



Questions/Answers Regarding the Athey Creek Middle School at Dollar Street Project

January 26, 2021

The following are written questions submitted to West Linn-Wilsonville District Leaders by members of the public during the January 8, 2020 Willamette Neighborhood Association Meeting (Community Meeting #1), at listening sessions conducted between April 22 and May 13, 2020, through a community survey administered in conjunction with Community Meeting #2 on May 14, 2020, Community Meeting #3 on June 25, 2020, Community Meeting #4 on October 20th, and Neighborhood Association Meeting #5 on November 18, 2020. Questions are organized by category. Answers to some questions are unknown at this phase in the process.

To receive regular communication regarding the Middle-School-At-Dollar-Street project, including community meeting opportunities for feedback, please sign up for the WLWV-Bond- MS-At-Dollar [ListServ on the district website](#). To follow all bond projects, sign up for the WLWV-Bond-Information.

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Process Questions

1. The Dollar Street location was turned down by the City of West Linn in 1994 for Rosemont Ridge Middle School. What has changed to make it suitable in 2020?

A: In 1994, the school district submitted a conditional use permit application to the West Linn Planning Commission to build Rosemont Ridge Middle School. According to city hall records, a great amount of consideration went into the planning and permitting process for the district's second West Linn middle school (now Rosemont Ridge).

Following a thorough public process, the Planning Commission approved the conditional use permit for the proposed school, and, on appeal, the West Linn City Council ultimately denied the district's permit application with a 2-1 vote (two councilors abstained).

Among factors considered, part of the then-Council's decision was due to the Dollar Street site's close proximity to Athey Creek Middle School, which had just opened in 1991. City council members questioned if having two schools so close together on the south end of West Linn would be accessible for students and families on the north end of West Linn. It was decided that property on Salamo Road, where Rosemont Ridge Middle School is now located, was preferable.

There were also documented citizen concerns during the permitting process, including questions around traffic and existing infrastructure. Solutions to those concerns were addressed in the conditional use permit application and would have been further developed during the final design process. Since 1994, Rosemont Ridge Middle School has opened on the central-north end of West Linn, providing middle school balance to the city.

The property is suitable in 2020 for multiple reasons, including improved infrastructure in the area and the balance of middle schools across the district. Building on the Dollar Street property would result in a middle school on the south side of West Linn (Athey Creek Middle School) and the north side (Rosemont Ridge Middle School).

2. Did the district try to sell the property at one point? What other vacant properties does the district own?

A: The district had a sale agreement with Renaissance Homes in 2006. The sale agreement ultimately fell through and the school board decided to hold on to the property as a designated future school site. The district also owns the Oppenlander property on Rosemont Road in West Linn, which is approximately 10 acres in size. The district owns the Frog Pond property, located on Boeckman Road in Wilsonville, which is the site for the new primary school that will be constructed under the 2019 bond.



3. What are the enrollment projections for the district? Isn't most of the growth projected to come from Wilsonville?

A: The District's 10-year enrollment projections are available in the district's Long-Range Facilities plan, available on the district's website: [WLWV School District Long Range Plan](#).

The growth projections indicate that Middle School enrollment in West Linn is expected to exceed capacity by more than 100 students by 2028. The additional capacity at the New Athey Creek Middle School is intended to address enrollment growth in West Linn at the middle school level for years to come.

Middle school enrollment growth in Wilsonville over the next 10 years will be addressed through a planned expansion of Meridian Creek Middle School.

4. This school isn't supposed to be built for another 10 years based on a June 2019 population growth report. Why are you not following what the report says?

A: The 10-year enrollment forecast did indicate a continued need for four middle schools. In order to address high school enrollment growth, a third option high school will open at the existing Athey Creek Middle School on Borland Road. Building a new Athey Creek Middle School on the Dollar Street site allows the district to bring the school closer to where students live. At roughly 22 acres it is the ideal size for a middle school. Therefore, construction of the new Athey Creek Middle School on the Dollar Street site is in line with enrollment projections.

Clarification of the process behind selecting Athey Creek Middle School on Borland Road for the location of the third option high school is provided in answer to question 5 below.

5. Were any other sites under consideration for the new middle school on Dollar Street and/or option high school?

A: With West Linn High School more than 200 students over its building capacity, Wilsonville High School predicted to eclipse its building capacity in the next 10 years, and the expiration of Arts and Technology High School's lease in 2022, the school district, school board, and community considered many possibilities for the district's third option high school.



The district considered three options: Building on to Wilsonville and West Linn high schools to accommodate enrollment growth while finding a new building to lease for a third option high school; purchasing land to build an expanded third option high school; or moving the third option high school into an existing school that is centrally located within the district. The district solicited input through community-wide forums in both cities, conducted online surveys, student focus groups, and additional feedback avenues, polling the community for their preference in accommodating enrollment growth. Following extensive community feedback, the district and school board decided to move the third option high school to the existing Athey Creek Middle School, an existing school that is centrally located within the district.

The Athey Creek site is ideal for an option high school in that it is centrally located within the district and well-suited for Career and Technical Education, as well as an ideal building size for a 400-500 student high school. The site also has the necessary acreage for a comprehensive high school should further expansion ever be needed (in the event that the Stafford Hamlet area is developed). Building a new Athey Creek Middle School on the Dollar Street site allows the district to bring the school closer to where students live. At roughly 22 acres it is the ideal size for a middle school.

6. Would the district consider combining the option high school with the current Athey Creek Middle School in one building?

A: No. The district considered many alternatives leading up to the capital bond, including the idea of nesting the option high school inside an existing school. This alternative was not selected for many reasons, largely the need to plan for a new re-envisioned grade 9-12 program design to accommodate 400-500 students.

7. Would the district consider building a new Stafford primary school on the Dollar Street site and convert the existing Stafford Primary into the option high school?

A: Stafford Primary school serves the enrollment needs of its surrounding area, relocating it to the Dollar Street site would move it too close to Willamette Primary. A primary school on Dollar Street is not needed, as Willamette Primary School serves the K-5 enrollment needs of the Willamette community. Further, Stafford Primary is not constructed at a scale to accommodate secondary students. A new permit and major rebuild would be required for this conversation.



8. Would the district consider purchasing a developed, but currently vacant site like Frye's or World of Speed?

A: The district and school board spent more than two years planning for the capital bond measure that was passed by voters in November 2019. Relocating the third high school to the existing Athey Creek Middle School site allows the district to have a comprehensive high school on each end of the district, while allowing the third option high school to be centrally located, and accessible to all district students. Sites in Wilsonville would be far from many of the district's students that reside in the County and City of West Linn.

9. How did you put the information out about the community forums? What about those who do not have students in the district? What will communication look like going forward and when can citizens provide input?

