

NOTICE OF CITY COUNCIL MEETING

The City Council of the City of King City will hold a Regular City Council Meeting at 7:00 p.m.,
Wednesday-April 4, 2018 at the King City Hall, 15300 SW 116th Ave, King City, Oregon 97224

AGENDA		Action Item
REGULAR SESSION		
<i>Moment of Silence</i>		Time:
7:00 p.m.	1. CALL TO ORDER	
	2. ROLL CALL	
	3. PLEDGE OF ALLEGIANCE	
	4. APPROVAL OF MINUTES: February 7, 2018	M S A
7:05 p.m.	5. OPEN FORUM: We welcome public comment. At this time, the Council will be happy to receive your comment on items 7.1 & 7.2 on the agenda (including, questions, suggestions, complaints and items for future agendas). Please hold Comment for the King City Concept Plan – Agenda Item 7.3 until that matter has been called to order. Each person's time will be limited to three minutes.	M S A
7:30 p.m.	6. UNFINISHED BUSINESS: NONE	
7:45 p.m.	7. NEW BUSINESS:	
	7.1 Truck Bed Selection – Purchase Authorization	M S A
	7.2 Amendment #2 SCJ Alliance Contract – Scope Change	M S A
	7.3 Resolution 2018-03 King City Concept Plan – Public Comment	
	*** Staff Report – Proponents – Opponents – Neutral Comments***	Hold Vote
7:55 p.m.	9. POLICE CHIEF'S REPORT	
8:05 p.m.	10. CITY MANAGER'S REPORT	
8:15 p.m.	11. MAYOR'S AND COUNCILOR'S REPORTS	
8:30 p.m.	12. ADJOURN	
NEXT MEETING SCHEDULED FOR APRIL 18, 2018 @ 7:00 PM		M S A
The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Mike Weston, City Recorder, 503-639-4082.		Time:
M=Motion; S=Second; A=Action/Vote		

**CITY OF KING CITY
CITY COUNCIL MEETING MINUTES**

Call to Order: A regular meeting of the King City – City Council was held at the King City Hall beginning at 7:00 p.m. on Wednesday, February 7th, 2018. Mayor Gibson requested a moment of silence then proceeded to call the meeting to order at 7:01 p.m., followed by roll call and the Pledge of Allegiance

Roll Call: **The following City Council members were present:**

Mayor Ken Gibson
President Bob Olmstead
Councilor Jaimie Fender
Councilor John Boylston
Councilor Gretchen Buchner
Councilor Billie Reynolds
Councilor Smart Ochoi

Absent:

Staff present included:

City Manager (CM) Mike Weston
City Recorder Ronnie Smith

Agenda Item 4: **Approval of Minutes:** November 1, 2017

**MOTION MADE BY COUNCIL BUEHNER TO APPROVE THE MINUTES OF
REGULAR SESSION OCTOBER 18, 2017, SECONDED BY COUNCILOR
REYNOLDS.**

**VOICE VOTE: 7-AYES – 0-NEYS – 0 ABSTENTIONS– 0- RECUSED
THE MOTION CARRIED 7-0.**

Agenda Item 5: **Open Forum:**

Mayor Gibson opened public comment on any item on the agenda (including questions, suggestions, complaints, and items for future agenda) and stated each person's time would be limited to three minutes.

Maxine Vandyke – King City Resident:
Asked if the city could do anything about the Zip Code being related to Portland. Councilors discussed the possibility of speaking to Margret Doherty and see if she could help get the Legislative to propose a resolution.

Agenda Item 6: **Unfinished Business:** None

Agenda Item 7: **New Business:**

7.1 New Master Fee Schedule Discussion & Review (Resolution R-2018-02)

City Recorder presented Resolution R-2018-02 a resolution revising fees, charges, fines and assessments and that rescinded resolution R-06-01. The City of King City provides a full range of municipal services to the community, including police protection, traffic control and improvement, street maintenance and improvement, planning and zoning regulation, building inspection and regulation.

This Master Fee Schedule consolidates all City fees and charges adopted by City Council resolution for the various services that the City provides.

The City as not adjusted its fees since April 5th, 2006. This Resolution adopts current Building fee and adjusted the Public Records, City Parking Permits, and City Parking fines sections were increased by the Consumer Price Index-All Urban Consumers. Base period was 1982-84=100. Year range was 2005 to 2017 and was rounded to the nearest five dollars.

Business Registration was lowered from \$175.00 to \$150. This will help be more comparable to other cities in the metro area. The staff is proposing a 10% delinquent business registration of the original business tax plus interest at 9% per annum from the due date until full payment is received. The delinquent business registration will apply 30 days after July 1st. Staff will research business renewal registration and will report at the next meeting.

Councilors and staff discussed adding a proration of business registration and do a written invitation to the business to meet with the councilors and attend the council meetings.

Staff recommends a 5-year moratorium surcharge for cuts and excavations in a newly paved or resurfaced street pending on an Ordinance that is being developed for March 7th, 2018 Council meeting. The schedule and Fees are as followed:

1st year of moratorium Not Allowed

2nd year of moratorium \$250 per square foot

3rd year of moratorium \$200 per square foot

4th year of moratorium \$150 per square foot

5th year of moratorium \$100 per square foot

Councilor Fender asked if the city could charge for reservation at the gazebo. Staff will report back at the next meeting.

Council also mentioned that they would like to see the next Master Fee schedule looked at by the Budget Committee.

MOTION MADE BY COUNCIL BUEHNER TO TABLE THE NEXT READING NOVEMBER 2017 FINACIAL REPORT, SECONDED BY PRESIDENT OLMSTEAD.

**VOICE VOTE: 7-AYES – 0-NEYS – 0 ABSTENTIONS– 0- RECUSED
THE MOTION CARRIED 7-0.**

7.2 FY 2016-2017 FINANCIAL AUDIT REPORT PRESENTATION – HANNAH SIRPLESS

Hannah presented the FY 2016-2017 Financial Audit. She reported that overall the city's financials are in good health. She also stated that the city had no significant deficiencies in best practices but did mention sections in the Management Letter.

They are:

1. Governing Body Monitoring

An integral part of internal controls is the monitoring of financial activities by those charged with the governance (the Council). This can be accomplished by asking specifically designed questions to senior staff, by reviewing financial statements and projections and by comparing financial results to pre-established benchmarks. While the Council participates in the budget adoption process and receives staff prepared financial statements, these only partially fulfill the monitoring function.

We recommend that the Council articulate their monitoring practices and record in the minutes when those activities occur.

2. Fidelity Insurance Coverage

In reviewing fidelity (employee honesty) insurance coverage, we noticed that the City often carries cash and investment balances in excess of the insurance coverage amount. We recommend that the Council examine this exposure risk and make a determination as to the amount of insurance coverage they feel is prudent in regard to their oversight.

3. Segregation of Duties

Because of a limited number of available personnel, it is not always possible to adequately segregate certain incompatible duties so that no one employee has access to both physical assets and the related accounting records or to all phases of a transaction. Consequently, the possibility exists that unintentional or intentional errors or irregularities could exist and not be promptly detected. We recommend that the Council continually monitor the financial activities to mitigate this risk and consider obtaining additional fidelity insurance coverage to compensate for this risk.

4. Quickbooks Accounting Software

QuickBooks accounting software is used. QuickBooks is not designed to segregate self-balancing funds and may allow users to delete transactions without any audit trail remaining. We recommend that the City evaluate the risk of using this program and consider purchasing an accounting software package specifically designed for governmental accounting.

5. Intellectual Property/Use of City Assets

In the documents provided to us, we saw no indication of a City policy regarding the use of City's assets for personal reasons or the ownership of intellectual property developed by staff either using City assets or during employment hours at the City. We recommend the creation of a City policy, if one is not already in place, to address the potential creation of patents, copyrights, and other claims on intellectual property using City assets or time, as well as use of City assets for personal reasons.

Councilors and staff discussed accounting software and the price. Currently, the city segregates the duties with Mike Marz the contract accountant, the Court Clerk, and the Finance Manager. Staff will continue to look at the pricing and report back at a later date.

Councilor Boylston mentions that the use of city assets should be done soon. CM Weston said we could add it to the upcoming Personnel Policy/Union agreement.

Councilor Buehner suggested that it is time to send out an RFP for the next audit.

**MOTION MADE BY COUNCIL BUEHNER TO APPROVE FY 2016-2017
FINANCIAL AUDIT REPORT, SECONDED BY COUNCILOR REYNOLD.**

**VOICE VOTE: 7-AYES – 0-NEYS – 0 ABSTENTIONS– 0- RECUSED
THE MOTION CARRIED 7-0.**

7.3 First Annual Mayor Golf Tournament – Donation

President Olmstead briefly spoke about the golf tournament that is on April 29th and asked the City to donate \$500.00.

**MOTION MADE BY COUNCIL BUEHNER TO APPROVE \$500.00 DONATION TO
THE FIRST ANNUAL MAYOR GOLF TOURNAMENT, SECONDED BY
COUNCILOR REYNOLD.**

**VOICE VOTE: 7-AYES – 0-NEYS – 0 ABSTENTIONS– 0- RECUSED
THE MOTION CARRIED 7-0.**

7.4 SCJ Agreement for Professional Services – URA 6D Concept Plan Traffic
Analysis

CM Weston presented the agreement to the council and gave a timeline of about 4 to 6 weeks.

**MOTION MADE BY COUNCIL FENDER TO APPROVE THE SCJ AGREEMENT
FOR PROFESSIONAL SERVICES – URA 6D CONCEPT PLAN TRAFFIC ANALYSIS,
SECONDED BY COUNCILOR REYNOLD.**

**VOICE VOTE: 6-AYES – 0-NEYS – 0 ABSTENTIONS– 1- RECUSED
THE MOTION CARRIED 6-0.**

There was a small discussion on sending documentation to councilors by email, mail, iPad.

Agenda Item 8: Police Chief's Report

None.

Agenda Item 9: City Manager's Report

Sign relocation – King City working with KCCA to relocate the sign on the corner of Royalty road and 116th Ave for the Hwy 99 project. The city will replace the sign.

Still working on the RFP for the City Hall remodel. The architects have estimated the project cost to be around \$500,000. That is about \$100.00 per square foot. CM Weston recommended that we fund this project through the equity line.

