

## 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 18, 2018 at the King City Hall, 15300 SW 116<sup>th</sup> Ave, King City, Oregon 97224

AGENDA		Action Item
<b>***REGULAR SESSION***</b>		
<i>Moment of Silence</i>		Time:
7:00 p.m.	1. <b>CALL TO ORDER</b>	
	2. <b>ROLL CALL</b>	
	3. <b>PLEDGE OF ALLEGIANCE</b>	
	4. <b>APPROVAL OF MINUTES:</b>	M S A
	4.1 February 21, 2018 (Forthcoming Will Be Provided at Meeting)	M S A
	4.2 April 4, 2018	
7:05 p.m.	5. <b>OPEN FORUM:</b> We welcome public comment. At this time, the Council will be happy to receive your comment pertaining to items on the agenda (including, questions, suggestions, complaints and items for future agendas). Each person's time will be limited to three minutes.	
7:30 p.m.	6. <b>UNFINISHED BUSINESS:</b> NONE	
7:45 p.m.	7. <b>NEW BUSINESS:</b>	M S A
	7.1 Resolution 2018-03 King City Concept Plan (Previously Provided)	M S A
	7.2 Amendment #2 Local Agency Agreement MTEP- OR 99W: SW Beef Bend Rd – SW Durham Rd	Appointments
	7.3 Appoint an Interview Panel for the RFP City Hall Remodel	M S A
	7.4 Service Contract with Barney Worth	M S A
	7.5 Resolution 2018-05 FY 2017-2018 Supplemental Budget	M S A
	7.6 Resolution 2018-06 Approving procurement of Two Police Vehicles from Wire works, Inc. and approving a lease with Leasing Specialists.	M S A
7:55 p.m.	8. <b>POLICE CHIEF'S REPORT</b>	
8:05 p.m.	9. <b>CITY MANAGER'S REPORT</b>	
8:15 p.m.	10. <b>MAYOR'S AND COUNCILOR'S REPORTS</b>	
8:30 p.m.	11. <b>ADJOURN</b>	
<b>NEXT MEETING SCHEDULED FOR MAY 2, 2018 @ 7:00 PM</b>		Time:
<p>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.</p>		
M=Motion; S=Second; A=Action/Vote		

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

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**Call to Order:** A regular meeting of the King City – City Council was held at the King City Hall beginning at 8:00 p.m. on Wednesday, April 4, 2018. Mayor Gibson requested a moment of silence then proceeded to call the meeting to order at 8:01 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  
Interim Chief Ernest Happala  
City Recorder Ronnie Smith

**Agenda Item 4:** **Approval of Minutes:** February 7, 2018

**MOTION MADE BY COUNCILOR BUEHNER TO APPROVE THE MINUTES OF  
REGULAR SESSION FEBRUARY 7, 2018, 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.

Tara Ropp of Roseberry HOA – 16628 SW 134<sup>th</sup> Terrace:  
Spoke about the safety concerns (e.g., stop signs yellow lines, parking signs that have fallen) on 134<sup>th</sup> and Macbeth area. CM Weston said that we need to do a traffic study to warrant the stop sign.

Brad Vandermark of King City – Small is Beautiful – 11955 SW King James, Place:  
Spoke about 7.2 amendment of the SCJ Alliance contract that estimates the transportation system improvements. He would like the Council to withdraw from this agreement. Stating it is premature because the council does not know if Metro will approve the URA 6D.

**Agenda Item 6: Unfinished Business:**

None

**Agenda Item 7: New Business:**

**7.1 Truck Bed Selection – Purchase Authorization**

CM Weston reported that staff has been working on the bids for the last month and staff would like to recommend the Carco bid.

A short discussion was had over the other companies that bid.

**MOTION MADE BY COUNCILOR BOYLSTON TO APPROVE THE PURCHASE AUTHORIZATION FROM CARCO, SECONDED BY COUNCILOR FENDER.**

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

**7.2 Amendment No.2 SCJ Alliance Contract -Scope Change**

CM Weston reported that this an amendment of the partnership agreement with Metropolitan Land Group and SCJ Alliance contract with the city. This amendment covers the preparation of planning level cost estimated for off-site transportation system improvements that are identified in the traffic operations analysis (appendix I in the Concept Plan.) CM Weston also said that the city will pay for the contract and will be reimbursed.

Mayor asked if there was any questions or concerns.

Councilor Boylston stated that he would recuse himself from the vote due to possible conflict of Interests.

**MOTION MADE BY COUNCILOR BUEHNER TO APPROVE AMENDMENT NO. 2 SCJ ALLIANCE CONTRACT, SECONDED BY COUNCILOR REYNOLDS.**

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

**Agenda Item 9: Police Chief's Report**

The Chief report was moved up.

Acting Chief Happala was introduced to the Council members. He reported that the new police vehicles would be here in a few weeks.

**Agenda Item 7: New Business:**

**7.3 Resolution 2018-03 King City Concept Plan – Public Comment**

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.

CM Weston explained the public hearing process and order of presentation and comments.

Mayor Gibson opens the public hearing for agenda item number 7.3 Resolution 2018-03 King City Concept Plan at 7:18 pm.

Mayor Gibson asked the following questions:

Do any members of the City Council wish to abstain or recuse themselves?  
None

Do any members of the City Council wish to report any significant ex parte contact? (If there are any, ask if any member of the audience wishes to comment or challenge that report)

Councilor Buehner stated she has been out on the site.

Does any member of the audience wish to challenge the jurisdiction of the City Council to hear this matter?  
None.

Does any member of the audience wish to challenge any individual member of the City Council?  
None.

At this time, I call for the staff to present the proposal along with applicable approval standards and make a recommendation.

Keith Liden, City Planner, presented the concept plan to the Council members and audience. The Main points are as followed:

**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.

Mayor Gibson asked Keith and CM Weston for clarification, would the development cost be taxed to the current King City residents? CM Weston stated the question that has been posed to him several times. You king city raise the taxes. He mentioned that measure five caps local governments abilities to raise residents permanent tax rate. CM Weston did point out that the City does have a Police – Local Option Levey that is voted by King City residents.

Councilor Reynolds asked CM Weston, is the SDC \$26 – 32 thousand per house the contractor responsibility to pays not the existing king city residents. CM Weston responded saying yes.

CM Weston had a few written testimonies that he summarized:

Dan Brenner - Rivermeade: Mr. Brenner is against the expansion of Green Blvd thru the community.

Zach Pelz - AKS Engineering and Forestry:

They are in favor of the concept plan, and the letter also mentioned the ORS rules and goals 10 and 14.

Does any member of the audience wish to speak in favor of this application?

Zach Pelz of AKS Engineering and Forestry: Support the resolution to approve the Concept plan because it allows the City to determine how this area is developed and it is consistent with the City's statutory obligations to plan (letter attached.)

Jamie Stasny of Metropolitan Land Group – 17933 NW Evergreen Parkway # 300:

Is in favor of the Concept Plan, she spoke about being apart of the SAC team. She also commended the staff for all the hard work for all the public hearings, Open Houses.

Does any member of the audience wish to speak in opposition to this application?

William F (Fritz) Paulus – 1207 SW 6<sup>th</sup> Ave Portland is the Attorney for Elaine Eudaly of – 16900 SW Elsner rd. The main objection is that his client's property that is reflected on the concept plan pages 25 and 78 the property is shown as not being buildable land or being serviced by sanitary sewer. These maps were not modified as requested. Mr. Paulus did mention that CM Weston did speak to him before the council meeting and said that the plan for possible LDR zoning in this part of the URA might be including. He also pointed out that the city has an inherent conflict of interest in not including the property as buildable land in the concept planning due to its stated interest in acquiring the property as a public park.

Gregg Russel – 14100 SW River Lane:

Is in Opposition to the URA. Mr. Russel mentioned that residents west of 137<sup>th</sup> opposed of the annexation of the URA area this also includes homes River lane, Myrtle Lane and 150<sup>th</sup> they also oppose the Fischer road expansion. He mentioned that the parks are not adequate for the home that would be coming in.

Brad Vandermark of King City – Small is Beautiful – 11955 SW King James place:  
Is in Opposition to the concept plan and the URA expansion. Mr. Vandermark mentioned that this expansion would be destructive for three reasons:

1. By expanding the city is saying that they want to destroy the small, neighborly and friendly nature of king city.
2. It strategically flawed. Mr. Vandermark stated that the city would be 1 to 3 miles long. This would increase the cost of public service and increased the response time for the Police.
3. Existing residents will be subsidizing the new construction. Mr. Vandermark also stated that he never said the taxes would be raised he said that “King City – Small is Beautiful does not believe that existing residents should even paying one penny for new development by a private developer for new residents. I have already stated you have spent \$130,000.00 of existing King City resident’s money for this concept plan”.