A: The district and school board spent more than two years planning for the capital bond measure that was passed by voters in November 2019. Community outreach included regular updates to the district website, regular communication via district and school ListServ emails, multiple articles, and paid ads in local publications such as the West Linn Tidings, regular district newsletters shared with families and community members, and information shared with West Linn and Wilsonville City Councils/staff. An online survey was shared via similar communication strategies, including community social media pages, local chambers of commerce, and school PTA groups. More than 200 diverse stakeholders across West Linn and Wilsonville were invited to the district's bond summit in February 2019, to review possible projects and provide input. district staff continued to circulate bond information throughout the 2018-19 school year and leading up to the election in November 2019, including multiple pieces of bond information mailed home to all households, the creation of a website dedicated to proposed bond projects, presentations to city councils and various local organizations, school PTAs, and multiple neighborhood associations, including the Willamette Neighborhood Association.

Five Community Meetings for the Athey Creek Middle School at Dollar Street project have been held thus far:

- Community Meeting #1 – January 8, 2020
- Community Meeting #2 – May 14, 2020
- Community Meeting #3 – June 25, 2020
- Community Meeting #4 – October 20, 2020
- Community Meeting #5 – November 18, 2020



Information from the Community Meetings can be found on the [bond website](#). Additionally, for Community Meetings #5 and #6, notices were sent to owners of property within 500 feet of the site. To receive regular communication regarding the Middle-School-At-Dollar-Street project, please sign up for the [WLWV-Bond-MS-At-Dollar ListServ](#) on the district website. To follow all bond projects, sign up for the WLWV-Bond-Information.

10. Will there be a follow-up neighborhood meeting where people have the opportunity to speak out, ask questions, and influence decisions? More Q&A time?

A: There will be a final Community Meeting held in January, prior to the submission of the Land Use application. The meeting has been scheduled for January 27th at 6:00 PM. The meeting will be held virtually through the Zoom platform, and the link will be shared on the district website and through the project updates Listserv. Please sign up for the [WLWV-Bond-MS-At-Dollar ListServ](#) on the district website.

11. Has the decision already been made that a school will be built here or is the decision still negotiable? Other than planting a few additional trees, what specifically has changed given all the community input saying the school is not needed?

A: The district is obligated to respond to voter approval of measure #3-554, including the construction of a new middle school at the Dollar Street site. The district will submit a land use application to the City of West Linn. The goal of the public engagement process over the last year has been to receive community questions and concerns, and address them either through design adjustments or clarification of the reasoning behind aspects of the design.

In order to address high school enrollment growth, a third option high school will open at the existing Athey Creek Middle School on Borland Road. Building a new Athey Creek Middle School on the Dollar Street site allows the district to bring the school closer to where students live. At roughly 22 acres it is the ideal size for a middle school. Therefore, construction of the new Athey Creek Middle School on the Dollar Street site is in line with enrollment projections.

Clarification of the process behind selecting Athey Creek Middle School on Borland Road for the location of the third option high school is provided in answer to question 115 below.



The district met twice with the community and held an array of listening sessions prior to presenting a design. First attending a Willamette Neighborhood Association meeting, and next holding a district hosted meeting. Listening sessions were held with individual community members over the phone and virtual meeting at community members' preference. The goal was to receive and incorporate community feedback before bringing a design forward. As discussed in community meetings #3-#5, the design addresses a number of community concerns received. Technical reports from various expert consultants have been published to the district website for public review.

The district is obligated to balance requests for change to the design against the needs of the school and language in election documentation.

12. Why didn't the school bond mention that Athey Creek Middle School would move to Dollar Street?

A: The proposed site for the new Athey Creek Middle School was discussed in meetings, letters, mailers, and electronic communications in the lead up to the election.

13. Can the district consider using a portion of the bond money to purchase new land for the middle school?

A: No, the 2019 Capital Bond funds can only be used for uses outlined in the ballot language that was approved by voters, which did not include the purchase of any land.

14. What is the proposed scope and size of the new ACMS middle school on Dollar Street?

A: The new Athey Creek Middle School on Dollar Street would be built to accommodate approximately 850 students, providing additional learning space should middle school enrollment in West Linn grow in the future. The school will include everything a new West Linn-Wilsonville school is accustomed to, including parking, a turf field with field lights (constructed with the goal of mitigating light pollution for neighbors), storm water management system, full gymnasium, music spaces, maker space(s), and an instructional greenhouse. Other school features will be determined during the design process.



15. Can the option high school be built alongside the existing Athey Creek Middle School on the same campus to avoid building on the Dollar Street property?

A: The district and school board spent more than two years planning for the capital bond measure that was passed by voters in November 2019. Through that process the district determined that an additional school on the Athey Creek Middle School site did not serve the long-term needs of the district. Relocating the Athey Creek Middle School to the Dollar Street site provides the district with two middle schools in West Linn while maintaining two middle schools in Wilsonville.

Additionally, relocating the third high school to the existing Athey Creek Middle School site allows the district to have a comprehensive high school on each end of the district, while allowing the third option high school to be centrally located, and accessible to all district students. In the long term, the third option high school could be expanded into a comprehensive high school.

16. Was the full cost of building on this site considered? Why is the cost of the proposed middle school on Dollar Street higher than the cost of Meridian Creek Middle School?

A: The school district was aware of site conditions and constraints when conducting preliminary studies of the site. Potential costs related to these conditions and constraints were accounted for. Meridian Creek Middle School was constructed with two planned phases to meet enrollment growth as Frog Pond develops. The current Meridian Creek Middle School is phase one of that buildout with a 450-student capacity. The school can be expanded (phase) two in future bonds should enrollment growth require additional learning space. The proposed middle school on Dollar Street will be built to accommodate approximately 850 students, and be completed all at once. Construction costs have also risen substantially and continue to rise since Meridian Creek Middle School was constructed.

17. Is there a cost/benefit analysis of expanding at the Athey Creek site versus moving the middle school to the Dollar Street site? How will the new middle school benefit students relative to the Athey Creek site?

A: The district and school board spent more than two years planning for the capital bond measure that was passed by voters in November 2019. Through that process the district determined that an additional school on the Athey Creek Middle School site did not serve the long-term needs of the district. Relocating the Athey Creek Middle School to the



Dollar Street site provides the district with two middle schools in West Linn while maintaining two middle schools in Wilsonville.

Relocating the third high school to the existing Athey Creek Middle School site allows the district to have a comprehensive high school on each end of the district, while allowing the third option high school to be centrally located, and accessible to all district students.

18. Has the district considered building the smaller option high school on the Dollar Street site and keeping Athey Creek Middle School where it is?

A: The location for the third option high school is preferred to be central to both West Linn and Wilsonville for students across the district. The preference for a centralized location was expressed routinely by community members in surveys, community forums, and the bond summit.

19. What is the project timeline? Can the project be delayed? How does COVID-19 impact the project and timeline?

A: The project design process is expected to continue through June 2021. The City of West Linn land use permitting period is expected to begin in February 2021 and could run into July 2021. The competitive bidding period and contract award is expected to occur by the end of that year. The construction period is expected to begin in 2022 which will allow the school to be ready to open for the fall of 2023.