CM Weston also briefly spoke about the Housing Needs Analysis, the City Website, and the city social media.

The City is looking at electrician to work on the lights at the park.

Agenda Item 10: Mayor and Councilor's Reports

Councilor Reynolds reported that the pothole on Majestic has blown out and needs to be reported. She also attended the WCCC.

Councilor Buehner reported that she attended the MPAC meeting where they discussed policy consideration of potential Oregon constitutional amendment to increase flexibility of general obligation bonds for affordable housing.

Councilor Smart no report.

Councilor Boylston reported that JPAC spoke about the 99w project from Royalty to Durham road.

Councilor Fender will be missing the CDBG meeting tomorrow. She also reported that she attended the Roseberry HOA. Councilor Fender has reached out to TVCCTV and will have a meeting with them in March 2018. TVCCTV suggested that the city updates the website video. The Fourth of July Festival has had their first meeting, and a few businesses have donated money to help the festival. She also mentioned the KCCF would like to do an appreciation for our Police during the National Police Week in May. The KCCF also wants to make a workshop or event dinner that benefits our Veterans.

President Olmstead reported that he went to the KCCA meeting – but has nothing to report back.

Mayor Gibson gave out a letter with information about the LOC “If I were Mayor.” Moreover, wanted the city to be involved. The deadline is May 11th. He also mentioned that Mike Cully from LOC met with staff and toured the city.

Agenda Item 11: Adjournment

COUNCILOR BOYLSTON MOVED TO ADJOURN THE MEETING, PRESIDENT OLMSTEAD SECONDED, THE MEETING ADJOURNED AT 8:57 P.M

Respectfully Submitted by:

Attested by:

Ronnie Smith
City Recorder

Mike Weston
City Manager

STAFF MEMORANDUM

Subject: Dump Body for Public Works Truck

Over the past few Month Staff has tried to nail down some bids from Truck Equipment companies in the area. Our initial bid was received from Pacific Truck Colors (“PTC”) and later from Pacific Service Center Commercial Vehicle Upfitting Operations (“PSC”), Knapheide was asked from the area in accordance with State Law.

Later we contacted two other Truck Equipment Companies exercising our due diligence to find a better deal. We found CarCo Industries and PMI Truck Bodies, Inc. and requested bids.

Going from the bids we received. There are a couple of slight differences with the type of Dump Bodies proposed by each firm. Based on the information in the Bid, Staff believes the Dump Body from CARCO Industries may be of a higher quality and structural integrity, but reasonable similar in function and performance as those proposed by PTC. As far as the low bid submitted by PSC – the tool boxes under the chassis were not included in the bid. Therefore we will not be pursuing the PSC proposed bid any further.

<u>Company</u>	<u>Initial Investment</u>	<u>Annual Costs</u>
Pacific Truck Colors	\$11,237.00	
Pacific Service Center	\$9,290.00	
Knapheide	\$15,709.00	
CarCo	\$11,496.00	
PMI Truck Bodies	\$11,643.00	

Overall Staff feels that CARCO and PTC Bids are both comparable, the only real differences are brand preferences of each contractor. Also based on language in the PTC Bid, there may be avenues to additional costs due to lack of details on their proposed bid.

Staff also spoke with the Fleet Management (“FM”) in surrounding cities about the quotes. FM recommended that we use CARCO Bid – due to the structural fortitude of the dump body proposed in their Bid as well as the highly detailed and breakdown of the total cost of the Rugby Dump Body.

Given a comparison of the Bids Staff would recommend the Carco Industries Bid.

Pacific Truck Colors, Inc.

19225 SW 125th Ct
Tualatin, OR 97062 USA

Phone: 503-692-7247
Fax: 503-692-6832
Fed ID: 93-0899884

Quote No: 30052**Tuesday, February 27, 2018**

Page: 1

Attention:**City of King City**

15300 SW 116th Ave.
King City, OR 97224
Phone: 503-639-4082
Fax: 503-639-3771

Vehicle Information

License: VIN:
Mileage: 0 Description: 2006 FORD F-450 C/A 60 D
Unit Number:

Line: **1** Part ID: **EQUIPMENT SALES** Rev: **A**

EQUIPMENT SALES

F&I KNAPEIDE DROP SIDE DUMP BODY KDBDS912-B (9FT)
\$4200.00 8 HRS EQ

F&I HOIST E/H KHA-1516SF-ED
\$2082.00 8 HRS EQ

F&I QUARTER CAB PROTECTOR KCP-025S21-B
\$360.00 3 HRS EQ

F&I 2) 18X18X24 BLACK STEEL UNDERBODY BOXES LT&RT
\$600.00 4 HRS EQ

ALL PAINTED BLACK
4 HRS PREP 4 HRS PAINT

FREIGHT
\$500.00

PAINT MATERIAL \$400.00
SHOP SUPPLIES \$150.00
TOTAL PARTS AND SUPPLIES \$8292.00
TOTAL LABOR 31 @ \$95/HR = \$2945.00

****OPTION****ADD HITCH/PLUG \$750 TO TOTAL**

Quantity	U/M	Unit Price	Addl Charge	Lead Time	Total Price
1.00	EA	\$11,237.00			\$11,237.00

Salesperson: Troy Stevenson

Prices are Valid Until Saturday, April 28, 2018

Pacific Truck Colors, Inc.

19225 SW 125th Ct
Tualatin, OR 97062 USA

Phone: 503-692-7247
Fax: 503-692-6832
Fed ID: 93-0899884

Quote No: 30052

Tuesday, February 27, 2018

Page: 1

Customer Order Approval Signature

Date

25% RE-STOCKING FEE IF QUOTE IS APPROVED, ORDER IS PLACED AND CUSTOMER
CANCELS

"THE ABOVE AMOUNT DOES NOT INCLUDE WASHINGTON SALES TAX"

PACIFIC SERVICE CENTER
COMMERCIAL VEHICLE UPFITTING
OPERATIONS:
6212 NE 78TH CT | SUITE B | PORTLAND, OR 97218
PHONE: 503-282-4607
BILLING:
4030 NE BUFFALO ST | PORTLAND, OR 97211

QUOTE ID: E95380

DATE QUOTED: 3/3/2018

QUOTED BY:

DEAN WELLS

QUOTED TO:
CITY OF KING CITY
15300 SW 116TH AVE
KING CITY, OR 97224

TERMS: MUNICIPALITY NET 30
SHIP VIA: CUSTOMER
VEHICLE INFO.:

2006 FORD F450 60 CA

VIN (FULL):

PREPARED FOR: MIGUEL SANTIAGO
PHONE: 503-639-4082

na

DESCRIPTION	QTY	EACH	TOTAL
QUOTED INSTALLED ON YOUR BARE 2006 FORD F450 CAB CHASSIS WITH A CAB TO AXLE OF 60"			
NO FRAME MODIFICATIONS ARE INCLUDED, QUOTE BASED ON IF THE CHASSIS WERE A NEW-UN-USED CHASSIS			
READING 14800280 SLMD92 9' 2/4 YARD DUMP BODY, BLACK, INCLUDED ELECTRIC DOUBLE ACTING HOIST (FACTORY INSTALLED), SPECS: 9' LONG X 96" WIDE X 16" SIDE HEIGHT X 22" TAILGATE HEIGHT.	1	7,630.00	7,630.00
SPECIFICATIONS			
1. 10 GAUGE A1011 STEEL CONTINUES WELD CONSTRUCTION			
2. UNDERSTRUCTURE IS CONSTRUCTED USING 7" 7 GAUGE FORMED TRAPEZOIDAL DESIGN			
3. 12 GAUGE SINGLE WALL CONSTRUCTION			
4. FLOOR BOTTOM OUTER EDGE INCORPORATES 45 DEGREE ANGLE FOR EASY CLEAN OUT			
5. BULKHEAD CONSTRUCTED OF 12 GAUGE STEEL FULL HEIGHT			
6. CAB SHIELD IS CONSTRUCTED OF 12 GAUGE STEEL			
7. INCANDESCENT LICENSE PLATE LIGHT			
8. ALL LIGHTS AND WIRING INSTALLED			
9. 12 GAUGE STEEL DOUBLE WALL REINFORCED TAILGATE WITH QUICK RELEASE UPPER PIN RELEASE			
10. ADJUSTABLE FRONT MOUNTED LOWER PIN TAILGATE RELEASE LEVER			
11. HOIST ASSEMBLY WITH HYDRAULIC PUMP AND MOTOR - COMPLETELY ASSEMBLED			
12. BODY PROP TO SUPPORT EMPTY BODY WEIGHT			
13. TWO RUBBER BUMPERS MOUNTED TO BODY REAR APRON FOR TAILGATE DROP PROTECTION			
14. "BANJO EYE" CHAIN HOLDERS - 2 PER REAR POST			
15. FULL DEPTH REAR CORNER POSTS			
16. OVERALL OUTSIDE WIDTH 96"			
17. SIDE HEIGHT 16" - TAILGATE HEIGHT 22" (INSIDE HEIGHT FROM FLOOR)			
18. BLACK POLYURETHANE TOP COAT			
X BUYERS 1809030B, 1/2" HITCH PLATE FOR 34" FRAME RAILS	1	370.00	370.00
BUYER'S BH102516, HITCH, COMBINATION, 10 TON w/ 2-5/16" BALL	1	145.00	145.00
CURT 55774, 7-WAY & 4-WAY FLAT PLUG	1	40.00	40.00
INSTALLATION	13	85.00	1,105.00

SIGNATURE FOR APPROVAL: DATE: / /

PO:

QUOTE TOTAL: \$9,290.00

*Quoted price is valid for 30 days. PSC will not be held financially liable for delay in delivery resulting from supply constraints from the chassis and/or equipment manufacturer, labor strikes, carrier delay or any natural disaster.

*Labor and installation is included in all pricing unless noted.