Councilor Boylston thanked Mr. Vandermark for his passionate position and asked “I was not on the Council at the time but, I understand that you applied to be on the City Council at one point. Is that true?” Mr. Vandermark responded “yes-correct” Councilor Boylston then asked, “My understanding is when you came in you actually wanted King City to dissolve at that point. Is that right? Mr. Vandermark replied by saying “No I didn’t, no I did not say that, and if I did I would love to see it in writing. What I said - no I didn’t”.

Ron Johnson – Rivermeade Community Club – 13880 SW River Lane:  
Is in Opposition to the concept plan. One of their most significant concerns is the Fischer Road expansions. He also mentioned that some trees would need to be removed and a lot of the neighborhood would not be happy about cutting old growth.

Does anyone wish to provide a neutral comment?  
None.

Mayor Gibson asked for a motion to either close or continue the public hearing.

**MOTION MADE BY PRESIDENT OLMSTEAD TO CLOSE THE PUBLIC HEARING FOR RESOLUTION 2018-03 KING CITY CONCEPT PLAN – PUBLIC COMMENT, SECONDED BY COUNCIL BUEHNER.**

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

Mayor Gibson declared the public hearing closed at 8:30 p.m.

Staff recommended that to postpone the vote until April 18, 2018. CM Weston mentioned that at the next meeting the staff would have the Executive Narrative and appendix I and other final documents.

**Agenda Item 10: City Manager’s Report**

CM Weston reported that staff has been busy helping with writing reports for the URA.

The staff has been looking at doing a soccer and baseball field at the park. Staff will also be meeting with Tigard little league soon.

The lighting at the park is done.

**Agenda Item 11: Mayor and Councilor's Reports**

- Councilor Buehner reported that she is on the Policy Committees for League of Oregon Cities – Transportation and Finance and Taxation. She would like to propose an agenda item for the next city council meeting. She would like to present some finding.
- Councilor Olmstead reported attending KCCA has elections going on.
- Councilor Fender mentioned on April 28 she will be reading at the Tigard Library for Fair Housing Event. She also would like to represent King City at the Drive-in Sleep-out event at Tigard High School May 26, 2018. This is a fundraising event for Family Promise.

Council members gave Councilor Fender permission to represent the city.

- Councilor Reynolds – She reported that she attended the Small Cities meeting in Donald.
- Councilor Boylston – No Report.
- Councilor Ocholi – No Report
- Mayor Gibson – mention that he attended that Small Cities Consortium where they spoke about housing and development.

**Agenda Item 12: Adjournment**

**COUNCILOR BOYLSTON MOVED TO ADJOURN THE MEETING, PRESIDENT OLMSTEAD SECONDED, THE MEETING ADJOURNED AT 9:07 P.M**

Respectfully Submitted by:

Attested by:

\_\_\_\_\_  
Ronnie Smith  
City Recorder

\_\_\_\_\_  
Mike Weston  
City Manager



CITY OF KING CITY – COUNCIL  
15300 116<sup>th</sup> Ave  
(503) 639-4082  
rsmith@ci.king-city.or.us

### SPEAKER REGISTRATION

The City of King City encourages all citizens to express their views to their city leaders respectfully and appropriately. If you wish to speak before the City Council, fill out this card and hand it to the Mayor. Note that this Speakers Registration card, once submitted to the Mayor, becomes part of the public record.

Name: Tara ROP

Organization: Roseberry HOA

Address 16628 SW. 134<sup>th</sup> Terrace

Phone: 503-597-3497

Email: thorp1@comcast.net

Agenda item you wish to speak to:

Agenda item # \_\_\_\_\_

You are Speaking...

☐ in Support

☐ in Opposition

☐ From a Neutral Position

☒ To ask a Question

Notes: Talk about Stop Signs & Painting

Yellow Lines & Parking



CITY OF KING CITY – COUNCIL  
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Name: BRAD YANDE NMAK

Organization: KINC CITY-SMALL FS  
BEAUFUL

Address 11955 SW KINC JAMES PLACE

Phone: 503-530-8768

Email: \_\_\_\_\_

Agenda item you wish to speak to:

Agenda item # 7.2

You are Speaking...

☐ in Support

☒ in Opposition

☐ From a Neutral Position

☐ To ask a Question

Notes:



CITY OF KING CITY – COUNCIL  
15300 116<sup>th</sup> Ave  
(503) 639-4082  
rsmith@ci.king-city.or.us

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Name: Paul Feltz

Organization: ASTORIA-3 Townshy

Address 12405 SW Hummer Rd

Phone: (503) 503-0151

Email: pfeltz@astoria-3.org.com

Agenda item you wish to speak to:

Agenda item # 7.3

You are Speaking...

☒ in Support

☐ in Opposition

☐ From a Neutral Position

☐ To ask a Question

Notes:



### SPEAKER REGISTRATION

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Name: Jamie Stasny

Organization: Metropolitan Land Group

Address 17933 NW Evergreen Pkwy #300

Phone: (503) 752-5887

Email: jamie@metlandgroup.com

Agenda item you wish to speak to:

You are Speaking...

Agenda item # Concept Plan 7.3

☒ in Support

Notes:

☐ in Opposition

☐ From a Neutral Position

☐ To ask a Question

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Name: William F. (Fritz) Paulus

Organization: A Horney for Elaine Eudaly

16900 SW EISNER RD

Address 1207 SW 6th Ave Portland 97204

Phone: 503-224-1773

Email: friz@wfpauluslaw.com

Agenda item you wish to speak to:

You are Speaking...

Agenda item # 7.3

☐ in Support

Notes:

☒ in Opposition

☐ From a Neutral Position

☐ To ask a Question

Would you like to receive City Council Notice and Agenda? Circle one Yes No

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Name: Gregg Russell

Organization: \_\_\_\_\_

Address 14100 SW River Ln

Phone: 916-226-2197

Email: \_\_\_\_\_

Agenda item you wish to speak to:

You are Speaking...

Agenda item # \_\_\_\_\_

☐ in Support

☒ in Opposition

☐ From a Neutral Position

☐ To ask a Question

Notes:

Urban Growth Boundary





CITY OF KING CITY – COUNCIL  
15300 116<sup>th</sup> Ave  
(503) 639-4082  
rsmith@ci.king-city.or.us

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Name: MAAD VAN DERAMAK

Address 11955 SW KING JAMES PINE

Organization: KING CITY - JSMHC IS

Phone: 503-530-8768

BEAUTIFUL

Email: \_\_\_\_\_

Agenda item you wish to speak to:

You are Speaking...

Agenda item # 7.3

☐ in Support

Notes:

☒ in Opposition

☐ From a Neutral Position

☐ To ask a Question



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Name: KEVIN JOHNSON

Address 13880 SW RIVER LN

Organization: RIVERMEADE

Phone: 503-914-9467

COMMUNITY CLUB

Email: ronp448@yahoo.com

Agenda item you wish to speak to:

You are Speaking...

Agenda item # \_\_\_\_\_

☐ in Support

☒ in Opposition

☐ From a Neutral Position

☒ To ask a Question

Notes:

KING City Concert Plan

**Please print Clearly!**

Jeff Roberts	1500 W 167 <sup>TH</sup> PL. SUITE 150	jeff@crandallgroup.com
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**Please print Clearly!**

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April 4, 2018



Mike Weston, City Manager  
City of King City  
15300 SW 116<sup>th</sup> Avenue  
King City, OR 97224

**RE: King City Urban Reserve Area 6D Concept Plan – Public Testimony for April 4, 2018 City Council Public Hearing**

Dear Mr. Weston,

We represent Mr. Bruce Ament, who owns property at 14390 SW Beef Bend Road. Mr. Ament's property is located in the Urban Reserve 6D Planning Area. Please accept this letter as our written testimony for the City Council's April 4, 2018 public hearing regarding the Draft King City Urban Reserve Area 6D Concept Plan.

We agree with the Planning Commission's recommendation to approve the Concept Plan and believe that it allows King City to determine how this area is developed, because it is consistent with the City's statutory obligation to plan for future growth, it provides means to preserve important riparian habitat along the Tualatin River, and because it provides opportunities for a broader range of convenience and shopping amenities to serve the City's residents.

