

# KING CITY URBAN RESERVE AREA 6D CONCEPT PLAN CHARRETTE REPORT

CHARRETTE DATES: MARCH 13-15, 2017

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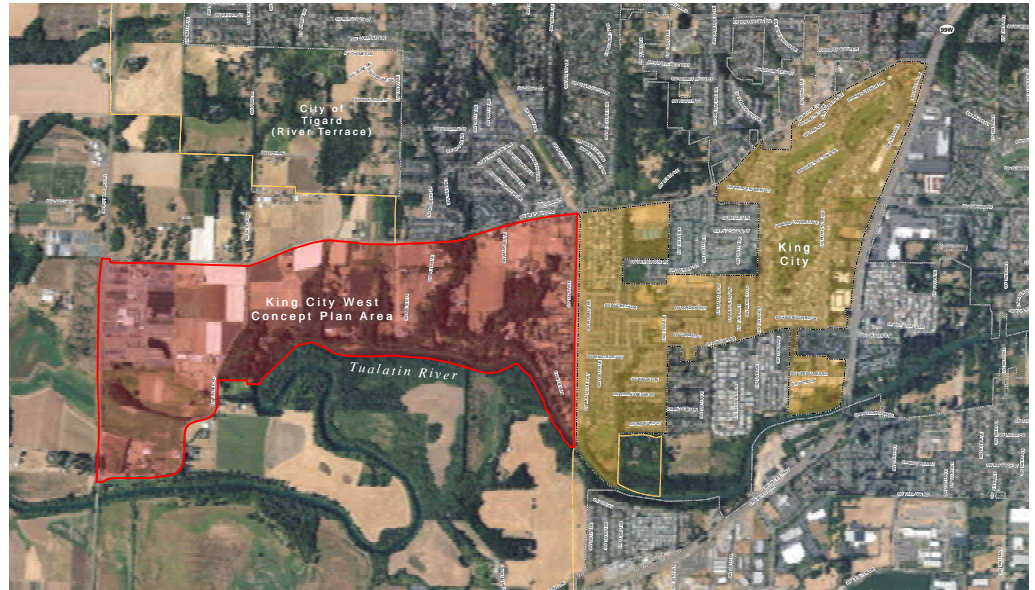
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**AARP** Hal Bergsma

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## URBAN RESERVE AREA 6D

The area in red shows the study area, which is west of existing King City



## INTRODUCTION

### Purpose of this Report

This report summarizes the background work and charrette results, and reflects work completed at the end of the charrette.