Knapheide Truck Equipment-Northwest
2500 NW Marine Drive
Troutdale OR 97060
Phone: 503-265-8939
Fax: 503-265-8938
www.northwest.knapheide.com

QUOTATION

Quote ID: JH00000009

Page 1 of 1

Customer: KING CITY PUBLIC WORKS

OR

Quote Number: JH00000009

Quote Date: 3/6/2018

Quote valid until: 4/5/2018

Contact: MIGUEL

Phone: 609 437-0490

Fax:

By:

Prepared jhelbig

Salesperson: Jason Helbig

PO#:

Enduser:

Make:	Model:	Year:	Single/Dual:
Cab Type:	Wheelbase:	Cab-to-Axle:	VIN:

QTY	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT
1	CRYS 1921135	CRYSTEEL S-TIPPER	\$7,282.00	\$7,282.00
1	CRYS LB510ESA	CRYSTEEL LO-BOY SF HOIST ELECTRIC/HYDRAULIC SINGLE ACTING	\$3,078.00	\$3,078.00
1	MISC SUPPLIES	SUPPLY ITEMS USED IN INSTALL	\$250.00	\$250.00
2	PROT 20-2073	Pro-Tech Aluminum Toolbox 30"X18"X18" w/ Stainless T-Handle Latch Standard Installation Included FRAME MOUNTED FOR HOIST OPERATION	\$653.00	\$1,306.00
1	BUYE 1809040	1/2" HITCH PLATE/ICC PACKAGE W/ 2" RECEIVER, D-RINGS, AND 7-WAY FLAT (RV) SOCKET.	\$958.00	\$958.00
27	LAB INSTALL	INSTALLATION LABOR	\$105.00	\$2,835.00
Quote Total:				\$15,709.00



www.carcoindustries.com

TRUCK BODIES & EQUIPMENT

Phone: 503.612.6557 • Fax: 503.612.6527 • 20803 SW 105th • PO Box 2540 • Tualatin, OR 97062

March 7, 2018

Quote # 180301T

Michael Weston
City of King City
15300 SW 116th Ave
King City, OR 97224

Quotation: Rugby DU 8-3 Dump Body with SR4014 Hoist Mounted on Customer supplied
2006 F450 Chassis. Diesel 4x4

We are pleased to submit the following quotation for your review and consideration.

Rugby Eliminator Dump Body 2 – 3 yd. Capacity - Model DU-8-3

- 8'7" L x 96" W (OD) Wide body.
- 12.5" H Sides - Solid Sides.
- Double wall steel side construction – 10 gauge inner / 12 gauge outer fully boxed with brackets for optional side extensions.
- 18 ½" H Tailgate - Four-Way with adjustable rod and trip lever.
- 10 Gauge steel floor w/ 2" radius corners.
- 3" I –Beam cross members on 16" centers.
- 5" Structural steel long members.
- 6" Vertical side braces.
- Tapered full height rear corner posts w/ recessed oval shaped STT lights in upper post – standard chassis STT lights frame mounted.
- Sloped 1/4 Cab shield with viewing window.
- SR-4016 ES hoist unit – 11.5 ton max capacity. Power up / gravity down. Operating pressure of 3200 PSI.
- Paint single stage White with black understructure.

Protech 30x18x18 underbody box

- Two boxes one each side Installed directly behind cab on customer supplied Ford F-450 chassis.

Additional Features

Total Price – Installed on Customer's Chassis \$11,496.00

Terms & Conditions

- Price quoted exclusive of any chassis modifications not stated above.
- Any required modifications to a customer supplied chassis to complete up fit may result in additional charges.
- This quote is firm for 30 days.
- Applicable state or federal taxes not included unless shown.

March 7, 2018
Quotation: 180301T
Page 2 of 2

- Terms: 30% deposit due with order balance due upon delivery unless other terms are mutually agreed to prior to sale.
- Lead Time: 8-10 weeks from receipt of deposit.

Thank you for allowing Carco Industries to submit this proposal for your consideration.
We look forward to working with you.

Offered by:

Tom Cox
Carco Industries, Inc.

Accepted by:

Michael Weston
City of King City

PMI Truck Bodies, Inc. (OR)
 255 Queen Avenue SE
 Albany, OR 97322
 541-967-6118 / 541-967-6108 fax

QUOTE

Date	WORK ORDER #
3/14/2018	3344

NAME / ADDRESS
King City 15300 SW 116th Ave King City, OR 97224

Ship To

PO NUMBER	TERMS	REP	SHIP VIA
Michael W	Net 10	DMN	PMI

Description	Qty	COST	TOTAL
TRUCK: 2006 FORD F450, 60" CAB TO AXLE, REGULAR CAB, DUAL REAR WHEEL DRIVE, DIESEL			
RUGBY DU-9-3 2/3 YARD DUMP BODY, (60" CA) - 9'7" LONG X 96" WIDE X 12.5" SIDE HEIGHT X 18.5" TAILGATE HEIGHT - 10 GA CONSTRUCTION THROUGHOUT - FULLY BOXED DIRT-SHEDDING TOP RAIL - DOUBLE WALLED RIGID SIDES - 3" I-BEAM CROSSMEMBERS ON 16" SPACING - 5" STRUCTURAL CHANNEL LONG SILLS - 2 WAY FULLY BOXED PERIMETER TAILGATE WITH TWO VERTICAL BRACES - EZ-LATCH TAILGATE - 6" VERTICAL SIDE BRACES - 1/4 CAB SHIELD WITH WINDOW - RUGBY SR4016 DOUBLE ACTING ELECTRIC/HYDRAULIC HOIST ASSEMBLY, CLASS D/40 - POWDER COATED SEMI-GLOSS BLACK - CLASS V DUMP RECEIVER HITCH (18000# MAX CAPACITY, 1800# MAX TONGUE WEIGHT) NO INSERT - 7-PIN FLAT TRAILER PLUG - OEM TAIL LIGHTS - FLUSH MOUNTED LED CLEARANCE LIGHTS - INSTALLED ADDITIONAL FEATURES: PROTECH BLACK STEEL TOOLBOX (36"x18"x18") WITH DROP DOWN DOOR (PN: 22-2128B) - INSTALLED UNDER BODY FORWARD OF REAR WHEEL, (1) DRIVER SIDE AND (1) PASSENGER SIDE **FUEL ASSEMBLY AND WIRING HARNESS MUST BE INTACT**	1	10,307.00	10,307.00
	2	668.00	1,336.00
DISCLAIMERS: - SIGNED QUOTE NOT VALID WITHOUT CHASSIS BUILD SHEET (ASK SALES FOR REQUIREMENTS) - LEAD TIMES ARE APPROXIMATE AND SUBJECT TO PRODUCT AVAILABILITY - REVISIONS AFTER APPROVAL DATE ARE SUBJECT TO ADDITIONAL CHARGES - PRICES SUBJECT TO CHANGE W/O NOTICE - NO RETURNS OR CANCELLATIONS ON CUSTOM ORDERS, NON CUSTOM ORDERS SUBJECT TO 35% RESTOCKING FEE - CREDIT CARDS NOT ACCEPTED - HAND WRITTEN NOTES NOT ACCEPTED	Total		\$11,643.00

Signature:

Date:

PMI Truck Bodies Truck Check Sheet

Please fill out and return with signed quote to validate quote and ensure the correct truck and body are ordered.

PMI Quote #: _____ Customer: _____

Year: _____ Make: _____ Model: _____

VIN(if available): _____

Cab to Axle: 56 60 84 108 120 other: _____

Rear Axle Wheels: SRW DRW

Wide Track (Chevy Only): Yes No

Cab: Regular Extended Crew Cab-Over other: _____

Fuel: Gas Diesel other: _____

Tank Placement: Mid Ship Aft Both other: _____

Drive Axles: 2X4 4X4 other: _____

Upfitter Switches: Yes No

Backup Camera: Yes No ** If yes – price must be approved on quote **

IS TRUCK AVAILABLE NOW? Yes/No

- If NO please provide the following:

a. Dealer Information _____

b. Dealer Contact Person _____, Phone _____

c. Date Truck Ordered _____

d. Anticipated Truck Available Date _____

Name: _____ Date: _____



PH: 888-747-3357

WA Fax: 253-539-3335

OR Fax: 541-967-6108

**AMENDMENT NO. 2
TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN**

Firm: Shea, Carr & Jewell, Inc (dba SCJ Alliance) ("SCJ")
Address: 8730 Tallon Lane NE, Suite 200, Lacey, WA 98516
Telephone: 360-352-1465
Fax: 360-352-1509

and

Client: City of King City, Mike Weston, City Manager ("Client")
Address: 15300 SW 116th Avenue, King City, OR 97224
Telephone: 503-639-4082
Fax: NA
Email: mweston@ci.king-city.or.us

The terms and provisions of the Agreement for Professional Services apply herein unless otherwise specifically revised.

Date: March 29, 2018
Project Name: URA 6D Concept Plan Off-site Transportation System Improvements
Project No.: 0780.01

Amendment Description:

This Amendment covers the preparation of planning level cost estimates for off-site transportation system improvements as identified in the traffic operations analysis prepared for the Concept Plan under Amendment 1 to this agreement. Additional services are described in the attached Scope of Work.

Reason for Amendment:

Cost estimates are necessary to support the overall financial analysis prepared for the URA 6D Concept Plan.

Contract Price		Time of Completion	
Original Contract:	\$ 3,825	Original Contract:	N/A
Prior Amendments:	\$ 22,625	Prior Amendment:	N/A
This Amendment:	\$ 8,678	This Amendment:	N/A
Total Contract:	\$ 35,128		

Approved By:

City of King City

SCJ Alliance

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

EXHIBIT A

SCOPE OF WORK

King City URA 6D Concept Plan King City, OR

Planning & Engineering Services

Prepared for: City of King City

Prepared By: Anne Sylvester, P.T.E., Senior Consultant
Dan Ireland, P.E., Engineering Manager

Date prepared: March 28, 2018

Overview

The objective of this project is to prepare planning level cost estimates for: (1) widening SW Beef Bend Road to 3 lanes from SW Roy Rogers Road to SW 150th Ave (approximately 5,500 feet); and intersection improvements at: (2) future SW Roy Rogers Road/SW Fischer Road Extension, (3) SW Beef Bend Road/SW 150th Ave, (4) SW Fischer Road/SW 131st Ave, and (5) SW Fischer Road/SW Pacific Highway (OR 99W).

The work will consist of the following Phases:

- Phase 1 – Project Management
- Phase 2 – Cost Estimating

Phase 1 Project Management

Task 1 Management & Administration

- 1) Management: Manage the project by directing and supervising staff and reviewing work. This management is for the overall work rather than specific tasks.
- 2) Administration: Administer the project by organizing and maintaining project files, managing transmittals and correspondences, and other general administrative tasks as required for the overall work.
- 3) Quality Control: Provide senior level review of task deliverables before submittal to the CITY.