**The Plan ensures that the fate of Urban Reserve Area 6D (URA 6D) is decided by King City and its residents and not by the Cities of Sherwood or Tigard.** According to recent estimates, the Portland Metro Area is growing by more than 100 people every day. By 2035, more than 400,000 new residents will call the Portland Area home and over the next 10 years, more than 5,000 new housing units are expected to be needed in King City, Tigard, Sherwood, and Tualatin alone.

Adopting a Concept Plan for URA 6D is the only way for King City to have a say in how the area is ultimately developed. If the City does not adopt a Plan for the area, it is likely that URA 6D will be planned by the abutting Cities of Sherwood or Tigard as they identify means to accommodate their own local growth.

**The Plan fulfills King City's statutory obligation to plan for future growth.** Oregon Revised Statutes (ORS) Section 197.296(2) obligates local governments to demonstrate through their comprehensive plan or through the regional framework plan, that the Urban Growth Boundary (UGB) includes sufficient buildable land to accommodate estimated housing needs for 20 years. As the supply of buildable land in the UGB is exhausted, Metro will expand the UGB into designated urban reserve areas. The King City URA 6D Concept Plan acknowledges regional growth pressures and sets out a path for development in the area that is based on King City's values.

**The Plan identifies important stormwater infrastructure improvements that are necessary to reverse decades-long development related impacts to the Tualatin River.** Residential development in the area north of Beef Bend Road occurred prior to the current system of stormwater management by Clean Water Services and has resulted in significant environmental degradation, in the form of erosion and sedimentation, in URA 6D and in the nearby Tualatin River. While it may seem counterintuitive, new development in this area will

bring with it an array of stormwater management best practices and engineered facilities that can help to reverse the negative effects of past environmental degradation. Additionally, the plan sets aside more than 200 acres, of the approximately 500-acre URA, as a protected resource and habitat area to ensure that these areas can continue to perform their critical ecological functions as the region continues to grow up around them.

**The Plan identifies areas for new commercial uses that will enhance convenience for King City residents.**

The Concept Plan includes a new Town Center near the western edge of URA 6D that is envisioned to include new restaurants and shops, a grocery store, and possibly a new Civic Center that will create new and convenient shopping opportunities for King City's residents. Within the first 10 years the Plan anticipates that new residential development in URA 6D will provide a sufficient customer base to support approximately 60,000 square feet of new commercial space. Another 40-60,000 square feet of commercial space in the Town Center is expected to be developed in following years.

Thank you for the opportunity to provide input on King City's URA 6D Concept Plan. We're excited to be part of the City's efforts to plan for its future and are encouraged by the foresight of project stakeholders in developing a Plan that is focused on creating great neighborhoods, protecting the environment, and providing places for new and current residents to live, work, and shop, in a way that is pragmatic and equitable.

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**

A handwritten signature in black ink, appearing to be 'Zach Pelz', written over a large, faint circular stamp or watermark.

Zach Pelz, AICP  
Land Use Planner  
(503) 563-6151 | pelzz@aks-eng.com

## Michael Weston

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**From:** Dan Brenner <dbrenner320@icloud.com>  
**Sent:** Wednesday, April 04, 2018 11:44 AM  
**To:** Michael Weston  
**Cc:** Gregg Russell  
**Subject:** King City expansion

Dear Mr. Weston.

I've been a resident of the Rivermeade community for the last 25 plus years. As you are aware, we have pretty strong feelings regarding part of your concept plan. We, Rivermeade, which includes Myrtle Ave., are totally against running the Green Blvd. thru our community. As are the homeowners from Myrtle to 150th. I myself have surveyed residents from 137th to 150th and found no one that wants to see this part of your plan come to fruition. Even if it isn't for any number of years to come, that's of no satisfaction, as generations have lived here and hope to remain here. As you have stated, that for several reasons, the area west of River Ln isn't suitable for building anyway. I propose that you readdress your concept plan and make necessary adjustments to eliminate this thoroughfare thru this quiet neighborhood. As you have stated to me in the past, I hope that this gets read into your records. Thank you for your time. Dan Brenner.



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# REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: March 28, 2018

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

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## **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**

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### **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**

# EXECUTIVE SUMMARY - DRAFT

## KING CITY URBAN RESERVE AREA 6D CONCEPT PLAN

APRIL 2018



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## Planning Context

King City is a small, but growing city. The population, currently estimated at around 3,630 people, is expected to grow by 46 percent over the next 20 years.<sup>1</sup> To accommodate anticipated growth, King City is proposing to expand its Urban Growth Boundary to include the Urban Reserve Area 6D, which lies immediately west of the current city boundary. The King City Urban Reserve Area Concept Plan serves as the guiding document in King City's request to Metro for urban growth boundary expansion.

1

Estimate based on Portland State University's 2017 Certified Numbers. Forecast based on Metro's 2018-2038 population forecast.

## The Plan Area

The King City Urban Reserve Area 6D Concept Plan serves as a guide for the future development of the 528-acre Urban Reserve Area that King City is seeking to include in the Urban Growth Boundary in 2018. This Urban Reserve Area (URA) lies immediately to the west of the existing King City city limits, bounded by SW Beef Bend Road to the north, SW Roy Rogers Road to the west, and the Tualatin River and SW Elsner Road to the south. The URA includes several north-south drainage ravines as well as floodplain areas adjacent to the Tualatin River. The current land uses in the URA area are predominantly agriculture and rural residential properties.



## Housing Needs

To support the City's concept planning effort, the City of King City initiated a Housing Needs Analysis (HNA), completed by EcoNorthwest and dated February 2018. King City has a growing population and currently has very little buildable land within its current city limits to accommodate this growth. As identified in the HNA, King City's housing units are projected to grow by 980 units from 2018 to 2038. Based on the City's emergency contact system, there are 2,437 dwelling units in the city, which consist of approximately 68% single-family detached homes and 25% single-family attached or multifamily units.<sup>1</sup> The HNA identifies that King City has 3.8 acres of vacant, unconstrained buildable land. Of this, 2.3 acres is in the Limited Commercial Plan Designation which is predominantly intended for commercial uses but includes allowances for multi-family housing. The remaining 1.5 acres is designated for residential use. Per the HNA, this land has capacity for a total of 40 new dwelling units. As described in the HNA, there is a deficit of capacity within the city of approximately 217 single-family detached

units, 252 attached single-family dwelling units, and 471 multi-family units. Given the limited amount of land currently available in King City, only about 4% of the city's 20-year forecasted housing demand can be accommodated.

## Historical Context

King City began in 1964 as a planned retirement community for residents 55 and older, governed by the rules of the King City Civic Association. The King City development was later incorporated in 1966.<sup>2</sup> Within 15 years of its inception, the City was nearly fully built out and growth stalled for a period. Growth picked up again in the 1990s and 2000s after the city removed its chartered age restrictions and began annexing small communities and redevelopable land.<sup>3</sup> In recent years the City has grown into a more diverse and developed city. The expansion of the City into the URA represents a significant step in the evolution of the city from its planned development roots to a City with a diversity of housing that is integrated

with commercial, parks and educational opportunities that are accessible to current and future residents of the City.



Example from Orenco Station of 4-5-story mixed use building with retail on the ground floor and residential units above.

- 1 Household type provided by U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
- 2 <http://www.mykingcity.com/history.htm>
- 3 [http://www.oregonlive.com/front-porch/index.ssf/2017/12/king\\_city\\_onetime\\_retirement\\_c.html](http://www.oregonlive.com/front-porch/index.ssf/2017/12/king_city_onetime_retirement_c.html)



## Land Use Plan

The King City Concept Plan illustrates and describes how the City will accommodate anticipated growth and guide efficient urbanization. The plan is an outgrowth of community outreach during the planning process and reflects the community's vision to blend housing types, neighborhood commercial, light industrial and civic uses with regional amenities that include schools, parks and recreational spaces. This vision reflects a new direction for King City and will allow the City to address current growth pressures by providing housing diversity in a well-planned community while also addressing the sensitive transition between rural and urban areas. The URA will have a gradient of density, with the densest development occurring in the northwest of the URA, near SW Beef Bend and SW Roy Rogers Roads. Moving east, neighborhoods transition to primarily residential uses and are defined by the natural edges of the ravines. The least dense areas would be farthest to the east, near existing rural residential lands, and along the Tualatin River. A series of neighborhood types and general locations have been identified, each with their own mix of uses and specific contexts. The concept plan calls for a variety of housing types and densities, commensurate with the needs and financial