The district is obligated to proceed with projects as directed by voters. There are financial requirements for spending bonds sold, in specified time frames.

Design is progressing on schedule and is not expected to be impacted by the COVID-19 virus. The bond management team is working closely with designers using a combination of technologies to hold virtual meetings and reviews.

20. When do you expect to submit the land use application?

A: The land use application is expected to be submitted in February.



21. Who makes the final decision for the Dollar Street Middle School permit application?

A: The West Linn Planning Commission reviews and makes final decisions for approval of conditional use permits.

22. Is it the city council who will ultimately approve or not approve the final plan? When exactly will this decision be made? What is the likelihood of the city not granting the permits?

A: The City of West Linn has indicated that this application will involve a conditional use permit. The body that holds the hearing is the planning commission. In the event of an appeal, the city council would hear the appeal. The district intends to submit the application in February/March 2021. The city has 120 days from the application being deemed complete to process the permit application, including Council appeal.

23. If the application process shows that the property is not appropriate for a middle school, will the district find a new location for the middle school?

A: The district is confident that the site is most suitable for a middle school.

Dollar Street Property Questions

SITE SIZE AND CONDITIONS

24. Is the site big enough to accommodate a middle school?

A: The Dollar Street site exceeds 22 acres. The district standard for a middle school site is 20 acres.

25. Is the size of the proposed Athey Creek Middle School on Dollar Street adequate for future growth, or would further expansion be necessary?

A: The new Athey Creek Middle School will be large enough to accommodate 10-year growth projections.



26. Is there a design or layout of the proposed Athey Creek Middle School on Dollar Street that residents can view?

A: The community is encouraged to view the community meeting recordings on the [bond website](#). These recordings include design concepts as well as addressing a variety of community feedback. The site elements on the property will include a Middle School with an 850-student capacity, an instructional greenhouse, outdoor gathering and play area, a track and field with lights, and parking. The community is also encouraged to view the latest available site concept on the bond website.

One goal while developing site concepts is to find locations for improvements that have the least impact to the site, knowing that the least impactful solutions will also be the most fiscally responsible. This means locations with the least amount of re-grading, fewest retaining walls, and greatest preservation of existing habitat. Simultaneously, the concept has been tested against several other measures including impact to neighboring properties, maximizing views from the school to the river, fire truck access, and school program adjacencies.

27. Will there be any construction or tree removal on the site while the application process takes place?

A: No. The only work that has taken place on the site thus far is brush removal so that the district could conduct survey work. Land clearing would not occur until after permitting is in place and the project has broken ground.

28. What is the district's tree loss mitigation plan when constructing the new middle school on Dollar Street? What environmental impacts are considered?

A: The district has a history of preserving as many trees as possible when building schools. With schools nestled within existing trees, Trillium Creek Primary and Sunset Primary, both recently constructed, are good examples of effective tree preservation in the West Linn-Wilsonville District. The district is working with an arborist to identify significant trees and preserve existing trees where possible. The tree survey is complete, and a report of findings will be reviewed with the City Arborist. All studies will be made available when completed on the [bond website](#).



29. What are the chances the current trees on Dollar Street will remain?

A: The perimeter trees closest to Dollar Street will, for the most part, be removed. These trees are in or adjacent to the edge of the public right-of-way. Conversations with the City of West Linn have indicated that right-of-way improvements including paving, curb and gutter, planting strip and sidewalks will be required for the south side of Dollar Street. These trees will not survive the construction of these improvements. New required street trees will be planted along Dollar Street in the right-of-way, and a buffer zone between school improvements and the street will be planted with trees and scrubs to develop a screen.

A number of trees around the site will be preserved, especially in the ravine on the eastern portion of the site, between the new school improvements and the Arbor Cove neighborhood, and along Willamette Falls Drive. Additionally, a variety of new trees will be planted across the site.

30. Why are trees along Willamette Falls Drive being removed?

A: Trees along Willamette Falls Drive need to be removed for street improvements, a sidewalk, and a bike lane.

31. Will the school be visible from Willamette Falls Drive?

A: While many trees between Willamette Falls Drive and the new school building will be preserved, and additional trees will be planted, it is expected that the building will be visible.

32. What are you doing with the trees that back up to Arbor Cove? What is the hill going to look like from Arbor Cove? Will there still be large evergreen trees?

A: These trees are being assessed to determine if there are safety hazards that may need to be addressed, but the design contemplates maintaining a vegetated buffer on that slope. Targets for preservation include evergreen and deciduous trees.



33. Is there any opportunity to move the track and field away from Dollar Street and keep more of the existing trees on Dollar Street?

A: The existing trees along Dollar Street will be affected by street improvements, a new sidewalk, and a bike lane. Multiple locations of the track were studied and placing the track parallel to Dollar St. and lower than the street level was considered the best option.

34. What is the setback distance between the north edge of the proposed athletic field facility and the nearest residential property line? What criteria was used to determine that this setback distance is acceptable (please reference the specific West Linn CDC article number if applicable.) Do site constraints prohibit a greater setback distance?

A: The track is situated at a slight angle to provide maximum use of grades and other components of the site. The location represents a balance between cost efficiency, tree preservation on the southern slope, and creating vertical and horizontal distance between the track and Dollar Street. It also allows the driveway and parking lots to be located further from Dollar Street. At the western end of the track the distance to the property line is 30 feet 6 inches and at the Eastern end of the track the distance is 52 feet 8 inches. The minimum setback from the property line is 15 feet as referenced in CDC section 11.070.5. It is the district's intent to exceed this setback limit whenever possible. The school is classified as a government building by the city. The yard dimension requirements for government buildings are found in CDC section 41.040.B, which requires that all yard dimensions be equal to at least two-thirds of the building height. Along Dollar Street, the building setback requirement is 22 feet 2 inches in correspondence with building height. In all cases, the minimum setback is exceeded, and the district proposes a vegetative buffer of trees and shrubs between the street and school.

A site plan has been posted to the District website to illustrate the approximate distances between various improvements and the edge of the school site. Additional supplemental dimensions are provided to clarify other distances, such as the width of the Dollar Street right-of-way. Additionally, several site sections have been created to illustrate how the improvements on the site have been lowered to minimize their scale compared to the street and nearby residences. Community members can access the site plan on the bond website.

35. How will the district mitigate impacts to ecological systems and wildlife habitat?

A: The district is taking steps to minimize any impacts to water quality, including leaving the eastern edge of the site undeveloped. The district is working with an environmental



consultant. The environmental site assessment and survey have been completed. The final Phase I and Phase II reports are posted to the bond website. The district is also working with a wetland biologist and wildlife consultant. The wetland investigation is complete, and the wetland delineation report is under review by The Oregon Department of State Lands and The US Army Corps of Engineers. A wildlife investigation for raptors (e.g. red-tailed hawks and bald eagle) habitats has been completed and the full report is posted to the [bond website](#).