Phase 1 Understanding

- Project management will be provided over a 1-month time frame and the estimated project coordination is reflected in the budget.
- Progress billings will be submitted monthly to the City.
- No meetings are included in the budget for this scope of work.

Phase 2 Planning Level Cost Estimates

Task 1 Cost Estimating

- 1) Cost Estimates
 - Develop quantities based on widening existing roadway to proposed roadway section based. All quantities will be developed based on estimated areas and assumed depths.
 - Assign unit costs for quantified items and assign lump sum costs to other items based on professional judgment.
 - Develop a planning level cost estimate that includes a 30% contingency.
 - A separate cost estimate will be provided for each of the 5 proposed improvements as described in this scope of work.

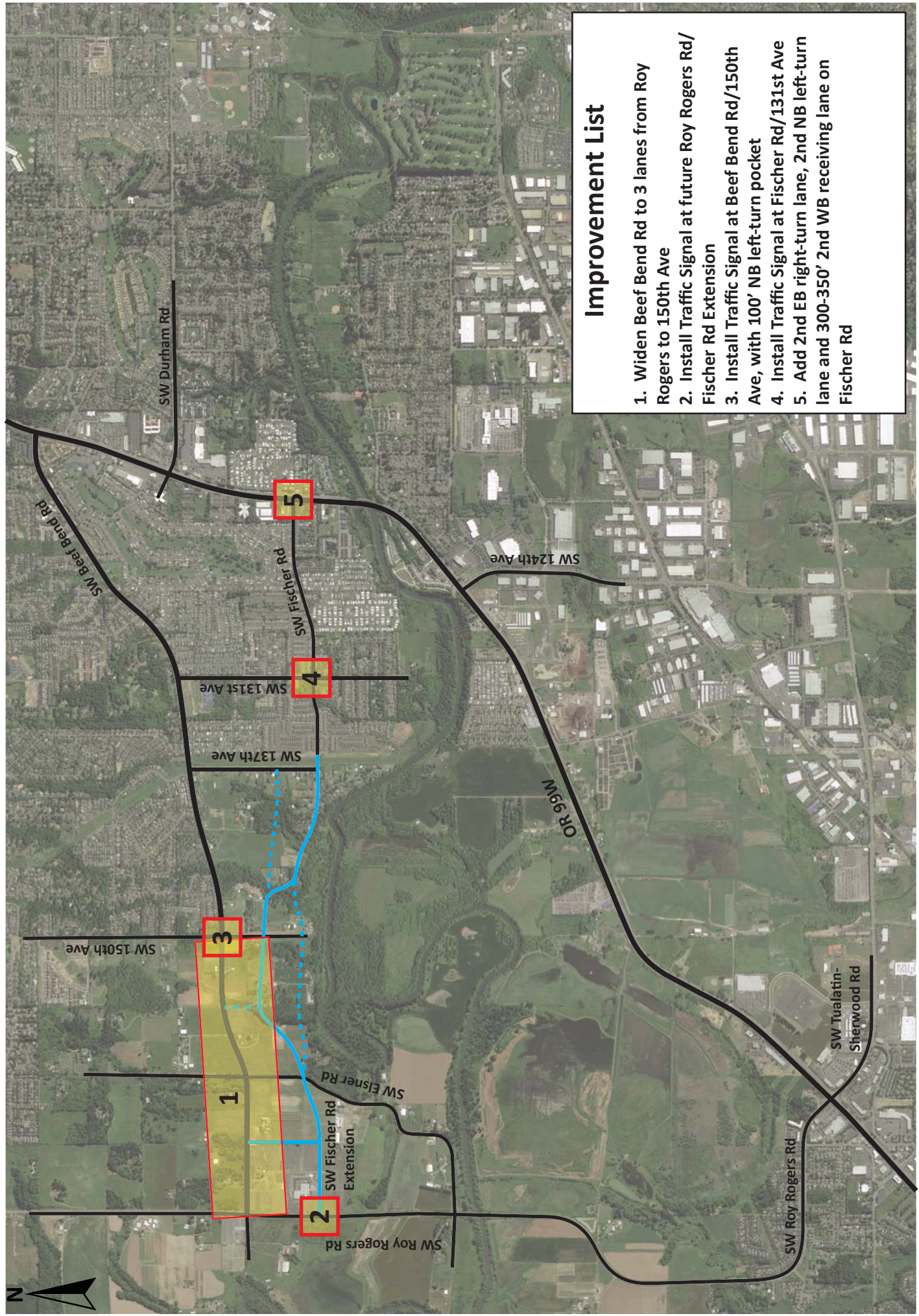
Phase 2 Understanding

- Beef Bend Road will be widened to a 3-lane roadway matching the Arterial Road Section A-4 as specified in Washington County Exhibit #1
- Replacement or overlay of existing pavements will not be included in estimates.
- Intersection improvements at future Roy Rogers Rd/Fischer Rd Extension will include addition of traffic signal and widening of Roy Rogers Road to provide a SB left turn lane. Lane widths will be 12 feet and shoulder widths 6 feet.
- Intersection improvements at Beef Bend Road/SW 150th Ave will include addition of traffic signal and widening as required to provide 100' NB left-turn pocket. Lane widths will be 12 feet and shoulder widths 6 feet.
- Intersection improvements at SW Fischer Rd/SW 131st Ave will include a new traffic signal at existing or future intersection improvements. Channelization improvements not included in estimate.
- Intersection improvements at SW Fischer Rd/OR 99W include restriping for an EB right turn lane and a shared EB right/left-turn lane, 2nd NB left-turn lane and 300-350' 2nd WB receiving lane on Fischer Rd. Lane widths will be 12 feet and shoulder widths 6 feet. Traffic signal relocation and modifications will be reflected in estimate.
- Relocation of overhead utilities as required will be assumed to be the responsibility of the utility owner and not reflected in the cost estimates.
- New conveyance systems will tie into existing conveyance systems at the proposed improvement limits. It is assumed all downstream conveyance systems are sized to accommodate added flows from improvements.
- Estimates shall include construction costs, engineering (design and construction) costs, permitting costs, and costs associated to risks of impacts to utilities, environmentally sensitive area, and right-of-way.
- Right-of-way take, appraisal, and acquisition analysis are not included. A risk percentage will be used to acknowledge right-of-way phase is required.
- Unit Costs will be developed from ODOT Region 1 sample bid data and recent professional experience and judgement.

Phase 2 Deliverables

- (5) Planning Level Cost Estimates submitted via email in PDF and Excel format.

END OF PROPOSAL



- ### Improvement List
1. Widen Beef Bend Rd to 3 lanes from Roy Rogers to 150th Ave
 2. Install Traffic Signal at future Roy Rogers Rd/Fischer Rd Extension
 3. Install Traffic Signal at Beef Bend Rd/150th Ave, with 100' NB left-turn pocket
 4. Install Traffic Signal at Fischer Rd/131st Ave
 5. Add 2nd EB right-turn lane, 2nd NB left-turn lane and 300-350' 2nd WB receiving lane on Fischer Rd

EXHIBIT B

Labor Hour Estimate

SCJ Alliance

Client: City of King City

Project: King City URA 6D Concept Plan- Amendment #2 Cost Estimating

Job #: 0780.01

File #:

Task No.	Task Description	Principal Engineer	Principal Planner	Senior Project Manager	Senior Transp. Engineer	Project Engineer II	Senior Eng. Tech	Senior Planner	Senior Transp. Planner	Project Coord II	Total Hours
Phase 1 - Project Management											
<i>Task 1 - Management & Administration</i>											
1	Management			2.0					4.0		6.0
2	Administration									6.0	6.0
3	Quality Control			6.0					2.0	2.0	10.0
	Phase 1 Total Hours:			8.0					6.0	8.0	22.0
	Billing Rate by category:	\$198.00	\$188.00	\$185.00	\$150.00	\$123.00	\$90.00	\$120.00	\$132.00	\$90.00	
	Total Phase Cost by Category:			\$1,480.00					\$792.00	\$720.00	\$2,992.00
Phase 2 - Planning Level Cost Estimates											
<i>Task 1 - Cost Estimating</i>											
1	Cost Estimates			8.0	20.0		8.0		2.0		38.0
	Phase 2 Total Hours:			8.0	20.0		8.0		2.0		38.0
	Billing Rate by category:	\$198.00	\$188.00	\$185.00	\$150.00	\$123.00	\$90.00	\$120.00	\$132.00	\$90.00	
	Total Phase Cost by Category:			\$1,480.00	\$3,000.00		\$720.00		\$264.00		\$5,464.00
Total Hours All Phases:											
				16.0	20.0		8.0		8.0	8.0	60.0

EXHIBIT B

Labor Hour Estimate

SCJ Alliance

Client: City of King City

Project: King City URA 6D Concept Plan- Amendment #2 Cost Estimating

Job #: 0780.01

File #:

<i>Task No.</i>	<i>Task Description</i>	<i>Principal Engineer</i>	<i>Principal Planner</i>	<i>Senior Project Manager</i>	<i>Senior Transp. Engineer</i>	<i>Project Engineer II</i>	<i>Senior Eng. Tech</i>	<i>Senior Planner</i>	<i>Senior Transp. Planner</i>	<i>Project Coord II</i>	<i>Total Hours</i>
	Billing Rate by category:	\$198.00	\$188.00	\$185.00	\$150.00	\$123.00	\$90.00	\$120.00	\$132.00	\$90.00	
	Total Cost by Category:			\$2,960.00	\$3,000.00		\$720.00		\$1,056.00	\$720.00	\$8,456.00

Consultant Fee Estimate

SCJ Alliance, Inc.