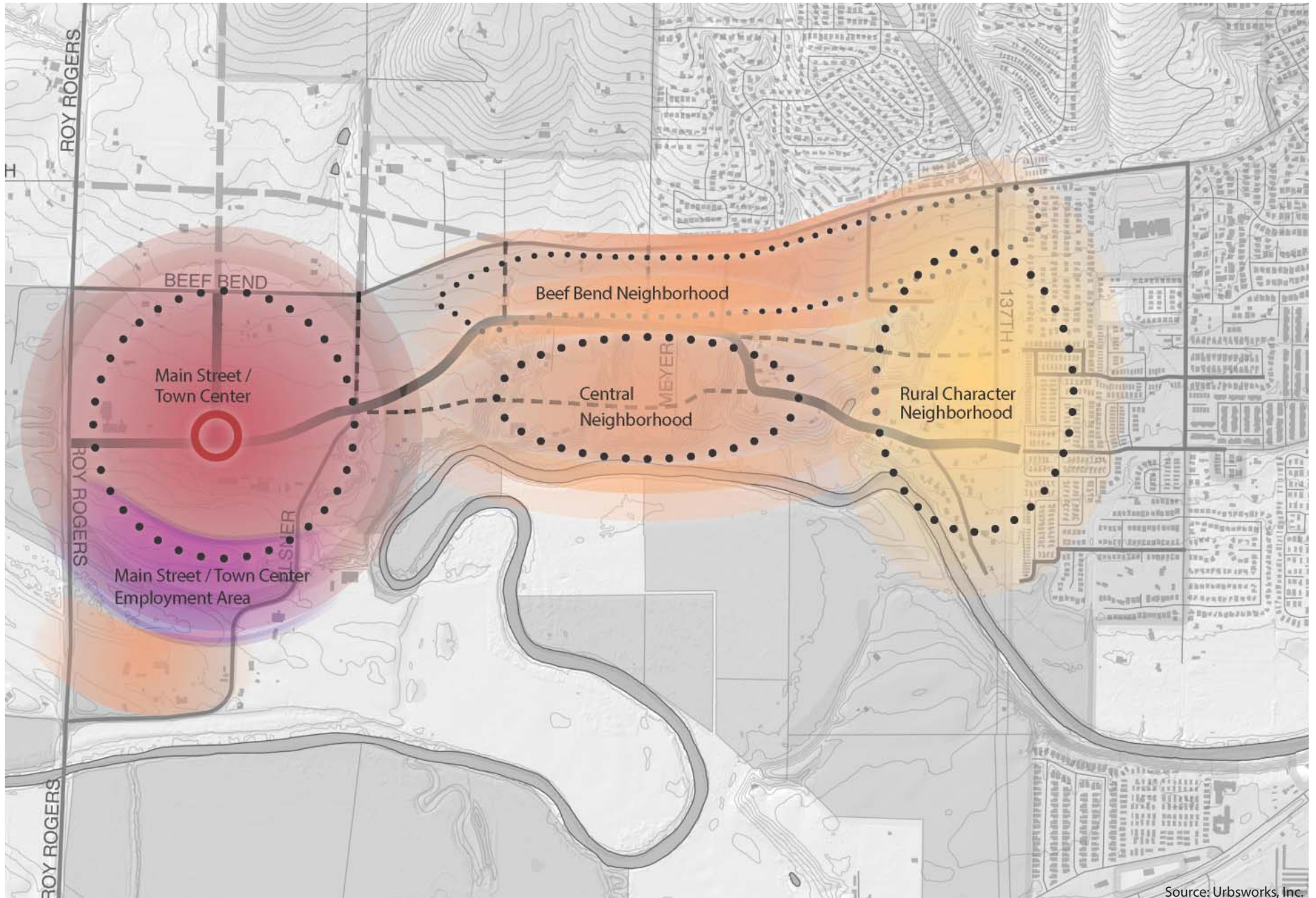
capabilities of Oregon households, and identifies strategies to increase the variety and affordability of market rate housing and to incentivize the development of affordable housing.

The Concept Plan identifies four neighborhoods within the URA, each of which will have unique development forms and densities suitable for that area:

- » The **Main Street/ Town Center** will include mixed use residential and town center commercial uses. This area will be the densest development in the URA and would include possible civic uses such as a new city hall, school and library, to be further defined in the Master Plan process.
- » The **Beef Bend Neighborhood** will lie along the southern side of SW Beef Bend Road, between 137th and SW Elsnor Road, north of a potential east/west street. This area will have the second highest density, with both attached and detached residential development, most likely in medium density residential zones. There is potential for this area to support a small amount of neighborhood-scale commercial uses in conjunction with housing.

- » The **Central Neighborhood** is envisioned as a low density residential area in the center of the URA. The form of this neighborhood will be partially defined by the drainage ravines that run north to south through the area. This neighborhood will have attached and detached dwellings, ample neighborhood parks, and plenty of wild natural areas along the ravine and river edges.
- » The **Rural Character Neighborhood** is the eastern-most section of the planning area. It connects to SW 137th Avenue and includes the established Rivermeade neighborhood. This area will have lower density residential uses and opportunities for modest redevelopment. Generally, streets will have a residential character and carry low to moderate-volumes of traffic shared by all modes. Natural areas are prominent both on the edges of development and within neighborhoods.

**Figure 1: Neighborhood Map**



Source: Urbsworks, Inc.

## Estimated Buildout Program

The amount of housing within the URA, at full build out, is estimated to be approximately 3,576 housing units, with 1,222 multi-family dwelling units, 560 single family attached units, and 1,794 single-family detached units. The URA has been designed to include multiple neighborhoods with estimate build-outs as follows:

**Table 1. Summary of Dwelling Unit Type by Neighborhood**

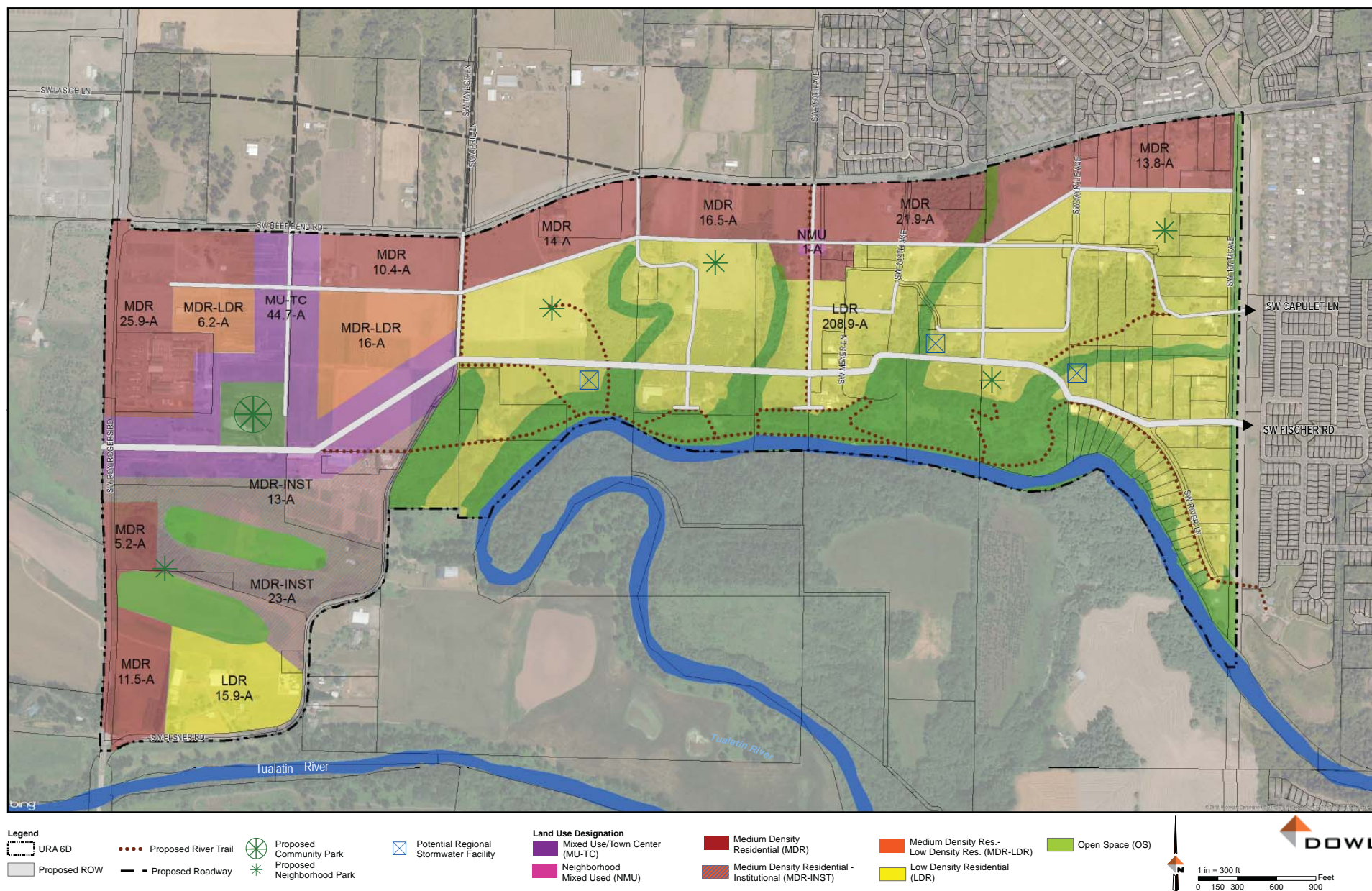
Dwelling Unit Type	Main Street/ Town Center	Beef Bend	Central Neighborhood	Rural Character	Totals
Multidwelling	1,000	222	0	0	1,222
Single dwelling, attached	500	0	60	0	560
Single dwelling, detached	620	444	498	232	1,794
<b>Totals</b>	<b>2,120</b>	<b>666</b>	<b>558</b>	<b>232</b>	<b>3,576</b>