36. What type of buffering will be put in place? Will the buffers consist of existing trees or will new trees be planted?

A: The site design includes a buffer at the perimeter of the site. As the design develops there will be more clarity regarding which existing trees can be preserved.

37. What will the fence along Dollar Street look like?

A: There will be a black chain link fence running the entire length of Dollar Street. The fence will also run along the other perimeter areas of the site.

38. How will the school be designed to fit in with the landscape?

A: The district is taking the slope of the site into account when considering the placement of the building and other improvements. For example, stepping the building down along the slope to minimize building height relative to Dollar St. In addition, there are two entrances one for students arriving by bus at the upper level, as well as the main entry for visitor and parents at the lower level.

39. What type of erosion control would be put in place when the trees are removed?

A: Erosion control is a regulated and permitted activity through Oregon DEQ and City of West Linn code.

40. Has the soil substrate been considered with the school's location? What about the steep slopes and seismic concerns?

A: Soil and geotechnical studies are part of the design process to ensure stability for the site, including seismic analysis. Site borings and infiltration tests have been completed process and the full geo-technical report available on the [bond website](#). Site options were



considered with a clear understanding of the existing slopes and the elements of the site program that would require the most flat land: the track and field.

41. How will the district address the archaeological site located on the Dollar Street property?

A: An archaeological firm has been retained to survey the site, particularly where the historical Fields House was located. The report was reviewed by the Grande Ronde Tribe, and is now under review with the State Historic Preservation Office (SHPO). The school district will continue to work with archaeological experts during design and construction. All site design and construction will cooperate with applicable laws concerning historical sites. The final archaeological report will be uploaded to the bond website.

42. Is the Dollar Street property located in the flood plain?

A: FEMA map, and title documents indicate that the Dollar Street property is in an area which poses minimal risk to flooding. The property is located in “zone X” which has a 1% annual chance of flooding.

43. What will be the impact to water/water pressure on the River Heights neighborhood?

A: All impacts to nearby neighbors and infrastructure will be studied during the permitting and design process. A flow test is required as part of the permit, this test will be conducted during the design phase.

44. Will the middle school project bring new/enhanced public services to the area?

A: All required utility infrastructure for the school site will be included in the project, as well as public street improvements.

BUILDING DESIGN

45. When will we know about proposed interior space designs?

A: The interior design is in development and will be presented to the school board prior to being made available to the public.



46. What building methodology is being considered in design for the school structure? Are there any other unique learning spaces or capabilities being considered for future students that you can share?

A: The district's design philosophy for school buildings includes several key features. These include making the library the heart of the school, with classrooms radiating from it. Classrooms are grouped into neighborhoods around a central porch. Safety and security features include a secure building entry, impact resistant glass, classroom lockdown hardware, and classroom lockdown curtains. Commons, gymnasiums, and athletic facilities are designed to allow for community use, which can be scheduled with the Community Services Department.

This school will also include a maker space, which is a flexible space with ample power, networking, durable finishes and storage for group projects and classes that introduce middle school students to potential Career and Technical Education opportunities that will expand in high school.

Another new feature to the district is the inclusive playground. The play equipment area will include rubber surfacing that can be more easily navigated by students with limited mobility than traditional woodchips. There will also be social seating areas and close proximity to the track and field.

47. Athey Creek Middle School has nine fields. Why does that program change so drastically from nine fields to one field? Why choose this site if we can only fit one field for a middle school?

A: The Athey Creek Middle School campus is significantly larger than the district's other middle school sites. The campus is used as a district and community asset, serving numerous youth and community athletics programs, and will continue to experience this use. The new school design contemplates various social and activity spaces as well as the all-weather turf sports field and track. The recently constructed Meridian Creek Middle School has the same number of formal outdoor athletic fields.

48. Most schools have just one unlocked primary entrance, but this design seems to have two primary entrances. How will security be handled?

A: The district has multiple facilities that have two primary entrances for student arrival and dismissal. During school hours, only the entry adjacent to the visitor parking lot will be available, requiring visitors to check in at the office prior to continuing into the school.



49. Will solar panels be used?

A: Yes – 1.5% of the construction contract will be allocated to green energy, and a portion of this total will include solar panels.

50. Has the school building plan been updated to account for long-term changes to instruction in a post-pandemic world? For example, has the school considered declines in enrollment or a shift to distance learning?

A: The district does not view distance learning as a replacement of in person instruction. While enrollment has been impacted by the COVID-19 crisis, it is expected that in person instruction will continue to be central to the instructional model of the district into the future. The district will continue to explore opportunities for virtual learning that can enhance the educational experience of students.

TRAFFIC

A memorandum responding to additional questions about traffic is available on the [bond website](#).

51. Is the district aware of traffic conditions on Willamette Falls Drive? How will traffic be mitigated with the building of a new middle school on the Dollar Street property, especially when soccer fields on Borland Road are built and I-205 becomes a toll road?

A: In preparation for the Capital Bond measure, the district conducted a preliminary traffic study in the spring of 2019. A formal traffic study has also been completed to investigate the impact a new middle school would have on traffic on Willamette Falls Drive and the surrounding neighborhood. The [traffic report](#) has been posted to the district website and a [supplemental traffic analysis memo](#) has been developed to respond to questions from the community. The district will consider recommendations for traffic mitigation from the traffic engineer, civil engineer, city engineering staff, and community.

52. How would buses and parents access the new Athey Creek Middle School on Dollar Street? What traffic safety and control measures will be put in place?

A: During arrival, dismissal, and throughout the school day, public access to the new middle school is expected to be taken off a new extension of Brandon Place, connecting



Willamette Falls Drive and Dollar Street. Buses and staff are expected to access the school from Dollar Street, on the east end of the site. The district plans to propose signage for the bus and staff driveway stating that it is for those purposes during the school day.

To support events and minimize parking in the adjacent neighborhoods, all parking will be made available to the public on evenings and weekends.

The district is considering a number of traffic calming measures to improve vehicle and pedestrian safety. The traffic study, as well as state and local codes, will inform the district as to the most appropriate solutions.

Some examples of traffic safety measures include 20 MPH turns, curb extensions, school zone, and a new Safe Routes to School plan.

53. How will the specific locations of site entrances and exits impact adjacent neighbors? Will they be gated during non-school hours?

A: The district is considering impacts to adjacent properties as the site plan is being developed. The public entrance and front door to the school will face the new connector road, and all parent and visitor traffic, including pick up and drop off, will enter from that location. Busses are proposed to enter at the eastern end of the site off Dollar street. The bus loop is being proposed to travel away from Dollar Street prior to turning toward the school building. Staff parking is expected to be accommodated off the bus loop, but staff arrival is dispersed and not expected to contribute to peak hour congestion. Locating the bus access on the eastern end of the site minimizes bus travel along Dollar St.