Client: City of King City

Project: King City URA 6D Concept Plan- Amendment #2 Cost Estimating

Job #: 0780.01

File #: \$0

Consultant Fee Determination

DIRECT LABOR REVENUE

<u>Discipline</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Principal Engineer	0.0	\$198	\$0
Principal Planner	0.0	\$188	\$0
Senior Project Manager	16.0	\$167	\$2,672
Senior Transportation Engineer	20.0	\$150	\$3,000
Project Engineer II	0.0	\$123	\$0
Senior Engineering Tech	8.0	\$90	\$720
Senior Planner	0.0	\$120	\$0
Senior Consultant	8.0	\$185	\$1,480
Traffic Analyst	0.0	\$85	\$0
Project Coordinator II	8.0	\$90	\$720

Subtotal SCJ:	60	\$8,592
----------------------	-----------	----------------

INDIRECT COSTS

Expenses:

Copies, Reproductions, etc (1.0% of fee)	\$86
--	------

Total Expenses:	\$86
------------------------	-------------

Total Estimated Fee:	\$8,678
-----------------------------	----------------

REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: March 28, 2018

Order ____ No.	Ordinance ____ No.	Resolution <u>X</u> No. R-2018-03	Motion ____	Information ____
-------------------	-----------------------	--------------------------------------	-------------	------------------

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING CITY, OREGON, APPROVE THE CONCEPT PLAN TO GUIDE FUTURE PLANNING ACTIVITIES WITHIN THE URA 6D.

Contact Person (Preparer) for this
Motion: Ronnie Smith, City Recorder
Jordan Ramis, City Attorney
Dept.: City Manager & Legal

RECOMMENDATION:

The City Council should conduct a public hearing, consider the staff report, public comments, Planning Commission recommendation and decide whether to approve, approve with amendments, or disapprove the proposed *Concept Plan – for King City Urban Reserve Area 6D*. The Planning Commission unanimously recommended approval at the March 28th Public Hearing, and City Staff also recommends approval of Resolution 2018-03 the proposed Concept Plan for URA 6D and authorize King City Staff to submit the proposed Concept Plan and Exhibits to Metro for an Urban Growth Boundary (UGB) expansion in 2018.

EXECUTIVE SUMMARY:

The City's planning and development activity is consistently guided by the Statewide Planning Goals and Metro planning objectives. The West King City Plan area was developed to create desirable neighborhoods, which meet Metro's minimum density and multi-modal circulation requirements. The area has proven to be a popular residential area, and after 16 years, the entire city is virtually built out with approximately 1.5 of residential and 2.3 acres of commercial area available for new development. The *City of King City Housing Needs Analysis* estimates that a total of 40 new units would be possible.

The Planning Commission considered the *Concept Plan - King City Urban Reserve Area 6D* report at a public hearing on March 28, 2018 and following deliberations, unanimously recommended approval of the *Concept Plan - King City Urban Reserve Area 6D*

FISCAL IMPACT:

Infrastructure Funding (pp. 81 – 85) and Appendices Tab F illustrate the fiscal impacts and funding strategies. Based upon the identified transportation and utility facility needs, the associated costs were estimated along with a method for new development to finance the necessary transportation and utility infrastructure.

STRATEGIC ASSESSMENT:

File can be found at:

S:\City Manager\2018 Council Packets\20180321

RESOLUTION No. R-2018-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING CITY, OREGON, ADOPTING THE CONCEPT PLAN TO GUIDE FUTURE PLANNING ACTIVITIES WITHIN THE URA 6D

RECITALS:

WHEREAS, the City is proposing the City of King City Concept Plan – King City Urban Reserve Area 6D prepared by Urbsworks in conjunction with the City be approved as a guide for future planning activities within Urban Reserve Area (URA) 6D; and

WHEREAS, the City provided notice of a hearing before the Planning Commission and City Council, and publication in a newspaper of general circulation within the City; and

WHEREAS, on March 28, 2018, the King City Planning Commission held a public hearing and recommended approval of the proposed City of King City Concept Plan – King City Urban Reserve Area 6D, which would guide the future planning activities within Urban Reserve Area (URA) 6D; and

WHEREAS, on April 4, 2018, the City Council of King City held a public hearing, to consider the Planning Commission's recommendation, hear public testimony, apply applicable decision-making criteria, and to consider appropriate findings and conclusions in support of approval and subsequent submittal to Metro for consideration in the next Urban Growth Boundary Expansion to be determined in 2018.

NOW, THEREFORE, THE CITY OF KING CITY RESOLVES AS FOLLOWS:

SECTION 1. The City of King City finds:

1. Urban Reserve Area (URA) 6D, as shown in Figure 1, was designated as such by Metro in 2011. This area of approximately 528 acres is located immediately west of King City and generally bordered by Beef Bend Road on the north, Roy Rogers Road on the west, and the Tualatin River on the south.
2. The city began the planning work in fall 2016.
3. To further support the concept planning effort, the city recently engaged ECONorthwest to create the *City of King City Housing Needs Analysis* (HNA), which is to be adopted as an element of the King City Comprehensive Plan.
4. Citizen Involvement - Goal 1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
 - a. The plan amendment was created with citizen input. The development of the Concept Plan – King City Urban Reserve Area 6D was dependent from the start on input and participation by residents, property owners, partner agencies, Planning Commission, and City Council. In addition to a multi-day public planning charrette, the city conducted significant public outreach including two newsletters sent to all city residents and public notice mailings. This goal is satisfied.

5. Land Use Planning - Goal 2: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.
 - a. The city has adopted the King City Comprehensive Plan and Community Development Code in accordance with this goal, and as noted above, citizens participated in that process as well as being involved in the creation of the Concept Plan – King City Urban Reserve Area 6D. This goal is satisfied.
6. Agricultural Lands – Goal 3 and Forest Lands – Goal 4
 - a. URA 6D does contain some agricultural lands, especially in the western portion. However, the decision about what agricultural resources to protect and which ones were ultimately better suited for future urban development was made on a regional scale with the designation of this area as an urban reserve rather than a rural reserve. Based on this decision, the primary responsibility is to minimize adverse impacts on nearby agricultural lands that are either designated as rural reserves or undesignated.
 - b. Land within the existing UGB or URA 6C (north of Beef Bend Road and east of Roy Rogers) abuts URA 6D on the north and east. The Tualatin River and associated flood plain and sensitive lands provide a natural buffer on the south. There is one small area where the URA boundary abuts EFU land near the southern section of Elsner Road near the Tualatin River. During the subsequent master planning and development phases, closer attention will be paid about how to provide appropriate buffers and protection for agricultural activities. Land to the west of Roy Rogers Road is separated by this substantial roadway. Due to access limitations along this road, development occurring in the URA will be internally focused, thereby virtually eliminating potential interference with resource activities on the west side of the road.
 - c. While there are forested areas in URA 6D, they are typically not suitable for forestry use because they are in sensitive areas that provide necessary habitat and water quality protection. These areas are recognized as valuable assets in the concept plan and are envisioned to be retained.
7. Open spaces, scenic and historic areas, and natural resources – Goal 5: To conserve open space and protect natural and scenic resources.
 - a. One historic resource, Gustave Plieth House, was identified in URA 6D. Open space and natural resources, consisting primarily of flood plain, drainageways and wetlands, are recognized in the plan and will continue to be protected in accordance with current standards and requirements. This goal is satisfied.
8. Air, water and land resource quality – Goal 6: To maintain and improve the quality of the air, water, and land resources of the state.
 - a. As noted under Goal 5 above, existing open space and natural resource areas will continue to be regulated and protected as they are today. Major themes of the plan are to maintain and enhance natural resources and sensitive lands and to improve the active transportation environment to promote fewer car trips leading to a modest beneficial effect on air quality. In addition, the plan will guide the master planning stage along with subsequent amendments to the King City Comprehensive Plan and Community Development Code to encourage walking and bicycling to make short local trips and ultimately transit for longer ones. This goal is

satisfied.

9. Natural Disasters and Hazards – Goal 7

- a. The identified hazard areas are primarily related to drainageways and the Tualatin River flood plain. The concept plan identifies these areas and proposes to direct development away from them and to use development techniques that will not exacerbate storm drainage damage or raise flood levels. This goal is satisfied.

10. Recreational Needs – Goal 8: To satisfy the recreation needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

- a. The URA 6D currently does not contain any recreational areas. The plan does advocate for the provision of a network of parks, greenspaces, and trails to link them. The plan also seeks to leverage other recreational facilities, such as the Westside Trail. This goal is satisfied.

11. Economy – Goal 9: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

- a. An important focus of the plan is to a Main Street/Town Center area to encourage a variety of business opportunities appropriate to the scale of the surrounding residential neighborhoods. Urban design aspects of the plan promote a pedestrian-friendly appearance and character of the center. The implementation actions in the plan are geared toward improving walkability and to create a center, which is transit-ready, to enable TriMet to provide effective future service. Once implemented, these actions are expected to improve the economic viability and success of the city and surrounding community. This goal is satisfied.

12. Housing – Goal 10: To provide for the housing needs of citizens of the state.

- a. The concept plan proposes a wide range of housing types, many of which are consistent with meeting affordable housing aspirations. The recently completed City of King City Housing Needs Analysis confirmed that the city has already taken important steps to support affordable housing. Consistent with recent DLCD direction to encourage manufactured home parks, the city currently allows manufactured homes in all of its residential zones. The HNA provides additional actions to be considered during the master plan stage. This goal is satisfied.

13. Public Facilities and Services – Goal 11: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

- a. Urban transportation and utility infrastructure needs were identified and evaluated along with a finance plan to pay for them. The information is provided in the plan document and appendices. The results demonstrate that while the cost of new infrastructure to serve URA 6D will be significant, the costs can be borne by new development in a manner that is consistent with other new developing areas in the vicinity, such as River Terrace. The improvements, costs, and finance methods will be further refined during the subsequent master planning stage. This goal is satisfied.

14. Transportation – Goal 12: To provide and encourage a safe, convenient and economic transportation system.

- a. A primary objective of the concept plan is to provide a balanced transportation system, which successfully accommodates all modes. The importance of Roy Rogers Road, Beef Bend Road, and Fischer Road as regional and local transportation facilities is recognized. In addition, the plan and many of the recommended implementation actions are intended to encourage active transportation by improving facility safety, connectivity, and environment to promote walking, bicycling, and future transit. This goal is satisfied.

15. Energy Conservation – Goal 13: To conserve energy.

- a. The promotion of active transportation and allowing a greater degree of mixed-use development in the Main Street/Town Center area are expected to help replace short vehicular trips with walking, bicycling, or transit. This will help reduce energy use. This goal is satisfied.

