

KING CITY URBAN RESERVE AREA 6D CONCEPT PLAN

Technical Advisory Committee (TAC) Meeting #3

Day and Time: Tuesday June 6th, 1PM to 3PM

On Tuesday June 6th, Technical Advisory Committee Meeting #3 was held in King City City Hall at 15300 SW 116th Ave, King City, OR 97224.

City of King City

Michael Weston, City Manager
Keith Liden, City Planner

Allen Kennedy, Tualatin Valley Fire and Rescue
Hal Bergsma, AARP
Marah Danielson, ODOT
Avi Tayar, ODOT

Technical Advisory Committee

John Floyd, Washington County
Jessica Pelz, Washington County
Brian Harper, Metro
Philip Wentz, Tigard Tualatin School District
Jadene Stensland, Clean Water Services
Susan Shanks, City of Tigard

Consultant Team

Marcy McInelly, Urbsworks, Inc
Erika Warhus, Urbsworks, Inc

AGENDA

<p>1:00PM to 2:00PM 60 minutes</p>	<p>When we last met</p> <ul style="list-style-type: none"> • TAC #2 Notes • Schedule diagram <p>General review</p> <ul style="list-style-type: none"> • Charrette Report • Great Neighborhood Planning and Design Best Practices • Final Document Outline and Final Document Regulatory Framework • Preliminary Vision and Goals (Final Draft) • Stakeholder Advisory Committee (SAC) Meeting #3, Summary Notes <p>Specific questions or issues</p> <p>Regarding the “Final Document Outline and Final Document Regulatory Framework,”</p> <ul style="list-style-type: none"> • <i>What Goals or Metro Titles may be missing from the various sections of the final report, or other information that you are aware of that you believe will be necessary to provide an effective and compelling Concept Plan Report.?</i> • <i>What are the critical issues you believe must be addressed in the concept plan?</i>
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	<p>Alternatives presented in the Charrette Report (pages 22-25).</p> <ul style="list-style-type: none"> We'd like your feedback on these designs.
<p>2:00PM to 2:45PM 45 minutes</p>	<p>In progress work:</p> <ul style="list-style-type: none"> Design alternatives in progress with a focus on the design of the street network, street types and Beef Bend Road in particular, including making connections to and crossing Beef Bend Road. Review materials for the July 11 meeting (should be already on your schedule), which will include <ul style="list-style-type: none"> Infrastructure Finance Plan Alternatives Analysis
<p>2:45PM to 3:00PM</p>	<p>Adjourn</p>

When we last met

- TAC #2 Notes
- Schedule diagram

Marcy gave brief introduction about where the team is in the concept planning process and asked for comments from the TAC regarding the materials that were sent in advance of the meeting (listed below).

General Review

- Charrette Report
- Great Neighborhood Planning and Design Best Practices
- Final Document Outline and Final Document Regulatory Framework
- Preliminary Vision and Goals (Final Draft)
- Stakeholder Advisory Committee (SAC) Meeting #3, Summary Notes

Comments

General Comments from TAC listed below in reaction to the packet received:

Marcy asked for specific comments about the Regulatory Framework, which lists out the Metro Titles and urban planning growth goals that will need to be addressed in each section of the urban expansion application to Metro. She explained that the Regulatory Framework borrows ideas about the organization of findings from the Tigard River Terrace Community Plan. Marcy asked if TAC members had noticed any findings categories that were missing or had other thoughts.

Jessica Pelz: What transportation findings need to be included in the application to Metro?

Hal Bergsma: Why are elements of the Regional Transportation Plan not included in the materials, such as the Westside Trail? Are these relevant to the Title 11 Process?

Brian Harper: Regarding transportation, no, these items are not relevant to the process and don't necessarily have to be called out. Title 11 does not require much analysis however; it might be a good idea to note them generally.

Marcy McInnelly: The team plans to integrate the Westside Trail into the mobility framework.

Mike Weston: A drainage has been identified along the BPA power line and the City is interested in making this an amenity along the planned Westside Trail route.

Susan Shanks: Title 11 requirements dovetail with the plan. Look at the Regional Functional Plan because there's a lot of relevant materials to this project. Also, (to Marcy's question about including the street network from the West Bull Mountain Concept Plan in the mobility framework), yes, absolutely use West Bull Mountain Street Plan.

Infrastructure Finance Plan:

Jessica Pelz: Washington County wants to see traffic analysis and capacity and mobility on Beef Bend. Concerned about all streets leading back to Beef Bend. Wants to see the Infrastructure Finance Plan and does Metro have specific requirements for the finance plan?

Brian Harper: There are no benchmarks for the Infrastructure Finance Plan and it's up to the team to decide what is appropriate and how to make the argument in favor of bringing into the UGB.

Susan Shanks: Stormwater/Transportation network. Would like to understand what levels of density are needed for the area in terms of paying for the infrastructure.

Marcy McInelly: The Infrastructure Finance Plan is in progress now and will be reviewed by the TAC in the July 11 meeting. It includes funding mechanisms for three categories of infrastructure: 1) district or URA-wide; 2) site-specific infrastructure, and 3) off-site infrastructure improvements. There will be three alternative infrastructure plans, each with an order of magnitude cost estimate, and these will be linked to the housing and commercial development yield.

Other:

Jessica Pelz: What is the City Council and community reaction to these alternatives? Washington County prefers Alternative 1 because it shows the Fischer Rd connection.

Mike Weston: City wants to see the east/west connection to happen further south.

Marcy McInelly: There are technical solutions but there are also political ramifications that we are trying to balance.

Keith Liden: Development will start at the west and move east, so even with the connections drawn, it will be a long time before they happen. Many of the possible connections are to existing local streets. Community would not want to see a local street become a collector down the road.