District parking lots are not expected to be gated. To support events and minimize parking in the adjacent neighborhoods, all parking will be made available to the public on evenings and weekends.

54. What are the proposed street improvements? When would they be constructed? Who pays for the street improvements? Is there enough right-of-way?

A: Street improvements will provide new pavement, sidewalks, bike lanes, and trees. The district expects to build these improvements on the northern half of Willamette Falls Drive and southern half of Dollar Street bordering the property. The district will work with the city to determine if full-street improvements will be constructed, and if so the source of funding. Historically the city has partnered with the district and constructed or reimbursed expenses related to the full street improvements and safe routes to school improvements



beyond the school site frontage. The district expects the right-of-way improvements it is responsible for to be completed before the opening of the new school

Survey indicates that there is sufficient right of way for these improvements.

55. Are there plans to build a new road or a turnaround at the end of Dollar Street? I thought the district said there would be no through street.

A: The City of West Linn has confirmed that a connection between Dollar Street and Willamette Falls Drive is required. A new extension of Brandon Place is expected to connect Dollar Street to Willamette Falls Drive. Final right-of-way improvement details will be finalized and permitted through the City of West Linn.

56. Will a traffic study be conducted before the district builds a school?

A: Yes, the district has conducted a formal traffic study as part of the design process. The [traffic report](#) has been posted to the district website and a [supplemental memo](#) has been developed to respond to questions from the community.

57. How will parents be deterred from dropping their kids off on Dollar Street or in surrounding neighborhoods?

A: The district is considering measures to incentivize student drop off at the main entry. The driveway off Brandon Place will wind up with the slope to maximize length, and a broad sidewalk along the front of the building will accommodate drop off and pickup for multiple vehicles simultaneously.

The district is also considering measures to discourage student drop off along Dollar Street, including a fence running along Dollar Street to restrict pedestrian access except at specific locations.

58. What will access to the River Heights Neighborhood look like after construction?

A: Access to and from the River Heights Neighborhood is expected to improve with a new extension of Brandon Place connecting Dollar Street and Willamette Falls Drive.



59. Has a study been done at Athey Creek Middle School regarding how many parents currently drive their students to or from school?

A: There has been no formal study regarding the number of parents who drive their students to school. The district keeps records of assigned bus routes and student bus ridership with the help of First Student, the district’s contracted bus company. The current Athey Creek Middle School has no walking boundary; all students currently travel to school via car or bus.

60. What neighborhoods will middle school students come from? What percentage of students will walk or bike to the middle school at Dollar Street?

A: The preliminary traffic study found that approximately 25 percent of middle school enrollment could walk or bike to school given the school’s boundary and proximity to the Willamette neighborhood. The district is working with the city to convey the infrastructure needed to support an increase in student walking and biking in this area. This includes indicating locations needing infill of safe routes improvements. Ultimately, city funding and implementation of these improvements beyond the school site is approved by the city council. The district looks forward to continuing these partnering conversations with the city. While the district encourages walking and biking to school, preferred methods of student transportation are determined by each family.

61. How can a traffic study be conducted during a pandemic?

A: Traffic counts were taken prior to the COVID-19 pandemic impacted traffic patterns. The study and analysis of that data will occur in conjunction with site and offsite design.

62. Will the Safe Routes to school be completed by Fall 2023? If not, what is the interim plan for students to safely walk or for additional car traffic for walking boundary residents? How long after the building opens will all the street improvements be slated to be complete? (e.g. safe walking route along WFD).

A: Street improvements will provide new pavement, sidewalks, bike lanes, and trees. The district expects to build these improvements on the northern half of Willamette Falls Drive and southern half of Dollar Street bordering the property. The District will work with the City to determine if full-street improvements will be constructed, and if so the source of funding. Historically the City has partnered with the District and constructed or reimbursed expenses related to the full street improvements and safe routes to school improvements beyond the school site frontage. The District expects right-of-way improvements it is responsible for to be completed before the opening of the new school, as well as safe routes to school infill as can be agreed to with the City. Ultimately, City



funding and implementation of these improvements beyond the school site is approved by the City Council. The District looks forward to continuing these partnering conversation with the City.

63. Did the traffic study take into effect likely I-205 tolls that will turn WFD into a major bypass? What happens when the tolling on I-205 begins and the traffic on WFD increases tremendously?

A: The I-205 tolling project is still in the early planning stages and a toll will not be implemented for at least a few more years. Once a tolling price has been decided upon and impacts have been determined, improvements to mitigate traffic on local agency streets will be coordinated with ODOT. Based on discussions with the City of West Linn staff, it will be the responsibility of the ODOT tolling project to mitigate traffic impacts to city streets, therefore, the school district will not be required to mitigate any impacts due to tolling. If you would like to contact ODOT regarding the I-205 tolling project, please email oregontolling@odot.state.or.us or visit ODOT's [I-205 Toll Project webpage](#).

64. What does it mean that traffic stop “failed to meet the needs?” Why is that so? The intersection fails to meet our needs now and we are going to add an entire middle school to the mix without improving this intersection?

A: The traffic congestion at the Willamette Falls Drive/Ostman intersection is due to local traffic as well as regional traffic. If capacity is increased at the intersection, the City of West Linn is concerned it will encourage more regional trips onto Willamette Falls Drive. The school district will pay System Development Charges (SDCs) to the city when the middle school is approved. That money can be used by the city to improve the intersection in the future if the city decides improvements are desired.

65. How was the 29% walk/bike number arrived at? Will 246 students will be walking? Is the walking based on those who take the bus in the neighborhood?

A: Please refer to the [traffic study](#) and [supplemental memo](#) for sensitivity analyses and more details on the modal split assumptions for the future middle school.

66. How can a traffic study be complete without the street that the only other exit of the area?

A: Please refer to the [supplemental traffic analysis memo](#) for the traffic analysis on Dollar Street.

67. Is there an alternative to the roundabout? Signal, stop controlled, etc.

A: Please refer to the [supplemental traffic analysis memo](#) for a discussion on alternative traffic



control options that were considered at the Willamette Falls Drive/Brandon Place extension intersection. The original [traffic study](#) also can be found on the bond website. In brief, the small roundabout was determined to be the most effective solution.

68. Will a new sidewalk (from the staff/bus parking lot entrance along Dollar St. to Ostman Rd.) be put in on both sides?

A: Street improvements along Dollar Street will include a sidewalk and bike lane along the south side of Dollar Street. It is expected that infill safe route to school improvements to Ostman Road will be completed prior to the opening of the school, pending partnering conversations with the City of West Linn.

69. Does the roundabout southern exit/entry correspond to the driveway at the fields bridge community garden area?

A: Yes. The roundabout will be at the end of Fields Bridge and will align the bridge, west entry to the park, Willamette Falls Drive, and the new Brandon Place extension.

70. Walk/bike to Athey Creek school on Stafford, Borland, and Willamette Falls Drive seems unlikely due to safety. Has this been considered?