The Main Street/ Town Center neighborhood will have the greatest density, with approximately 1,000 multi-family units, 500 single-family attached units and 620 single-family detached units. Beef Bend neighborhood will have approximately 222 multi-family units and 444 single-family detached units. The Central Neighborhood will have approximately 60 attached and 498 detached single-family units. The Rural Character neighborhood is expected to have around 232 single-family detached units. Land use scenarios at this stage are conceptual but provide the level of detail needed to evaluate the impacts of growth on local and regional infrastructure. It is anticipated, however, that the precise quantities and locations of housing and site improvements will be refined during a master planning phase and development review.

Figure 2 on the following page illustrates a refined concept land use plan that would accommodate this estimated buildout.



### Figure 2: Concept Land Use Designations





## Phasing

The western portion of the URA has larger parcels, less ownership fragmentation and includes stakeholders who have expressed an interest in seeing their properties develop. As a result, the Concept Plan anticipates that the northern and western sections are likely to see coordinated development earlier than the central and southeastern portions of the URA. Therefore, early development of the URA is generally envisioned to occur along Beef Bend Road in the northern portions and in the larger tracts that form the western portions of the planning area, with earliest development projected to begin around 2021-2023. The Beef Bend Neighborhood and the Main Street/Town Center neighborhoods are expected to develop between 2020 and 2030. The City envision a second wave of development will occur in the central and eastern portions of URA 6D as the northern and western portions develop. A more definitive annexation plan will be developed as part of the community planning process that would occur in 2019 after the UGB decision.



**Figure 3: Development Program Phasing**

## Pedestrian, Bicycle, and Vehicle Connectivity

The URA is located south of SW Beef Bend Road between SW Roy Rogers and the current western boundary of King City. The site is bounded by the Tualatin River and SW Elsner Road to the south. The plan will create an internal system of streets and paths that offer internal neighborhood mobility and provide relief for east-west trips that would otherwise require SW Beef Bend Road.

The vision for the urban reserve area's perimeter arterial streets, SW Roy Rogers and SW Beef Bend Roads, is that these roads will transition to urban cross sections where they abut the concept plan development area. As the plan area develops, SW Beef Bend and SW Roy Rogers will be improved into urban boulevards with significant capacity for traffic but with additional improvements to provide a pleasant and safe walking and bicycling environment. Improvements would include a planted median, bike lanes, street trees, and separated sidewalks or multi-use paths.

A "Green Boulevard" collector street is planned to run east west through the site connecting to SW Fisher Road to the east and intersecting with SW Roy Rogers Road to the west. In some places, the Green Boulevard may have a planted median and a separate multi-use path. In other areas it will provide a more natural frontage design that includes a planted area between the sidewalk and

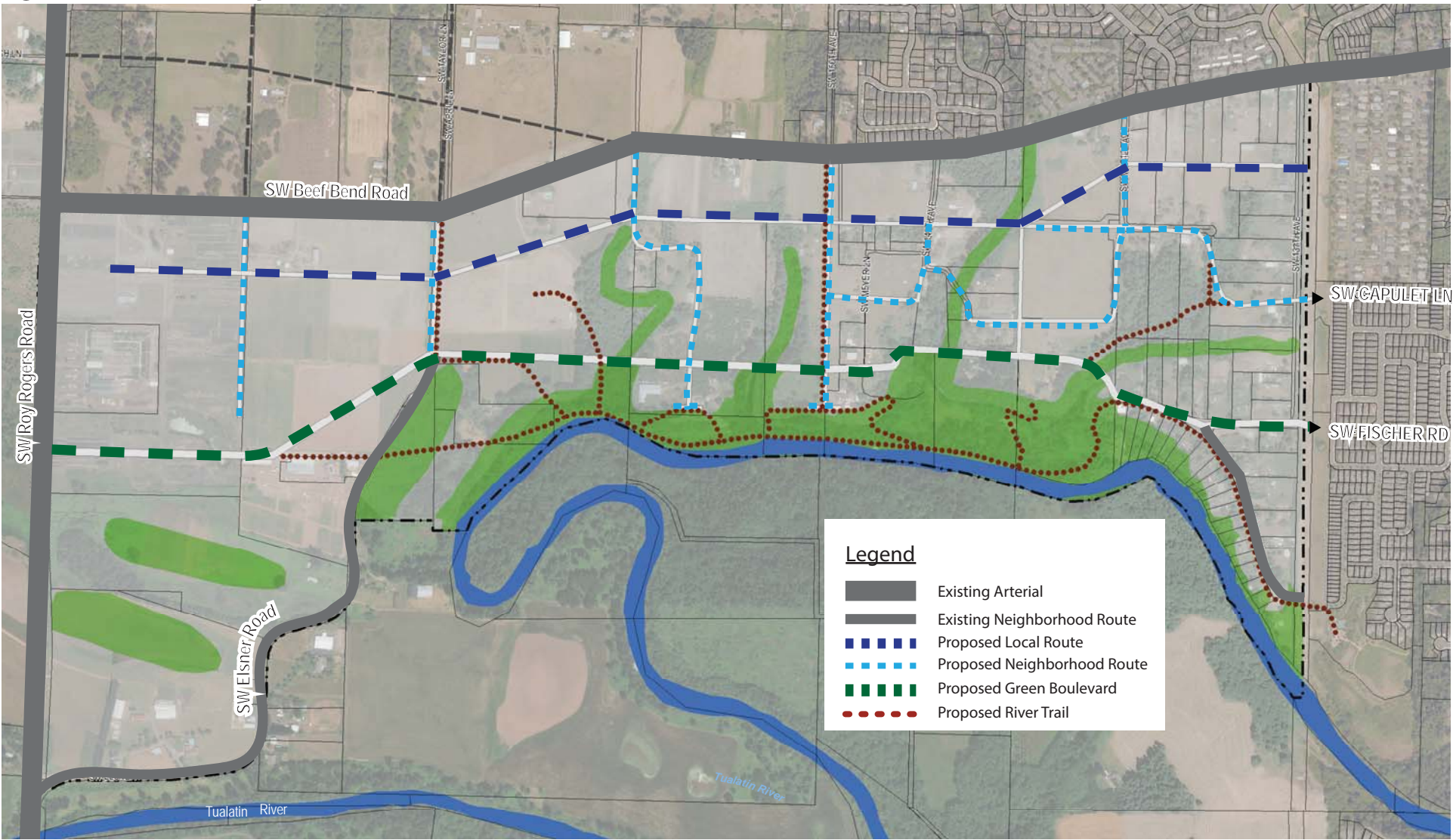
vehicle travel lanes. Where crossing through the town center area at the western portion of the URA, this east-west road will take on the pedestrian and bicyclist-friendly Main Street character, with slow traffic speeds and wide sidewalks.

A local neighborhood route is envisioned through the northern portion of the site, running east-west roughly parallel to and approximately 400 feet to the south of SW Beef Bend Road, and serving to connect neighborhoods to one another. Local queuing streets, with sidewalks and shared bike facilities, will run through the site to connect neighborhoods to main travel routes at various places throughout the site. Additionally, a series of trails will run through the site to enhance pedestrian connectivity throughout the area.