16. Urbanization – Goal 14: To provide for an orderly and efficient transition from rural to urban land use.

- a. Expanding the UGB to accommodate future development needs is a complex undertaking involving many players including Metro, DLCD, local government jurisdictions, service providers, property owners and the general public. The process for ultimately bringing URA 6D into the UGB began with Metro's 2011 designation as an Urban Reserve Area in 2011. This concept plan represents the next step to begin identifying potential outcomes relating to land use, mobility, natural systems and open space, and transportation. As noted above, this plan will not be formally adopted, but rather, it will serve as a guide for subsequent planning work including the master plan and amendments to the King City Comprehensive Plan and Community Development Code. This goal is satisfied.

SECTION 2. The City of King City Concept Plan (2018) – King City Urban Reserve Area 6D with attachments and Exhibits set forth in Exhibit "A" attached hereto and by this reference made a part hereof, is hereby adopted by Resolution 2018-03 for submittal to Metro Council of Governments for consideration in the next round of Urban Growth Boundary Expansions scheduled for submittal in May 2018.

This resolution was PASSED and ADOPTED this _____ day of _____, 2018, and takes effect upon passage.

Signed by the Mayor on _____.

Kenneth Gibson, Mayor

ATTEST:

Approved as to Form:
Jordan Ramis PC

Ronnie L. Smith, City Recorder

City Attorney

Resolution R-2018-03
Exhibit A

MEMORANDUM

TO: King City Council
FROM: Keith Liden, Planning Consultant
SUBJECT: Staff Report for: *Concept Plan – King City Urban Reserve Area 6D*
DATE: March 27, 2018

GENERAL INFORMATION

Application

Consider approval of the *Concept Plan – King City Urban Reserve Area 6D* to guide future planning activities within Urban Reserve Area (URA) 6D.

Location

The *Concept Plan – King City Urban Reserve Area 6D* applies to the properties within the area as shown in Figure 1.

Current Land Use Designations

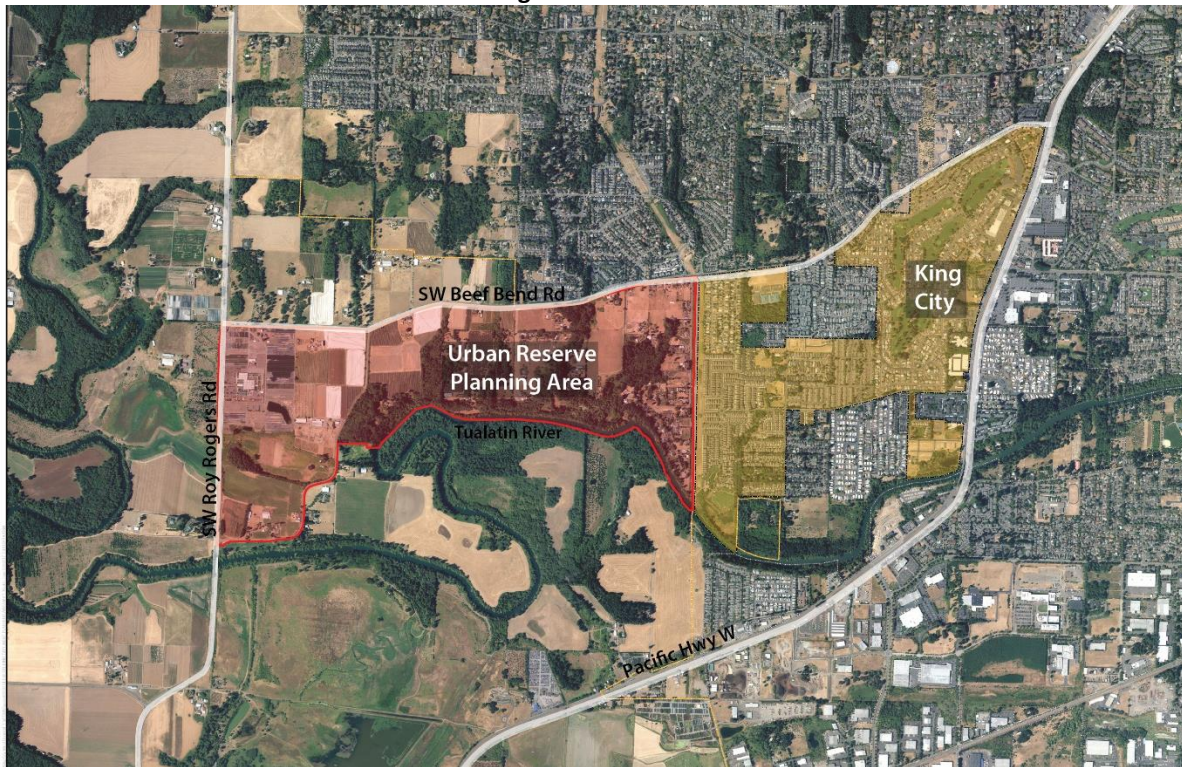
The current Washington County land use designations within URA 6D are:

- RR-5 – Rural Residential, 5 acre minimum
- AF-10 – Agriculture and Forest, 10 acre minimum
- AF-5 – Agriculture and Forest, 5 acre minimum
- EFU - Exclusive Farm Use
- Private Use Airport Overlay, Meyer Riverside Airport

RECOMMENDATION

The City Council should conduct a public hearing, consider the staff report, public comments, Planning Commission recommendation and decide whether to approve, approve with amendments, or disapprove *Concept Plan - King City Urban Reserve Area 6D*. The planning consultant and city staff recommends approval of the concept plan to enable King City to apply to Metro for an Urban Growth Boundary (UGB) expansion to include URA 6D in the UGB.

Figure 1 – URA 6D



INTRODUCTION

About King City

Originally conceived and developed as an age-restricted retirement community, King City was incorporated in 1966. Until the 1990s, virtually all of the residential neighborhoods in the city were within the retirement community governed by the King City Civic Association. Following a December 1998 expansion of the Urban Growth Boundary (UGB) to include Urban Reserve (UR #47), the city developed a concept plan for this 91-acre area, which is now referred to as the West King City Plan area. Its annexation in 2002 triggered significant residential development causing a rise in the city's population from approximately 2,500 to an estimated population of over 3,500 today. Because the new neighborhoods are not age-restricted, the city has transformed from a retirement community to a much more diverse population including working age adults and families.

The city's planning and development has been consistently guided by the Statewide Planning Goals and Metro planning objectives. The West King City Plan area was developed to create desirable neighborhoods, which met Metro's minimum density and multi-modal circulation requirements. The area has proven to be a popular residential area, and after 16 years, the entire city is virtually built out with approximately 1.5 residential and 2.3 commercial acres available for new residential development. The *City of King City Housing Needs Analysis* estimates that a total of 40 new units would be possible.

Related to the SW Corridor high-capacity transit planning work conducted by Metro and southwest metropolitan area jurisdictions, the city turned its attention to the commercial area along Highway 99W,

which is designated in Metro 2040 as a Town Center along with a corresponding area on the east side of the highway that is in Tigard. King City first actively participated in Tigard's *Concepts for Potential Station Communities – High Capacity Transit and Land Use Plan* in 2012. This project analyzed, and concept plan for, the 99W/Durham Town Center area, including the King City side of 99W.

With the acquisition of a Metro Community and Development Grant in 2013, King City built upon this preliminary town center work by producing and adopting the *King City Town Center Plan and Implementation Strategy* in 2015. This included a package of King City Comprehensive Plan and Community Development Code amendments to encourage higher density mixed-use development along with improvements to the pedestrian realm. Since adoption, the city has been focused on systematically implementing the plan. Because pedestrian access and safety is such a key element, the city has partnered with Washington County to build complete pedestrian and bicycle facilities along the SW Fischer Road connection to the south end of the Town Center. The city is also working with ODOT to complete missing sidewalk segments on the west side of Highway 99W.

Overview of the URA 6D Planning Process

Urban Reserve Area (URA) 6D, as shown in Figure 1, was designated as such by Metro in 2011. This area of approximately 528 acres is located immediately west of King City and generally bordered by Beef Bend Road on the north, Roy Rogers Road on the west, and the Tualatin River on the south. Prompted in part by the dwindling supply of developable or redevelopable land with the current city limit and UGB, King City initiated a concept planning process for this area. The city began the planning work in fall 2016. This included public engagement opportunities, with a week-long charrette representing the key point where the general public influenced the direction of the plan. This was complemented by work with a Stakeholder Advisory Committee made up of residents and property owners and a Technical Advisory Committee consisting of agency and organization representatives.

To further support the concept planning effort, the city recently engaged ECONorthwest to create the *City of King City Housing Needs Analysis* (HNA), which is to be adopted as an element of the King City Comprehensive Plan. The HNA provides information about the current housing situation in King City, issues pertaining to providing future housing for residents in King City and immediate vicinity, and potential methods to meet current and future housing needs. Public hearings to consider the plan and its adoption began with the King City Planning Commission on March 7, 2018, and King City Council reviewed and adopted the plan on March 21, 2018.

Assuming a Metro UGB expansion includes URA 6D, the city will continue on to the more detailed master planning phase for this area, making supporting amendments to the King City Comprehensive Plan and Community Development Code, and working with property owners. Close coordination with partner jurisdictions and agencies will continue throughout the planning, annexation, and development stages. Under the quickest possible schedule, urban development in URA 6D will not occur until sometime after 2020. The planning steps and timeframe are summarized in Figure 2.

Figure 2



CONCEPT PLAN OVERVIEW

The *Concept Plan – King City Urban Reserve Area (URA) 6D* is attached to this report. The plan and related appendices are available on the city’s website at: http://www.ci.king-city.or.us/departments/parks_and_recreation/king_city_ura.php . The primary elements include:

- **Vision and Goals** (pp. 9 – 11). The vision and goals emphasize the importance of:
 - Sensitivity to the Tualatin River and surrounding natural areas
 - Creating a community of great neighborhoods
 - Providing universal access and fluidity of transportation
- **Evaluation of Base Conditions** (pp. 13 – 26). Existing conditions for natural resources and sensitive lands, land use, transportation, and public utilities were inventoried and evaluated in a series of reports.
- **Concept Planning Frameworks** (pp. 27 - 80). In response to the existing conditions evaluation, appropriate planning approaches were developed for natural systems, future land use, mobility, and public utilities and services.
- **Infrastructure Funding** (pp. 81 – 85). Based upon the identified transportation and utility facility needs, the associated costs were estimated along with a method for new development to finance the necessary transportation and utility infrastructure.
- **Development Phasing** (pp. 87 -89). A two-phase development approach is described in the document beginning with urban development initially occurring in the western and northern portions of the area followed by a second phase of development and some redevelopment in the central and southeastern portions of URA 6D. The level of property owner interest annexing into the city and development will largely determine the pace of development, which is envisioned to take 20 years or more.