A: Yes. Walking and biking to the existing Athey Creek Middle School is not safe, and therefore, school bus service is provided to all students. This is reflected in our existing traffic counts to determine existing modal data for Athey Creek Middle School.

71. What is the distance of a Safe Route to School? There is no scale on the map.

A: The walking boundary is typically a 1/2-mile to 1-mile radius. For the new middle school, a 1-mile radius was assumed, however, larger physical barriers such as I-205 and the Tualatin River reduced that radius in some areas. The walking boundary is shown in Figure 10 on Page 30 in the Traffic Report.

72. What were the hours for AM Peak Hours and Midday Peak Hours at ACMS for your study? Jazz Band, clubs, meeting with teachers, etc. all start at 8 a.m. with parents dropping off a few minutes' prior.

A: The AM peak hour for this study was 8 to 9am, and the midday peak hour was 3:10 to 4:10pm.



73. There is a walking path that leads from Arbor Cove up into the woods. Will that path be retained (and perhaps converted to steps) or closed off?

A: The design does not currently contemplate improvement to this informal path.

74. There are expectations that ~30% of kids will walk or bike. Are there pedestrian entrances besides the roadway (Brandon Pl)? Are there going to be more pedestrian entrances on Willamette Falls Drive? Where is the pedestrian access along Willamette Falls Drive?

A: The design does not contemplate additional pedestrian routes to the school from Willamette Falls Drive. The traffic study indicates the proposed Safe Routes to School including sidewalks along both driveways.

75. Will there be a perimeter walking path around the school site? Is the walking path on WFD for school kids connected to a perimeter path around the school? Is there a possibility of allowing some type of walkway through the site property?

A: Site improvements will include sidewalks and pathways, including a path around the south end of the building to allow pedestrian connectivity to both sides of the school.

76. How will the children that live in River Heights neighborhood enter the site? How will kids from arbor cove and Willamette area theoretically enter?

A: It is anticipated that students from the River Heights neighborhood would utilize the sidewalk adjacent to each school driveway. Students walking from Willamette would likely walk along Dollar Street and use the same sidewalk along the bus entry, and entry adjacent to the playground.

77. What is Rosemont's walking boundary student population? What percentage of kids that can walk, walk regularly?

A: The district does not record the number of students that walk, bike, or arrive by personal vehicle to schools.

78. How will River Heights neighborhood be impacted in case of emergency? Specifically, neighbors being able exit the neighborhood? What is the traffic impact on River Heights neighborhood being able to enter and exit the neighborhood during high peak hours?

A: The newly constructed Brandon Place extension is a requirement that will not only provide an



access for student pickup and drop off from Willamette Falls Drive, but will also serve as emergency vehicle access to and from the River Heights neighborhood. Similarly, neighbors from River Heights would use Brandon Place as another option for entering and exiting the neighborhood. Please refer to the [supplemental traffic analysis memo](#) for peak hour traffic analysis on dollar street.

79. Would you be able to look at an independent traffic study rather than the district paid traffic study?

A: West Linn Community Development Code obligates the district to commission and submit a traffic study in support of applications that meet certain criteria. The district is confident in the data and conclusions of the traffic study performed by the third-party traffic engineering firm, DKS Associates. Commissioning another traffic study would be the prerogative of those wishing to do so.

80. The district plans for a growth of an additional 200 students. What neighborhoods will they come from and how will that impact transportation and traffic? (Long Range Planning Report assumes minimal growth N=23 students in the next 10 years for Willamette, so this increase will not walk.)

A: The demographic study that resulted in enrollment growth projections is available on the district website as an exhibit attached to the [2019 Long Range Facilities Plan](#).

81. Are speed bumps allowed?

A: Speed bumps and other traffic calming measures must be approved by Tualatin Valley Fire & Rescue (TVF&R) and the City of West Linn. The district is working with these agencies to maintain emergency vehicle access to the new Middle School and the surrounding neighborhoods, while considering traffic calming measures.

The City of West Linn has an existing process in place for proposal of traffic calming measures, such as speed bumps. Community members are encouraged to engage in that process to inform the city of the neighborhood's preferences regarding traffic calming measures. For more information, please visit the [West Linn Traffic Safety and Traffic Control FAQ webpage](#). Community members may submit a [Request for Traffic Control Investigation/Improvement form](#).

82. Is Dollar Street being widened?

A: Improvements to Dollar Street will include paving extension, including bike lane, new curb and gutter, planter strip and sidewalk on the currently unimproved south side of the road. These improvements may visually widen Dollar, but all improvements fall within the right-of-way limits



of the street.

83. Can you show documentation about completing the traffic counts prior to COVID?

A: The date of traffic counts is provided on page 8 of the Traffic Report. Traffic counts were collected on May 16th, 2019, when in-person school was in session prior to COVID-19 impacts. Also see Appendix A. The [traffic study](#) has been made available on the district website.

84. What is a sidewalk infill?

A: Installing sidewalk or paved walking paths at locations where there is a gap or break in the existing pedestrian network.

85. Can the school district provide scenarios for kids walking/biking to school from various points of walking boundary to pressure test the system and identify any gaps? E.g. no lights, no sidewalks.

A: Yes, that work has been done. Please refer to Page 28 – 32 of the Traffic Study for a list of Safe Routes to School improvement projects. The school district and the city will be working together to make sure those gaps are filled.

Historically the city has partnered with the district and constructed or reimbursed expenses related to the full street improvements and safe routes to school improvements beyond the school site frontage. The district expects right-of-way improvements it is responsible for to be completed before the opening of the new school, as well as safe routes to school infill as can be agreed to with the city. Ultimately, city funding and implementation of these improvements beyond the school site is approved by the city council. The district looks forward to continuing these partnering conversation with the city.

86. When the traffic is stopped at Ostman, it can back up/be stopped past Fields Bridge. On Friday afternoons this can start about 2:00, which is the same time as schools finishing. What analysis has been done about this and the impact on the roundabout.

A: Traffic counts for this analysis were collected on a typical weekday (Thursday, May 16th, 2019 from 3 to 5pm) so as to capture normal traffic conditions. Traffic patterns can vary significantly on Mondays and Fridays due to flex work shifts and weekend travel and are not typically considered in transportation studies. Typical volumes were included in the roundabout analysis.



87. What is the number of staff car and bus trips did you assume will be on Dollar Street? How many staff members are you assuming will be on site and what would be the traffic impact on Dollar Street? Have traffic studies been conducted specifically for Dollar Street and Brandon Place?

A: It was assumed that there will be 12 full-size school buses and 60 staff (with additional growth of up to 80 staff) for the new middle school. The school is estimated to generate approximately 60-100 trips on Dollar Street during the AM peak hour analyzed (8 to 9am) and 50-90 trips on Dollar Street during the midday peak hour analyzed (3:10 to 4:10 pm).