Figure 4: Planned Transportation Routes



## Parks and Open Space

### » **Natural Resources**

The 528-acre planning area includes floodplains, riparian areas, and other sensitive lands. Potential developable areas are generally separated into subareas by ravines, riparian areas, and similar natural features. The Tualatin River, which forms the southern border of the URA, is the single most defining feature of the area; giving the plan area a unique character and emphasizing the need for sensitive development practices with future development.

Future development will be buffered from the Tualatin River and Wildlife Refuge to the south by designated natural areas along the southern edge of the plan area. The other edges of the plan area will include lower densities and buffers between developed and undeveloped areas.

### » **Park**

A variety of parks are planned throughout the URA, which will be accessible from neighborhood streets and trails, as shown on the Concept Land Use

Designations Map, Figure 2. Several small neighborhood parks, of approximately one and a half acres, will be accessible from neighborhoods east of SW Elsner Road. A community park, approximately three to four acres, will be accessible from the Town Center/ Main Street area at the west. Three larger open space areas will be preserved at the southwest portion of the site. Additional parks to be located within in the URA may include: small pocket parks, private parks, urban parks, a linear park along the BPA corridor, and community agriculture space. Location, size, and programming for park types will be developed during the community planning phase of the URA. The natural area north of the Tualatin River will be preserved and will be visible and accessible from a proposed nature trail.

### » **Trails**

Two regional trails will serve to connect the URA to outside neighborhoods. The Metro Westside Trail will run along the eastern boundary of the site through the BPA Corridor. The Tualatin River Greenway will run along the north side of the Tualatin River through the southern end of the site. The proposed on-site trail system will connect to these regional trails as well as the River Terrace trail system to the north,





## Public Facilities

The URA is not currently served by public utilities. Rural residences within the plan area are served by on-site private septic systems, and on-site private domestic and/or irrigation wells. Development within the URA will require additional coordination with service providers and facility upgrades.

### » Sewer

Sanitary Sewer infrastructure will be in place and available to serve the site before development occurs. Clean Water Services (CWS) is in the preliminary planning stage of installing a sanitary sewer pump station adjacent to Roy Rogers Road to serve development in this region. In addition to the pump station, CWS is planning installation of a force main and gravity conveyance system improvements in the project vicinity. This future pump station will also have the capacity to serve the western portion of the URA planning area.

There are two potential options for serving development in the planning area with sanitary sewer. One option would involve gravity trunk service through the URA to connect to CWS's

planned pump station at the west of the site. Option two would consist of small subdistrict pump stations. It is expected that the southern half of the King City URA will require the installation of small developer pump stations as development occurs. The design of the sanitary/sewer system including pipe locations and configurations will be determined during the community planning process, in coordination with CWS. Pipe conveyance or future pump stations will be analyzed and coordinated with transportation projects.

### » Water

Future service to the planning area will require updated water system planning by the City of Tigard, which is currently underway. Additionally, an extension of the 16-inch transmission line currently located at the intersection of 150th and Beef Bend and possible development of additional storage facilities will likely be necessary to service the entire urban reserve area at full capacity. Water system infrastructure will likely consist of 8-inch, 12-inch, and 16-inch diameter distribution mains for local domestic, irrigation and fire suppression service. This infrastructure will typically be located

in existing and proposed rights-of-way and will be designed and constructed according to Tigard standards. Additional 410-foot pressure zone storage and the extension of transmission piping west along SW Beef Bend Road and south on SW Roy Rogers Road are anticipated. King City is working with the City of Tigard to determine the timing and costs of these improvements; a letter from Tigard Water that ensures service to the area has been included with Concept Plan materials.

### » Stormwater

Stormwater will follow the existing gradient and drainageways to ultimately reach the Tualatin River. Several stormwater facilities are envisioned at the existing drainage ways as shown on the Concept Land Use Designations Map, Figure 2, which will be designed to meet CWS requirements. Additional on-site stormwater management should be expected if the proposed development has the potential to adversely affect upstream and/or downstream properties; this may include Low Impact Development Approaches (LIDA) such as grey infrastructure, green infrastructure and natural resource enhancements.

## Transportation

Road connectivity through the site is currently limited. The URA is characterized by higher speed County arterial roads on its perimeter and narrow, rural roads in its interior. The only road that currently runs through the site is SW Elsner Road, which connects to SW Roy Rogers Road and SW Beef Bend Road. The plan areas' perimeter arterials, SW Roy Rogers and SW Beef Bend Roads, will require improvements to accommodate anticipated vehicle travel and establish a walkable, bikeable, and transit-friendly environment. Development of the URA will require the construction of two east-west through streets (the Green Boulevard and Neighborhood Route) and several local roads to connect to the neighborhoods.

In addition, it is anticipated that the proposed buildout will necessitate some off-site improvements on the regional transportation system. These improvements will likely include:

**Table 2. Anticipated Improvements Needed with URA 6D 2035 Buildout**

No.	Location	Limits	Anticipated Improvements
1	Beef Bend Road	Roy Rogers Road to 150 <sup>th</sup> Avenue	Widen to 3-lane urban minor arterial cross-section with sidewalks and bike lanes
2	Roy Rogers Road	At Fischer Road Extension	Install traffic signal and southbound left turn lane
3	Beef Bend Road	At 150 <sup>th</sup> Avenue	Install traffic signal and separate northbound left and through/right lanes
4	Fischer Road	At 131 <sup>st</sup> Avenue	Install traffic signal
5	Highway 99W	At Fischer Road	Add second eastbound right turn lane and second northbound left turn lane with an additional receiving lane on Fischer Road for approximately 300-350 feet.

## Infrastructure Finance

For the purpose of identifying and categorizing the costs of infrastructure necessary to serve the plan area, the planning effort grouped infrastructure types into four categories. These categories are noted below:

- » **Major off-site:** Most often located outside of the planning area boundary and, while it might bring some benefit to the plan area, it primarily serves a larger area and is likely to be funded by a city, county or other regional capital improvement program.
- » **Framework or district:** Serves residents and businesses in the entire plan area and is fundamental to achieving the plan vision. Framework infrastructure is usually larger scale and more expensive than Subdistrict or Local infrastructure. The cost for these projects will be shared throughout the district.
- » **Subdistrict:** Larger than one property but doesn't necessarily benefit the entire plan area. Subdistrict infrastructure might serve a 50 – 100-acre area, such as a neighborhood.

- » **Local or on-site:** Located on or adjacent to a development property and mostly serves the development. This infrastructure could be any type including transportation, sanitary sewer, water, stormwater or parks. Developers will be required to build and pay for local infrastructure to serve their properties.

The Concept Plan's funding strategy identifies the transportation and utilities projects that are likely to fall in to each cost category. Framework infrastructure is the focus of the funding plan due to the importance of fairly and equitably allocating larger costs. The difference between the typical local infrastructure costs and the costs of larger framework infrastructure, "oversize costs", will be allocated to developers throughout the district. Framework projects include the construction of the Green Boulevard, improvements to SW Beef Bend Road, a series of culverts and a pump station/ forcemain that will be required for the URA. The funding strategy component of this plan identifies preliminary cost estimates for these framework projects as well as major off-site, subdistrict and local projects.

Appendix F of the Concept Plan includes the King City URA Funding Strategy, which describes the infrastructure projects

necessary to provide transportation, sanitary sewer, parks, stormwater, and schools to accommodate the development of the URA. Table 3 on the following page summarizes the infrastructure projects, costs, and costs allocation recommended in the Funding Strategy Report.