Susan Shanks: Hold the line on keeping connections to King City. It's important to be clear throughout that these connections need to be there and the community needs to be aware.

Jessica Pelz: how does Metro feel about leaving a gap between developed areas (Alternative 2)?

Brian Harper: Not in support of the gap. It's a much stronger argument to bring everything in together.

Susan Shanks: What about Title 6?

Brian Harper: There is high capacity transit funds that are attached to Title 6. It's a good idea to incorporate Title 6.

Allen Kennedy: Concerned about seeing integration of language for public safety in terms of transportation/access/water. He sent over some language that would be good to include.

Brian Harper: State of the Centers report listed in best practices references version from 2011. Latest is from 2015.

Susan Shanks: Tigard supports showing street connection to River Terrace Boulevard.

Jessica Pelz: Will check signal spacing requirement on Beef Bend.

Mike Weston: King City intends to complete a TSP in the near future

Parks:

Marcy McInelly: Question about planned location of parks in Tigard River Terrace area and the area just north of King City URA 6D (called URA 6C). The West Bull Mountain Plan shows them as specific sites, whereas the River Terrace document shows them as non- site-specific circles.

Susan Shanks: River Terrace Plan approached parks on a conceptual level because Tigard has a policy about not locating parks until the land is acquired. The city of Tigard wrote code and developed an SDC credit policy to incentivize developers to build parks to meet the open space, trail, and park level of service standards for Tigard. There is also an SDC (Systems Development Charge) credit policy for parks.

Susan Shanks: Is there a level of service for parks?

Mike Weston: No. City hopes to have regional trail plan. The parks plan will be part of the Master Plan that follow successful Concept Plan application to Metro.

Street Types:

Susan Shanks: Tigard has trails designated as transportation facilities instead of park facilities. River Terrace trail is an example of this and shows up on the transportation plan. This provides different opportunities for funding.

Hal Bergsma: Consider trails as beyond recreational trails. They are used for commuting as well.

General discussion: There is more funding available if the facility is not only park / recreation, but is also classified as transportation.

Jessica Pelz: City of Cornelius has recently adopted a woonerf street. It would be good to look at that.

Susan Shanks: Description of rural streets is intriguing but not represented in the cross sections. Wants to see narrower design with no curbs. The local street seems much too wide. Go bold! City description doesn't come through in image. Only 1 foot less than Tigard Triangle urban street section. Wants to see super skinny street.

Street Maintenance/Stormwater:

Susan Shanks: Who maintains the stormwater plantings?

Jadene Stensland: Maintained by Clean Water Services (CWS). Possible maintenance as part of Homeowners Association (HOA).

Susan Shanks: Has lots of images of street transitions she will share with project team. What is the threshold for stormwater standards?

Jadene Stensland: Easily defined lines and easy maintenance. There are standard planter box designs and drawings for reference on their website. CWS would be open to new concepts but no precedent currently exists. CWS would not prohibit maintenance by property owners. There are different standards for public and private facilities.

Susan Shanks: In River Terrace there was an idea of training residents on maintenance. Tigard Transportation utility fee for maintenance of stormwater planting standards.

Jadene Stensland: CWS has work force training programs, working with Portland State University and Portland Community College.

Roundabouts:

Jessica Pelz: Washington County is open to the idea of roundabouts. Specifically, at 137th and the 2 non-conforming local streets plus the Westside Trail. Washington County needs to see the details worked out.

Philip Wentz: Good example of roundabout at Luscher farms. There are issues with backups at Stafford road, however.

Susan Shanks: Access to Westside trail is important to lots of people. Tigard is very interested in making that connection work, and is in favor of a creative approach to improving the intersection and access generally.

Jessica Pelz: Will check Washington County spacing standards for signalized intersections. Mixing intersections and roundabouts may be a problem.

Mike Weston: Worst stretch of Beef Bend is halfway between 150th and Roy Rogers because there's a curve and a hill. Would like to see a roundabout there.

Susan Shanks: Concerned about culverts and sinkholes on Beef Bend. Would like to see analysis of segment lengths of Beef Bend on terraces (flat areas) as compared to the sloped segments for road design. How flat is Beef Bend actually?

Note: Urbsworks to send section cut diagram to Susan and rest of team.

Jessica Pelz: Are there options for Clean Water Services to deal with flows on a regional basis? (Answer: Yes)

Transit:

Hal Bergsma: Transit is needed in the area. Where is the Trimet representative?

Susan Shanks: In other related planning, Trimet said they would rather be on Tigard River Terrace Boulevard.

General discussion: There is development on both sides of the street. There can be better crossings and transit stops on both sides of the street. Prefer to be on collector as opposed to arterial. Connect with Trimet about future stops/routes. All of these design reasons push TriMet to prefer to provide service on Tigard River Terrace over Roy Rogers. Tom Miller would be the natural contact person.

Closing thoughts:

Susan Shanks: Hone the goals and policies and really make them clear and connected to the area. Make the big ideas stand out and then move into the more fine-grained goals.

Jadene Stensland: It's great in concept to bring development to the river but there are challenges with that. Remember the setbacks and that the more impervious surfaces the more problems with stormwater management.

Hal Bergsma: Integrate the retirement community into the new development and consider accessibility.

Susan Shanks: Single story homes or masters on the main are nice idea, but unless the City can regulate them, it won't happen. Build in the structure for this now.

Marcy McInelly: Main goals include: 1) universal access and fluidity of transportation 2) transition density from center to edge and integrate nature into neighborhoods, and 3) the Tualatin River as a community design reason for being.

Next TAC:

Marcy McInelly: Next TAC meeting (July 11) will be devoted to Infrastructure Finance Plan, Mobility Framework and Alternatives Analysis.