The traffic study did evaluate the operations on Dollar Street and Brandon Place and were found to be sufficient to meet the city's standard with the middle school in place.

88. What is the calculated increase in traffic wait times at Willamette Falls & Ostman with the addition of the school?

A: There will be an increase in average vehicle delay of three (3) seconds at the intersection. See the Traffic Study for details. The [traffic study](#) is available on the bond website.

89. If you project ~150 cars dropping off kids in the AM, how far back on Willamette Falls Drive will traffic be stopped? How many vehicles will fit on Brandon Pl?

A: The internal queue estimates are expected to be contained on the site and are not estimated to spill onto Willamette Falls Drive. There is room for approximately nine (9) vehicles on Brandon Place between the school driveway and Willamette Falls Drive.

90. Afternoon peak queue is mostly irrelevant. What is the queue for morning peak?

A: Queuing analysis was provided for both the am and midday peak hours at the roundabout (Willamette Falls Drive/Brandon Place). The queues at the Willamette Falls Drive and Brandon Place roundabout is provided on Page 22 (Table 10) of the Traffic Report. The [traffic study](#) is available on the bond website.

91. How much was the projected increase in traffic come 2023?

A: An average traffic volume growth rate of 1.15% per year was assumed. See Page 8 of the Traffic Report for more details on how the growth rate was calculated.

92. Why is there not a continuous sidewalk on Willamette Falls Drive?

A: After the new middle school frontage improvements on Willamette Fall Drive are built, there



will be new sidewalk and a two-way bicycle path on the side adjacent to the school site.

PARKING, LIGHTS, NOISE

93. How will parking be mitigated during school events at the middle school on Dollar Street?

A: The design of school parking lot(s) is part of the design process. The number of parking spaces is determined by West Linn City Code. While the staff parking lot will be closed to the public during the school day, it will be used as overflow parking during events to mitigate impacts to the neighborhood.

94. Is there any way to have a second way for vehicles to get into the bus/staff parking lot?

A: In an effort to control traffic, there is one bus entry off of Dollar Street and one parent entry off of Brandon Place.

95. Will there be an entrance into the parent parking lot from Dollar Street?

A: No. In an effort to control traffic, there is one parent entry off of Brandon Pl. This is also meant to control queuing lines from backing out into streets by keeping all lines within the limits of the parking areas.

96. How will the noise and pollution from idling buses be mitigated? What about I-205 noise? The current trees provide a sound buffer and absorb pollution.

A: The designed buffer zones, as well as location of the bus queuing line are being designed to address neighbor concerns surrounding bus noise. The bus loop is expected to travel away from Dollar St. prior to turning toward the school building. The district's agreement with the bus company includes a no-idle policy.

The district is uncertain how the school design would mitigate noise from the interstate.

97. Noise from school events will be intolerable. Was that taken into consideration?

A: A noise study has been completed and will be posted to the [bond website](#). The study considers daily busses, deliveries, events, and trash collection. This study indicates that the design is compliant with applicable regulations.



98. Will there be field lights at the new middle school? What events will take place in the evenings? What will be the hours of operation?

A: Yes, sports field lighting is included in the design for the sports field. Lighting extends availability of the field and supports safety and visibility during events and athletic activities. Modern field lighting systems have greatly reduced glare and light pollution compared to years past. Wood Middle School's new football field lighting is an example of this new system. The sports field lights at Rosemont Ridge Middle School are permitted to operate until 10:00 pm. The district expects to request the same hours of operation for the lights at the Dollar Street site.

99. How tall are the field lights?

A: The field lights are being designed at 70 feet tall.

100. Are the field lights going to be shielded from shining down into Arbor Cove?

A: Yes. They will also be shielded from other adjacent properties. A preliminary photometric study has been completed that illustrates light levels shining directly onto the field. There is a graphic image of this on the [bond website](#) in the Neighborhood Association meeting [presentation](#) from November 18, 2020.

101. What is the LED rating of the field lights?

A: A full photometric study that illustrates the lighting level (foot candles) per location on the sports field, and across the site to account for all outdoor lighting sources is in development. This information will be submitted as part of the Land Use application.

102. Will the fields be natural or synthetic? If synthetic turf, has the district researched the potential impacts on student health and safety?

A: The sports field is expected to be synthetic turf, with lighting as described in the bond language. Synthetic turf is the modern standard for outdoor athletic field surfacing and will continue to be used on district fields.



103. Will the school use Fields Bridge Park? How would a new middle school on Dollar Street impact the park?

A: The school will construct its own facilities for school use. It is possible that students could occasionally access Fields Bridge Park or the Tualatin River for instance during science class to make field observations. Residents will still be able to access Fields Bridge Park via the pathway under the bridge.

CONSTRUCTION

104. When will the road construction on Willamette Falls Drive begin? For example, the roundabout?

A: The timing of the construction of the roundabout has not been formalized. This will be coordinated with the city and information on the timing will be provided once it is available.

105. Can a temporary roundabout be built at the start of construction to ease traffic concerns during construction and keep the trucks away from the houses?

A: Traffic concerns during construction are being considered, and the district is exploring options to incentivize construction traffic use of Willamette Falls Drive.

106. Will construction vehicles for the school use Dollar Street or Willamette Falls Drive/Brandon Pl extension?

A: The District is exploring options to incentivize construction traffic use of Willamette Falls Drive. The project includes construction in and adjacent to Dollar Street, so some level of activity is required.

107. What will access to the River Heights Neighborhood look like during construction?

A: The District is exploring options to incentivize construction traffic use of Willamette Falls Drive. The project includes construction in and adjacent to Dollar Street, so some level of activity is required.



108. How will noise be mitigated during construction on Dollar Street?

A: Per West Linn city ordinance, sounds associated with construction can only occur between the hours of 7 a.m. to 7 p.m. weekdays and 9 a.m. to 5 p.m. on Saturdays and Sundays. The district does its best to be good neighbors before, during, and after construction, working with neighbors to mitigate concerns.

109. How will construction impact the foundations of neighboring homes?

A: Construction activity is expected to follow standard methods and practices, which are not expected to damage neighboring properties.

110. What other impacts (staging) or interruptions of service (power, internet) should neighbors expect during construction?

A: All utility infrastructure will meet code and will tie into public systems in a timely manner. The interruption of utilities to surrounding properties is not anticipated. Should utility interruptions be required the district will notify the community via ListServ and the district website. The district is exploring options to incentivize construction traffic use of Willamette Falls Drive. The project includes construction in and adjacent to Dollar Street, so some level of activity is required.

Athey Creek Property and Third Option High School Questions

111. How many acres is the current Athey Creek property and how does it compare to other properties in the district?

A: The property that Athey Creek Middle School currently occupies and uses is 21.18 acres. This does not include Stafford Primary, the District Operations Center, or the Soccer Fields that share the larger property. For comparison, Meridian Creek Middle School sits on 20.11 acres, Rosemont Ridge sits on 20.28 acres, and Wood Middle School sits on 16.16 acres.