**Table 3. Infrastructure Costs and Allocation**

Project Name and number		Cost Estimate Total	Cost Allocation				Subdistrict Allocable to subdistricts
			Min.Req.	Other Parties	See text for more information.	Framework Oversize allocable to plan area	
T	Green Boulevard	\$26,140,282	\$17,437,500			\$8,702,782	
	Beef Bend: 137th to Roy Rogers	\$22,040,863	-	\$11,020,432	County, 6C developers.	\$11,020,432	
	Culverts	\$7,650,000	-			\$7,650,000	
	Local Streets	Not estimated	-			-	
	<b>Subtotal</b>					<b>\$ 27,373,214</b>	
-	Utilities in Framework ROW	Incl. in above.					
SS	River Terrace South Pump Station/Forcemain	\$4,800,000		\$3,502,703	RT & other developers.	\$1,297,297	
	Subdistrict Pump Stations/Forcemains	\$2,500,000					\$2,500,000
	Trunk Sewer (Concept 1 only)	NA				NA	
	<b>Subtotal</b>					<b>\$ 1,297,297</b>	
W	Storage, Zone 410	\$2,500,000				\$2,500,000	
	Transmission: Beef Bend Road	\$3,000,000		\$1,500,000	50% allocated elsewhere.	\$1,500,000	
	Transmission: Roy Rogers Road	\$2,800,000		\$1,400,000	50% allocated elsewhere.	\$1,400,000	
	<b>Subtotal</b>					<b>\$ 5,400,000</b>	
P	Community Park (1 park)	\$5,600,000				\$5,891,340	
	Neighborhood Parks (3 to 5 parks)	Not estimated				\$9,314,880	Yes, TBD.
	<b>Subtotal</b>					<b>\$ 15,206,220</b>	
S	Subdistrict Facilities (5)	Not estimated		TBD	Possibly CWS		Likely Yes, TBD.
	On-site management	Not estimated					
SD	Primary School	Not estimated		TBD	School District		
	<b>Total</b>	<b>\$77,031,146</b>	<b>\$17,437,500</b>	<b>\$17,423,134</b>		<b>\$49,276,731</b>	<b>\$2,500,000</b>

Legend:

<b>Infrastructure Category:</b>	Major Off-Site	Subdistrict	Framework	Local
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Source: City of King City, Urbsworks, Murraysmith Engineers, Leland Consulting Group.



Leland Consulting Group, which prepared the Funding Strategy, recommends that a supplemental fee be imposed to generate funds to pay for key elements of framework infrastructure. Alternatively, two separate area-specific SDCs could be imposed, for transportation and sanitary sewer. This supplemental fee would be modeled after reimbursement fees/districts; the Cities of Tigard (Municipal Code Chapter 13.09, Reimbursement Districts) and West Linn (Advance Financing of Public Improvements) provide potential implementation models. Based on an estimated and conservative residential and commercial land use program (of approximately 3,000 housing units and 50,000 square feet of commercial space), the supplemental fee was estimated at \$9,274 for a single-family home, and \$22,853 for each 1,000 square feet of commercial space. This is comparable to the supplemental fees/area-specific SDCs being assessed in other urban reserve areas. For example, the Funding Strategy estimates that homebuilders in King City URA 6D would pay \$32,915 per single family home, compared to \$31,221 in the Tigard River Terrace area, as shown below in Table 4.

**Table 4. Single Family Infrastructure Fee Comparisons**

Fee	King City URA 6D	Tigard River Terrace
WA County TDT	\$8,458	\$8,458
City Transportation SDC	-	\$8,501
Parks SDC	-	\$8,470
Sewer (Clean Water Services)	\$5,500	\$5,500
Water Quality Fee (Clean Water Services)	\$292	\$292
Supplemental Fee (URA 6D)	\$18,665	-
<b>Total</b>	<b>\$32,915</b>	<b>\$31,221</b>

Source: Leland Consulting Group.  
Note: The King City Parks SDC is not citywide; it only applies to the West King City Planning Area between SW 131st and the western city limit.

## Governance

The planning and development of URA 6D will require a coordinated effort with a number of partner agencies and jurisdictions. The major partners and their roles are summarized below:

### » **Planning – King City**

King City is actively engaged in the process of updating the UPAA with Washington County, which is expected to conclude by the end of April. The updated UPAA will establish King City as the responsible party for the overall planning, public involvement, development review and annexation of URA 6D.

### » **Planning & Transportation Coordination- Washington County**

Planning and development of URA 6D will involve a coordinated effort with Washington County, particularly with regard to transportation planning. Major roads adjacent to and serving the URA are owned and operated by the County, including Roy Rogers Road, Beef Bend Roads, Elsner Road, Fischer Road and 137th Avenue.

### » **Water- City of Tigard**

The public drinking water provider for King City, including future development areas and the URA, is the Intergovernmental Water Board administered by and through the City of Tigard Water District. Development will be coordinated with the City of Tigard as the water service provider within King City and future expansion areas.

### » **Sewer- CWS**

Clean Water Services (CWS) is the service provider for sanitary service within the City of King City and future development in the URA. CWS is planning a new pump station near Roy Rogers on the west side of the plan area, to serve URA 6D and the River Terrace development. Specific development within the URA will be coordinated with CWS to identify system needs and connections to this planned system, based on the specific new development proposals.

### » **Fire - Tualatin Valley Fire and Rescue**

Tualatin Valley Fire & Rescue (TVF&R) serves the King City Urban Reserve area. Planning for development of the area will consider transportation and water infrastructure to support emergency response needs.

### » **Schools – Tigard – Tualatin School District**

The URA lies within the service area of the Tigard-Tualatin School District. The school district was represented on the Technical Advisory Committee and was directly involved in discussions regarding the changes in demographics that may result from the development of the plan area. Based on the feedback received from the school district in these advisory meetings, it is understood that a primary school may be necessary to accommodate growth from the development of the URA; this school has been included in the planning for the institutional/park mix of the Main Street/Town Center neighborhood. King City and the Tigard-Tualatin School District will continue to coordinate school siting needs during the master planning process.

## Conclusion

King City is rapidly growing and is in need of additional residential land to meet the needs of a growing population. The King City URA 6D Concept Plan will guide King City in efficiently urbanizing the urban reserve area to accommodate this future growth. The mix of proposed uses will not only help to close King City's housing land deficit, it will also create a mix of amenities, employment, and educational opportunities to serve the developing area. The concept plan will create a well-connected and efficient system of streets, trails, and parks that will connect to surrounding neighborhoods and existing infrastructure. The plan has been coordinated with all relevant agencies and service providers to ensure that this vision may be implemented in a cost-effective and orderly manner. The resulting area will be a walkable, bikeable, mixed-use, transit-friendly community, interlaced with parks and natural areas, to serve King City as it develops in to a more diverse and developed city.





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## City of King City

### Community Survey

#### Scope of Work

The City of King City has requested a scope of work and estimated budget from Barney & Worth, Inc. to prepare and issue an online community survey, and interpret the results. The survey will focus on community livability and the proposed upcoming public safety operating levy. The survey will be produced and distributed in an online and paper version.

##### *Deliverables:*

- Draft and final community survey
- Cover letter to accompany mailing of the paper survey and news release
- Management of online survey and data; analysis of results
- PowerPoint presentation and one-page summary of results

##### *Estimated Schedule:*

April 9 – 13	Draft and final community survey
April 13	Cover letter / news release
April 13 – May 18	Manage online survey
May 18	Survey closes
May 19-31	Analysis of survey results
June 1	PowerPoint presentation / one-page summary

#### Proposed Budget

Barney & Worth, Inc. proposes to complete the customer survey assignment for a not-to-exceed amount of \$4,530, including professional services and reimbursable expenses. B&W expenses include: printing & photocopies, travel, telecommunications, postage & delivery, meeting expenses. Printing and mailing of the community survey will be paid directly by City of King City.

#### Hourly Rates for Professional Services

Principal	\$230
Sr. Mgr. Associate	\$230
Sr. Associate	\$190
Associate	\$170
Research Associate	\$130
Clerical/Support	\$100
Graphics	\$ 90



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**CITY OF KING CITY  
RESOLUTION R-2018-05**

**A RESOLUTION ALLOWING A SUPPLEMENTAL BUDGET INCREASE AND DECREASE PURSUANT TO ORS 294.338 PROVIDING FOR THE RECEIPT, APPROPRIATIONS AND EXPENDITURE OF UNEXPECTED FUNDS.**

**WHEREAS**, there are expenditures that have occurred or are expected to occur during the 2017-2018 fiscal year which were not included in the City's original budget;

**WHEREAS**, There is a new appropriation category created in the General Fund.

**WHEREAS**, the City of King City will follow Local Budget Laws and Administrative Rules as determined by the Oregon Dept. of Revenue which necessitated filing a supplemental budget; and

**NOW THEREFORE, BE IT RESOLVED** by the City Council of the City of King City that:

1. The City Council hereby approves the Supplemental Budget changes as noted in Exhibit "A" and Resolution R-2018-05 which approved the 2017-2018 Annual Budget is hereby amended.
2. This resolution shall take effect immediately upon its passage.