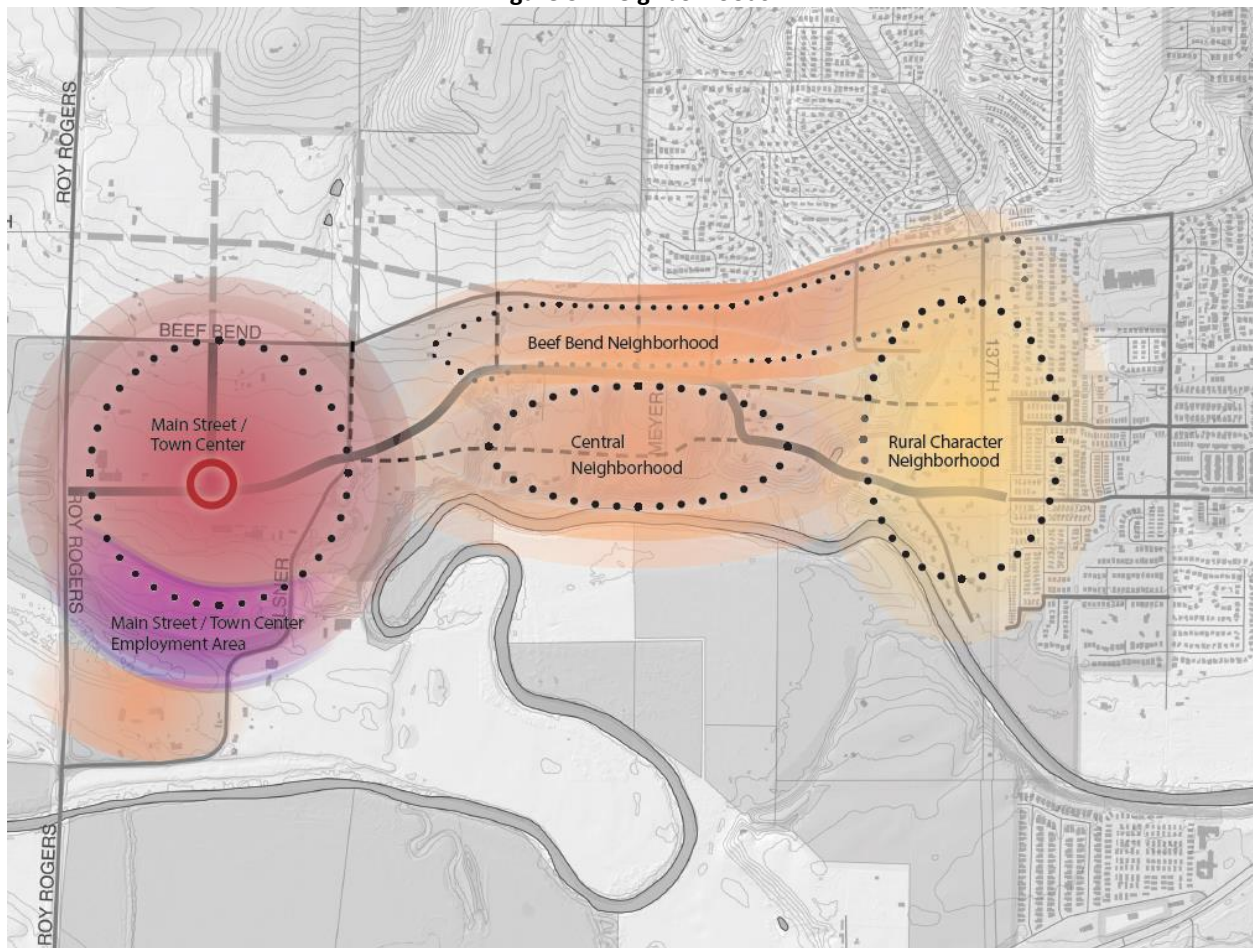
LAND USE FRAMEWORK

A key element of the Concept Planning Frameworks is the land use concept to create four primary neighborhoods types, which are shown in Figure 3 and summarized below:

- **Main Street/Town Center.** Located near the Roy Roger/Beef Bend intersection, this area is intended to include a mixed-use center consisting of retail, employment, high density residential, and public uses. It would align with the projected southerly extension of River Terrace Boulevard from the River Terrace development in Tigard.

- **Beef Bend Neighborhood.** Located along the south side of Beef Bend Road, this neighborhood is envisioned to consist primarily of residential development, which is not as dense as the Main Street to the west. A transition to lower density development to the south is proposed.
- **Central Neighborhood.** This area is planned to accommodate single family residences that are detached and attached. Overall densities would be lower than the previous two neighborhoods, and there would be a more pronounced presence of natural areas and greenspaces.
- **Rural Character Neighborhood.** This area coincides primarily with the established Rivermeade neighborhood, which currently contains rural residential homes on properties ranging from 1/3 to several acres in size. Maintenance of much of the rural character of this area is envisioned to remain by having the lowest residential densities and providing opportunities for modest redevelopment. As with the Central Neighborhood, natural areas and greenspaces will be predominant features in this neighborhood.

Figure 3 - Neighborhoods



RECOMMENDED FINDINGS AND CONCLUSIONS

The relevant criteria for evaluating the *Concept Plan – King City Urban Reserve Area 6D* are found in:

- The King City Comprehensive Plan
- The Oregon Statewide Planning Goals
- Portions of Metro Code Chapter 3.07

Because the policy direction in the King City Comprehensive Plan is based directly upon the Oregon Statewide Planning Goals, addressing the comprehensive plan will simultaneously consider the state goals. The recommended findings are followed by background and supporting information in this report and the Concept Plan. The City Council should consider the findings regarding the proposed *Concept Plan – King City Urban Reserve Area 6D* when making its decision to approve, approve with amendments, or disapprove the plan.

King City Comprehensive Plan - Goals

The King City Comprehensive Plan is organized using the Statewide Planning Goals. The plan goals are satisfied as indicated below:

Citizen Involvement - Goal 1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The plan amendment was created with citizen input. The development of the *Concept Plan – King City Urban Reserve Area 6D* was dependent from the start on input and participation by residents, property owners, partner agencies, Planning Commission, and City Council. In addition to a multi-day public planning charrette, the city conducted significant public outreach including two newsletters sent to all city residents and public notice mailings. This goal is satisfied.

Land Use Planning - Goal 2: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The city has adopted the King City Comprehensive Plan and Community Development Code in accordance this goal, and as noted above, citizens participated in that process as well as being involved in the creation of the *Concept Plan – King City Urban Reserve Area 6D*. This goal is satisfied.

Agricultural Lands – Goal 3 and Forest Lands – Goal 4

URA 6D does contain some agricultural lands, especially in the western portion. However, the decision about what agricultural resources to protect and which ones were ultimately better suited for future urban development was made on a regional scale with the designation of this area as an urban reserve rather than a rural reserve. Based on this decision, the primary responsibility is to minimize adverse impacts on nearby agricultural lands that are either designated as rural reserves or undesignated.

Land within the existing UGB or URA 6C (north of Beef Bend Road and east of Roy Rogers) abut URA 6D on the north and east. The Tualatin River and associated flood plain and sensitive lands provide a natural buffer on the south. There is one small area where the URA boundary abuts EFU land near the southern

section of Elsner Road near the Tualatin River. During the subsequent master planning and development phases, closer attention will be paid about how to provide appropriate buffers and protection for agricultural activities. Land to the west of Roy Rogers Road is separated by this substantial roadway. Due to access limitations along this road, development occurring in the URA will be internally focused, thereby virtually eliminating potential interference with resource activities on the west side of the road.

While there are forested areas in URA 6D, they are typically not suitable for forestry use because they are in sensitive areas that provide necessary habitat and water quality protection. These areas are recognized as valuable assets in the concept plan and are envisioned to be retained.

Open spaces, scenic and historic areas, and natural resources – Goal 5: To conserve open space and protect natural and scenic resources.

One historic resource, Gustave Plieth House, was identified in URA 6D. Open space and natural resources, consisting primarily of flood plain, drainageways and wetlands, are recognized in the plan and will continue to be protected in accordance with current standards and requirements. This goal is satisfied.

Air, water and land resource quality – Goal 6: To maintain and improve the quality of the air, water, and land resources of the state.

As noted under Goal 5 above, existing open space and natural resource areas will continue to be regulated and protected as they are today. Major themes of the plan are to maintain and enhance natural resources and sensitive lands and to improve the active transportation environment to promote fewer car trips leading to a modest beneficial effect on air quality. In addition, the plan will guide the master planning stage along with subsequent amendments to the King City Comprehensive Plan and Community Development Code to encourage walking and bicycling to make short local trips and ultimately transit for longer ones. This goal is satisfied.

Natural Disasters and Hazards – Goal 7

The identified hazard areas are primarily related to drainageways and the Tualatin River flood plain. The concept plan identifies these areas and proposes to direct development away from them and to use development techniques that will not exacerbate storm drainage damage or raise flood levels. This goal is satisfied.

Recreational Needs – Goal 8: To satisfy the recreation needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

The URA 6D currently does not contain any recreational areas. The plan does advocate for the provision of a network of parks, greenspaces, and trails to link them. The plan also seeks to leverage other recreational facilities, such as the Westside Trail. This goal is satisfied.

Economy – Goal 9: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

An important focus of the plan is to a Main Street/Town Center area to encourage a variety of business

opportunities appropriate to the scale of the surrounding residential neighborhoods. Urban design aspects of the plan promote a pedestrian-friendly appearance and character of the center. The implementation actions in the plan are geared toward improving walkability and to create a center, which is transit-ready, to enable TriMet to provide effective future service. Once implemented, these actions are expected to improve the economic viability and success of the city and surrounding community. This goal is satisfied.

Housing – Goal 10: To provide for the housing needs of citizens of the state.

The concept plan proposes a wide range of housing types, many of which are consistent with meeting affordable housing aspirations. The recently completed *City of King City Housing Needs Analysis* confirmed that the city has already taken important steps to support affordable housing. Consistent with recent DLCD direction to encourage manufactured home parks, the city currently allows manufactured homes in all of its residential zones. The HNA provides additional actions to be considered during the master plan stage. This goal is satisfied.