112. What are the plans for the soccer fields that aren't currently used by Athey Creek Middle School?

A: The 5-acre soccer field site at Athey Creek Middle School is currently leased to Willamette United. That 20-year lease expires in the coming year. Future leases would only



be considered on a year-to-year basis. Further use of those fields in event the lease is not extended has not been planned.

113. What is the scope of the district’s third option high school?

A: Historically, Arts and Technology High School in Wilsonville has served about 100 students in grades 10-12. At the moment, it is not a school where students start their high school career. Arts and Technology High School operates out of a leased building that is owned by the City of Wilsonville. That lease expires in 2022 and the city has indicated it would like to take back use of the building in the near future. Simultaneously, enrollment at West Linn High School has exceeded the building’s educational capacity and Wilsonville High School is projected to exceed its enrollment capacity in the next 10 years. To increase educational opportunities for students, particularly in Career and Technical Education, and to alleviate overcrowding at the high school level, the new option high school will be developed to serve 400-500 students. Renovating the existing Athey Creek Middle School allows for the desired learning spaces a high school needs and also allows for further buildout into the future should further enrollment growth occur. The site is centrally located within the district, allowing students from West Linn, Wilsonville, and Tualatin to attend. The new option high school will serve grades 9-12 and be a full-time option for all high school students. The size of 400-500 maintains the smaller size that current Art Tech High School students covet.

114. Why create capacity at the Athey Creek site for future students from the Stafford Triangle area when there is no timeline for the area to develop?

A: Relocating the Athey Creek Middle School to the Dollar Street site provides the district with two middle schools in West Linn while maintaining two middle schools in Wilsonville.

Relocating the third high school to the existing Athey Creek Middle School site allows the district to have a comprehensive high school on each end of the district, while allowing the third option high school to be centrally located, and accessible to all district students.

The district is responsible for contemplating long term changes in the community. While there is no timeline for the Stafford Triangle to develop, the long-range facilities plan anticipates continued growth in the district over the coming decades. When a third comprehensive high school does become necessary, the Athey Creek Middle School site is expected to be the appropriate location.



115. How is this property best suited for the population that it serves?

A: Building a new Athey Creek Middle School on the Dollar Street site allows the district to bring the school closer to where students live. The current site on Borland Road allows for no students to walk or ride bikes to and from the school. At roughly 22 acres it is the ideal size for a middle school.

116. What happens to the Arts & Tech High School in the interim between the end of the lease and the opening of the school?

A: The Arts & Technology High School will have a gap year, during which the district will develop the program for the new Third Option High School at the Athey Creek Middle School on Borland Road building. This school is expected to open in the fall of 2023, at the same time as the new middle school.

117. How many students will there be at the third high school when it opens in 2023?

A: The Third Option High School will not open with an attendance boundary. Attendance will be voluntary. The district will develop and communicate the educational programs available at the school in advance of opening, and families will be able to assess if the school is right for their students. The educational program is expected to include Career and Technical Education programs unique to the school, and will necessarily be smaller than the two comprehensive high schools. These aspects are expected to provide particular interest to some families in the community. The district does not have a current projection for initial enrollment.

Other Questions

118. What plans does the district have in case of emergency lockdown and/or emergency evacuation for the school and adjacent neighborhoods? For example, when both kids and residents need to evacuate? What would the active shooter emergency response plan be? Has Tualatin Valley Fire & Rescue had an opportunity to review these plans?

A: Tualatin Valley Fire & Rescue has provided initial review of the site plans and will continue to consult with the district as the design of the building continues. The new Brandon Place extension road will provide an access to and from the school as well as an additional access to and from the neighborhood.



The district has emergency infrastructure and protocols standards which are accommodated by the design. The details of these are not made publicly available to protect the safety and security of students and staff. Safety and security improvements in the design include secure entry, impact resistant glass, classroom lockdown hardware and classroom lockdown curtains.

119.If a middle school isn't going to be built on the property, will houses be built instead?

A: The property is owned by the district and is intended to be utilized for the new middle school. If a school was not to be built on the site, the school board would need to assess its continued value to the district. The school board must authorize the sale of district property.

120.How will the middle school affect property values?

A: Community members concerned about property values as a result of street and utility improvements and construction of a new school are encouraged to consult a real estate professional.

121.Neighbors currently use the Dollar Street property for recreation. What amenities will be available to the community?

A: School sites are often used by members of the community for recreation. For instance, community members make routine use of the sports fields, track, and sidewalks at Rosemont Ridge Middle School before and after school, as well as on the weekends. The district encourages such use for the wellness of all community members. There will also be a continuous pedestrian pathway from one driveway to the other, around the south side of the building. This path would be available to the community outside of school hours.

122.Is it a conflict of interest for companies that made donations to the school bond campaign to work on the school construction?

A: The school bond campaign is a separate entity from the school district. The bond management team does not track campaign donations and selects firms on the basis of merit or cost as appropriate under Oregon Revised Statutes.



123. From a safety perspective, how will the district limit student access to Willamette Falls Drive and the river?

A: Students are not expected to have immediate access to Willamette Falls Drive due to site fencing, slopes, and vegetation. Students are not expected to have immediate access to the Tualatin River due to the proposed Brandon Place extension. Guided activities under the supervision of staff may extend beyond the property to visit Fields Bridge Park or other locations.

124. Can the district sell the Dollar Street Site?

A: While the board could potentially consider the sale of unused properties, this site is currently targeted for development as the New Athey Creek Middle School.

125. Can the district consider other uses for the site? Environmental education?

A: The district has considered how to address secondary level enrollment and determined that this is the most appropriate site for the New Athey Creek Middle School.

Environmental education is planned at all district middle schools including the construction of educational greenhouses, activities at CREST, and other environmental resources on their sites.

126. Can the school have a functioning basketball court; not a multi-use floor?

A: The building design has not progressed to detailing of floor types, but the district standard middle school gym floor is a traditional wood floor.

127. Will neighbors be compensated for the inconvenience?

A: The district expects to work with neighbors to minimize inconveniences, but will not provide compensation due to proximity to construction activity.

128. Will you allow food trucks to use the bus area at lunchtimes so that students have more options for lunch?

A: The district does not currently allow private food businesses to operate on district property to provide meals to students and staff. No change to this practice is expected.



129. Are there any current school board members that live in the area? Have they taken into account the impact this will have on their own property?

A: No current school board members live in the River Heights neighborhood. The district is obligated to respond to voter approval of measure #3-554, including the construction of a new middle school at the Dollar Street site. The district will submit a land use application to the City of West Linn in early 2021. The goal of the public engagement process over the last year has been to receive community questions and concerns, and address them either through design adjustments or clarification of the reasoning behind aspects of the design.

Community members concerned about property values as a result of street and utility improvements and construction of a new school are encouraged to consult a real estate professional.