**INTRODUCED and ADOPTED** this 18<sup>th</sup> day of April, 2018.

By: \_\_\_\_\_  
Mayor

ATTEST:

By: \_\_\_\_\_  
City Recorder

## Exhibit " A "

## CITY OF KING CITY - SUPPLEMENTAL BUDGET (2) REVISIONS FY 2017 - 2018

## EXPENDITURES

	ACCT. NO	ADOPTED BUDGET	BUDGET ADJUST	REVISED BUDGET
<b>GENERAL FUND</b>				
<b>CITY COUNCIL</b>				
Dues - Ptld Area Bound Comm.	6081101	0	\$ 1,500	1500
Dues - Oregon Mayor's Association	6081105	100	\$ 400	500
Dues - Miscellaneous	6081199	4450	\$ (1,900)	2550
Special Dept. Expenses - Miscellaneous	6281199	0	\$ 3,500	3500
Legal Fees - City Attorney Fees	6301101	15000	\$ 15,000	30000
<b>CITY MANAGER</b>				
Books/Sunscr's - New Set Ors Laws	6052102		\$ 50	\$ 50
Membership, Dues - CPAWC	6082106	\$ -	\$ 300	\$ 300
<b>PLANNING / FINANCE</b>				
Salaries & Wages - Admin. Assistant (25%)	5032202	\$ -	\$ 15,000	\$ 15,000
Salaries & Wages - Public Work	5042201	\$ 18,000	\$ (18,000)	\$ -
Training/College Course	6102201	\$ -	\$ 1,000	\$ 1,000
Planning Service	6152201	\$ 40,000	\$ (10,000)	\$ 30,000
Engineering Services	6152202	\$ 7,000	\$ 10,000	\$ 17,000
Contract Service - Long Range Planning	6272202	\$ 50,000	\$ 20,000	\$ 70,000
<b>COURT</b>				
Salaries / Wages - Municipal Court Clerk (75%)	5032501	\$ 57,607	\$ (14,107)	\$ 43,500
Miscellaneous - Contract Service	6282599		\$ 7,700	\$ 7,700
<b>BUILDING DEPARTMENT</b>				
Salaries / Wages - Public Worker	5032501	\$ -	\$ 18,000	\$ 18,000
Payroll Tax - Social Security/Medicare	5052501	\$ -	\$ 1,200	\$ 1,200
Payroll tax - Tri-Met	5052502	\$ -	\$ 150	\$ 150
Payroll tax - SUTA	6252503	\$ -	\$ 180	\$ 180
Payroll tax - WBF	5062501	\$ -	\$ 50	\$ 50
Workers' Comp. Insurance	5062502	\$ -	\$ 100	\$ 100
Benefits - Retirement 401K	5072501	\$ -	\$ 4,000	\$ 4,000
Benefits - Medical/Dental/Life Insurance	5072502	\$ -	\$ 3,100	\$ 3,100
Benefits - HRA VEBA plan	5072503	\$ -	\$ 400	\$ 400
Training & Travel	6092699		\$ 200	\$ 200
<b>POLICE OPERATION</b>				
Lieutenant	5023221	\$ -	\$ 80,000	\$ 80,000
Police Officer - Lieutenant	5033201	\$ 80,000	\$ (80,000)	\$ -
Vacation Pay out	5033231	\$ 30,000	\$ (5,000)	\$ 25,000
Overtime	5043201	\$ 20,000	\$ (5,000)	\$ 15,000
Training, Travel - other training as required	6093299	\$ 3,000	\$ 2,000	\$ 5,000
Utilities expenses - Cellular Phone	6132206	\$ 4,000	\$ 1,000	\$ 5,000
Capital Outlay - Taser	7013206	\$ -	\$ 3,500	\$ 3,500
Capital Outlay - MDT Tablet	7013240	\$ -	\$ 5,500	\$ 5,500
Capital Outlay - Body Cameras	7013244	\$ 3,000	\$ (3,000)	\$ -
Capital Outlay - Body Camera Storage	7013245	\$ 2,500	\$ (2,500)	\$ -
<b>GENERAL SERVICES TRANSFER &amp; CONTINGENCY</b>				
Contingency	8114201	\$ 1,207,753	\$ (607,753)	\$ 600,000
Reserved for future expenditure	8114202	\$ -	\$ 553,430	\$ 553,430
<b>TOTAL</b>			\$ -	

**Contingency** - An amount appropriated in anticipation that some operating expenditures will become necessary which cannot be foreseen and planned in the budget.

**Reserve for Future Expenditure** - An amount budgeted, but not appropriated, that is not anticipated to be spent in the fiscal year, but rather carried forward into future fiscal years.

The correct way to "save" money under Local Budget Law



April \_\_, 2018

Leasing Specialists, LLC  
4785 Portland Road NE  
Salem OR 97305

Re: **Opinion of Counsel**  
Our File No. 48832-34134

Dear Sir or Madam:

I have acted as Counsel to the city of King City, OR, with respect to the FMV Agreement, number 2806 (the "Agreement") dated March 19, 2018, by and between Leasing Specialists, LLC (the "Owner") and the city of King City, OR.. I have reviewed the Agreement and such other documents, records and certificates of the city of King City, OR, and appropriate public officials as I have deemed relevant, and I am of the opinion that:

1. The city of King City validly exists as a political subdivision or agency of the State of OR, with a substantial amount of one or more of the tax, eminent domain and police powers, or is an agency, of the State of OR;
2. The execution, delivery and performance of the Agreement and other documents delivered in connection with the Agreement by Ernest Happala- Interim Chief, was approved by the governing body after compliance with all substantive and procedural requirements of City Code or ordinances; and
3. There is no proceeding pending or threatened in any court or before any government authority or arbitration board or tribunal that, if adversely determined, would adversely affect the transactions contemplated by the Agreement or the security interest of Owner or its assigns, as the case may be, in the Equipment.

Sincerely,

JORDAN RAMIS PC

Edward H. Trompke  
*Admitted in Oregon*  
ed.trompke@jordanramis.com  
OR Direct Dial (503) 598-5532



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## RESOLUTION NO. R-2018-05

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING CITY, OREGON, ACTING AS THE LOCAL CONTRACT REVIEW BOARD, APPROVING THE PROCUREMENT OF TWO POLICE VEHICLES FROM WIRE WORKS, INC., APPROVING A LEASE WITH LEASING SPECIALISTS, AND AUTHORIZING THE CHIEF OF POLICE TO SIGN ALL LEASING AND RELATED DOCUMENTS ON BEHALF OF THE CITY**

**WHEREAS**, the City of King City is in need of two additional police vehicles to replace aging vehicles; and

**WHEREAS**, the City of King City adopted Public Contracting Rules and Procedures by Resolution R-2012-03; and

**WHEREAS**, an intermediate procurement process is allowed per Public Contracting Rule E(1) of Resolution R-2012-03 – Intermediate Procurements, for the procurement of goods and services estimated to cost below \$150,000 in a calendar year; and

**WHEREAS**, Public Contracting Rule E(1) of Resolution R-2012-03 requires the City to use the process for intermediate procurements found in ORS 279B.070; and

**WHEREAS**, pursuant to ORS 279B.070, the City informally solicited three competitive price quotes from prospective contractors for the vehicles, specialized equipment and the installation of the specialized equipment, and

**WHEREAS**, the City Council finds that leasing the vehicles with the installed specialized equipment is in the best interest the City due to budgetary constraints and ease of repair and maintenance for the vehicles,

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

**SECTION 1. Award to Wire Works, LLC.** The City Council, acting as the Local Contract Review Board for the City of King City, hereby approves the procurement of police vehicles, specialized equipment and the installation of the specialized equipment from Wire Works, LLC. Acceptance of the Wire Works, LLC quote will serve the best interests of the City when taking into account price, expertise, and bidder responsibility, based in part on previous experience with the vendor. The quote from Wire Works, LLC with a description of the vehicles and an itemization of the quote is attached hereto as Exhibit A.

**SECTION 2. Approval of Lease with Leasing Specialists, LLC.** The City Council, hereby approves the City entering into a Taxable Government Obligation Contract (“Contract”) with Leasing Specialists, LLC., and its assigns, for the lease of the police vehicles with the installed equipment. The Contract is attached hereto as Exhibit B.

**SECTION 3. Authority to Execute and Deliver Procurement and Leasing Documents.** The City Manager, the Interim Chief of Police, the City Recorder or other designee of the City Manager is authorized to execute and deliver the procurement and leasing documents on behalf of the City to expedite the procurement and leasing of the police vehicles.

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

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Kenneth Gibson, Mayor

ATTEST:

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Ronnie L. Smith, City Recorder