graded for that. Site is surrounded on three sides by a ditch that goes into a storm sewer. There will be an MPDS permit for the site.

Next steps: technical research and discussions with consultants and design of the facility. Then the permit will be written (by the end of October). If the application is done on time, the public hearing would be in December. Goal is to scale up gradually starting with retail products very soon after the approval of the conditional use permit, maybe January or February. Then other services would be phased in. For the diesel manufacturing, a lot more due diligence will be required before S&H will consider doing it. There may be several other permits (such as from DEQ) required, probably at the state and federal level, before diesel manufacturing could begin.

Barbara Fryer, Beaverton Community Development Department: Barbara has been working on Urban Renewal for about two years. She works with a wide range of people on the Urban Renewal committee. Urban Renewal is a tool we use to improve properties in a designated area. It allows for upgrades in infrastructure and private development. The last urban renewal plan happened in 1972 and it was completed on time and within budget. One big change at that time was a realignment of the railroad tracks to improve traffic flow. Why Urban Renewal? In response to the Beaverton Civic Plan, which was a result of feedback from Beaverton residents, Urban Renewal was proposed as a method for funding projects from the Civic Plan.

The "employment area" of the Urban Renewal district has area in our NAC. The Community Advisory committee decided on the boundary for the district. The boundaries are important, because that's where the tax increment financing would be applied. The total area is about 8% of the city. The Advisory committee wanted to see visible projects, so 48% of the funds are going toward infrastructure and transportation improvements. 33% goes to joint investment with private partners. Some specific projects: Canyon Road improvements; building improvements in the district; plazas and open spaces; and creating an active downtown. The plan hopes to find six one-acre pieces of land to create parking garages, which would supplement the parking at locations such as the Beaverton Transit Center. (Land would be acquired from willing sellers, not through condemnation.) Parking garages are the only public buildings allowed in the plan.

Urban Renewal will be funded through tax increment financing. If Urban Renewal is approved by the voters in November, tax revenues would be frozen starting in 2012. Any additional (increase in) revenue would be used to get bonds to fund the projects. If you don't live in the Urban Renewal district, you would see no difference on your tax statement; if so, you'd see it split out.

Questions: Plan for the Westgate property? It's still under discussion. Metro has quite a few regulations, and it was purchased jointly with Metro. Metro wants a bigger building than can be

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currently supported. It's now being used for several events throughout the year. What's up with the parking at 24 Hour fitness? It's an agreement between the two property owners, so you'll need to contact them. Barbara offered to find phone numbers for us.

Neighborhood Issues / Concerns: Patty was contacted by a neighbor about activities around Fanno Creek in anticipation of THPRD's continuation of the Fanno Creek Trail. They loosened a tree in the pinch point at the end of Dory Court, then lifted it out, and the whole bank slid into the creek. They then came in with a tractor to try to repair the damage. There is now a huge hole where dirt has been dug out, and if it rains, more debris will run into the creek. She has sent Mr. Dugan pictures and called the mayor's office and left messages. (Ernie noted that THPRD has jurisdiction over the project, rather than the City.) Patty says the area was supposed to have been left alone. She believes the damage happened today (Sept. 22). One of the neighbors' biggest concerns from the beginning of the project was this particular area, and their concerns appear to be coming true. Ernie will contact someone at THPRD and the Mayor's office to follow up. Patty's understanding was that the cut and fill part was down by the bus barn, not in this area.

A gentleman revisited the issue of wheelchairs trying to cross Scholls Ferry Road in front of Edgewood Downs (after taking the bus). He believes there should be a signaled crosswalk at the bus stop. Ernie said that Scholls Ferry Road is not a city road, and that he believes that the crosswalk would be too close to the two other signaled crossing (at McKay and Whitford Schools) to be signaled, but he would find information and get back to him.

New business & announcements: At the October meeting, we'll be accepting nominations for new officers. Ernie will double check to make sure our bylaws allow it, but he thinks we will also be able to vote at that meeting. If not, we will plan to change this for next year so that our voting always happens in October.

We have a Facebook page! That would be a good place to post pictures, such as those Patty brought of what's going on in Fanno Creek.

Washington County is replacing the bridge over Fanno Creek on Scholls Ferry Road between Denney and Allen. There will be a center turn lane all the way to Denney as well as sidewalks and a bike lane.

Old business:

Treasurer's Report: We earned \$333.33 from Beaverton Recycling Day. Our new balance is \$3,943.03. This is from our new bank, Rivermark, so they pay a little bit of interest.

Approval of minutes: Because we did not have a quorum at the last couple of meetings, we needed to approve minutes from April, May, and June. These minutes were all approved as written.

Other issues: None

Meeting end time: 9:25 pm