Public Facilities and Services – Goal 11: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Urban transportation and utility infrastructure needs were identified and evaluated along with a finance plan to pay for them. The information is provided in the plan document and appendices. The results demonstrate that while the cost of new infrastructure to serve URA 6D will be significant, the costs can be borne by new development in a manner that is consistent with other new developing areas in the vicinity, such as River Terrace. The improvements, costs, and finance methods will be further refined during the subsequent master planning stage. This goal is satisfied.

Transportation – Goal 12: To provide and encourage a safe, convenient and economic transportation system.

A primary objective of the concept plan is to provide a balanced transportation system, which successfully accommodates all modes. The importance of Roy Rogers Road, Beef Bend Road, and Fischer Road as regional and local transportation facilities is recognized. In addition, the plan and many of the recommended implementation actions are intended to encourage active transportation by improving facility safety, connectivity, and environment to promote walking, bicycling, and future transit. This goal is satisfied.

Energy Conservation – Goal 13: To conserve energy.

The promotion of active transportation and allowing a greater degree of mixed-use development in the Main Street/Town Center area are expected to help replace short vehicular trips with walking, bicycling, or transit. This will help reduce energy use. This goal is satisfied.

Urbanization – Goal 14: To provide for an orderly and efficient transition from rural to urban land use.

Expanding the UGB to accommodate future development needs is a complex undertaking involving many players including Metro, DLCD, local government jurisdictions, service providers, property owners and the general public. The process for ultimately bringing URA 6D into the UGB began with Metro's 2011 designation as an Urban Reserve Area in 2011. This concept plan represents the next step to begin

identifying potential outcomes relating to land use, mobility, natural systems and open space, and transportation. As noted above, this plan will not be formally adopted, but rather, it will serve as a guide for subsequent planning work including the master plan and amendments to the King City Comprehensive Plan and Community Development Code. This goal is satisfied.

Metro Code Chapter 3.07

Chapter 3.07 of the Metro Urban Growth Management Functional Plan must be considered by local Metro requires King City to address all Metro Urban Growth Management Functional Plan provisions in Section 3.07.1425 (d) 1-5. Subsections 1 through 5 are addressed below:

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.***

The city adopted the *City of King City Housing Needs Analysis* prepared by ECONorthwest in March. This housing needs analysis was based upon the current Metro regional growth forecast and population distribution estimates. The plan was subsequently submitted to DLCD for acknowledgement.

- 2. Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.***

The *Concept Plan - King City Urban Reserve Area 6D* includes the necessary plan elements and satisfies the provisions of Section 3.07.1110 by:

- Developing a concept plan in coordination with Metro including the required components relating to proposed land use, public infrastructure, transportation, and parks.
- Developing a concept plan in close coordination with partner jurisdictions and service providers, including Tigard Tualatin School District.
- Estimating service and utility costs along with financing methods to provide them.
- Proposing a use mix and density that will be capable of being efficiently served commensurate with comparable developing areas in the region.
- Proposing a wide variety of housing types consistent with recommendations in the *City of King City Housing Needs Analysis*.
- Identifying a mixed-use center intended for employment opportunities consistent with the needs of the surrounding area.
- Placing considerable emphasis on creating a well-integrated transportation system that will promote active transportation throughout the planning area and with nearby destinations including the existing King City.
- Featuring a network of parks, greenspaces, and trails linking all neighborhoods.
- Maintaining existing natural areas and using them to help define the character of different neighborhoods.
- Taking advantage of developed and natural buffers surrounding URA 6D to minimize any potential adverse impacts upon resource lands in the area.
- Providing evidence of agreements between King City and partner jurisdictions and service providers.

3. *Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.*

As described in the Introduction, King City has worked diligently with Metro and partner agencies to promote the transformation of the city's existing commercial district into a pedestrian-friendly and transit-oriented town center as envisioned in Metro 2040. The city adopted the *King City Town Center Plan and Implementation Strategy* to encourage this change from an auto-oriented strip commercial district to a mixed-use center more in keeping with the 2040 vision. Naturally, market conditions and availability of public and private funds will largely dictate the pace of this change. However, as noted in the Introduction, the city has taken positive steps toward implementation, including a major multi-modal improvement for Fischer Road. The city has also worked with TriMet to improve transit access to the city and town center in particular as part of TriMet's implementation of the SW Service Enhancement Plan.

Also noted in the Introduction, the city successfully oversaw the development of former Urban Reserve #47 (now West King City Plan area) in a manner consistent with Metro requirements regarding land uses, density, transportation, and pedestrian circulation. This area is virtually 100% built out with only one remaining undeveloped property and a few small properties that could potentially redevelop.

4. *Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.*

King City satisfies this criterion for past work within its current city limits based upon the following:

- With its beginning as a retirement community, King City has always been known for providing a variety of affordable housing types including smaller single family detached and attached residences, apartments, condominiums, and manufactured homes.
- This philosophy has continued and is reflected in its comprehensive plan policies, treatment of former UR #47, and its recent *King City Town Center Plan and Implementation Strategy*.
- The King City Community Development Code (CDC) and the corresponding zoning designations allow and encourage the mix of housing types noted above.
- Treatment of existing manufactured home parks (including Mountain View on Beef Bend Road) as conforming development rather than as nonconforming.
- Amendment of the CDC to allow commercial and residential mixed-use in the town center, which is zoned LC Limited Commercial.
- Allowing flexibility through its planned development provisions in the CDC to allow flexibility in housing types that yield more affordable housing types. Attached townhomes in the southeast corner of the city (River's Edge) is a recent example.
- Minimum parking requirements that are consistent with Metro directives.

5. *Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.*

The desired outcomes appear to pertain to both what the city has accomplished within its current city limit and what is proposed in the concept plan. Therefore, each outcome has two responses addressing past performance and concept plan proposals.

1. *People live, work and play in vibrant communities where their everyday needs are easily accessible.*

King City has satisfied this outcome within its current boundary by:

- Having a compact, affordable community with easy, and generally walkable, access to retail, services, entertainment, and recreation has been a constant urban design principle for the city.
- Providing convenient multi-modal access to the town center, which provides many daily needs.
- Recreation is provided for all ages by the KCCA and the city.
- Creation of a neighborhood park to serve non-KCCA residents in the western portion of the city.

The URA 6D concept plan supports this outcome by:

- Proposing a compact, affordable community with easy access to retail, services, entertainment, and recreation also guides the URA 6D Concept Plan.
- Providing a mixed-use main street that will be practical to serve by transit in the future; diverse neighborhoods that respond to community needs, environmental conditions and community context; parks and trail system; and multi-modal circulation.

2. *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*

King City has satisfied this outcome within its current boundary by:

- Supporting transit service provided by TriMet to take advantage of its location near regional employment.
- Actively participating with Metro and partner jurisdictions in SW Corridor.
- Maintaining an on-going commitment to retain a viable town center including recent plan/CDC amendments to encourage mixed-use and promote active transportation.
- Becoming more well-rounded and diverse as it has grown with a much greater mix of working age families and retirees.

The URA 6D concept plan supports this outcome by:

- Proposing a mixed-use center to provide access to employment opportunities in the southwest portion of the region.
- Coordinating with Tigard Tualatin School District to provide necessary school sites and to ultimately reap the benefit of a well-educated and prepared population.
- Providing a range of employment opportunities in the main street town center area.

3. *People have safe and reliable transportation choices that enhance their quality of life.*

King City has satisfied this outcome within its current boundary by:

- Consistently supporting walking accessibility. Virtually all city streets have sidewalks.
- Supplementing sidewalks by strategically locating pathway connections to enhance overall pedestrian system utility and convenience.
- Developing former UR #47 between 131st and 137th according to a concept plan supporting interconnected local street and pedestrian routes. There are few cul-de-sacs and pedestrian connectivity is excellent throughout King City.
- Proactively working with Washington County and ODOT to file sidewalk and bike lane gaps. Full improvement of Fischer has recently been completed with joint city county funding, and ODOT is preparing to construct missing along 99W within the town center.
- Coordinating with TriMet to provide enhanced bus service to the town center area.
- Participating in Metro's SW Corridor project.

The URA 6D concept plan supports this outcome by:

- Proposing a main street/town center in URA 6D, which will have transit-supportive land use and densities.
- Proposing safe, convenient, and pleasant walking and bicycling routes throughout URA 6D and existing King City.
- Continuing on-going coordination with transportation partners including TriMet, ODOT, Washington County, and Tigard.

4. *The region is a leader in minimizing contributions to global warming.*

King City has satisfied this outcome within its current boundary by:

- Having a compact, pedestrian and bike accessible city.
- Consistently supporting existing transit and future service improvements.
- Providing, and continuing to improve easy access to the town center, which provides most daily needs.
- Allowing a variety of smaller and more energy efficient housing types in its CDC.

The URA 6D concept plan supports this outcome by:

- Having a compact, affordable community with easy access to retail, services, entertainment, and recreation has been a constant principle for the city.
- Proposing a mixed-use and higher density main street to encourage more energy efficient units and more walkable and transit-supportive development character.

5. *Current and future generations enjoy clean air, clean water and healthy ecosystems.*

King City has satisfied this outcome within its current boundary by:

- Having a compact, pedestrian and bike accessible city.
- Supporting environmental and flooding protection as required by state and federal regulators and Clean Water Services.

The URA 6D concept plan supports this outcome by:

- Proposing a compact, pedestrian and bike accessible community.
- Supporting environmental and flooding protection as required by state and federal regulators and Clean Water Services.

6. *The benefits and burdens of growth and change are distributed equitably.*

King City has satisfied this outcome within its current boundary by:

- Allowing a wide range of affordable housing types including small lot residential, townhomes, multi-family, commercial-residential mixed use, and manufactured homes.
- Assessing development fees to ensure that new development pays equitably for public services and facilities.
- Developing land efficiently and consistently with Metro and state guidance.

The URA 6D concept plan supports this outcome by:

- Expanding upon the city's practice of allowing a wide range of affordable housing types including small lot residential, townhomes, multi-family, commercial-residential mixed use, and manufactured homes.
- Creating a financing plan to ensure that new development pays equitably for public services and facilities.
- Developing land efficiently and in conformity with Metro and state guidance.