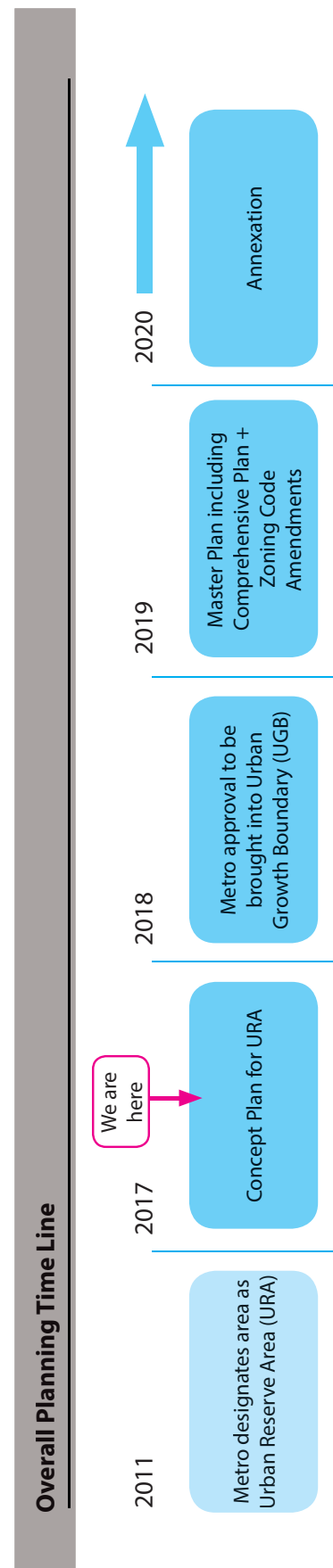
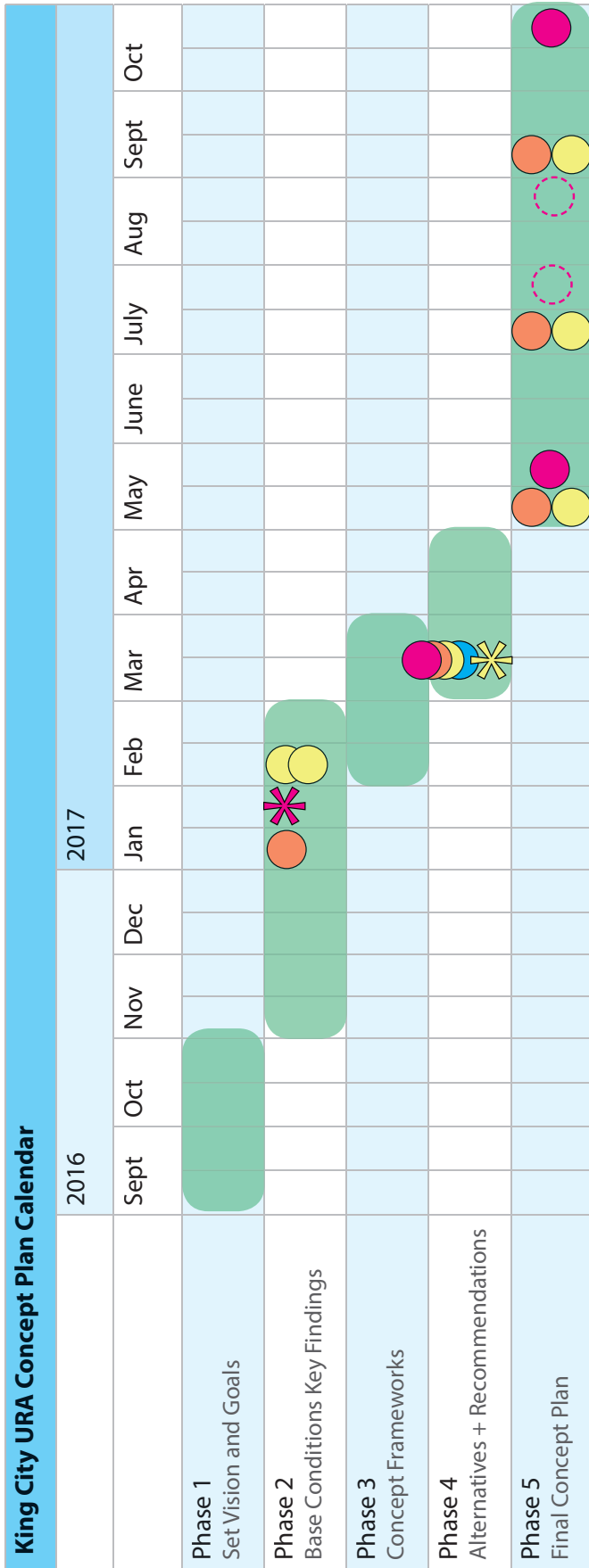
### Project Background

Metro designated an Urban Reserve Area (6D) for potential future urban development. This approximately 600-acre area is in unincorporated Washington County west of the current city limits, south of Beef Bend Road (see map). Because this area is adjacent to King City, the city is sponsoring an Urban Reserve Area 6D Concept Plan to consider how this area might be developed when Metro determines that it is needed to accommodate future urban growth. This long-range planning project is the second of a multi-step process involving area residents and stakeholders, affected agencies and jurisdictions, and Metro.

### Project Description

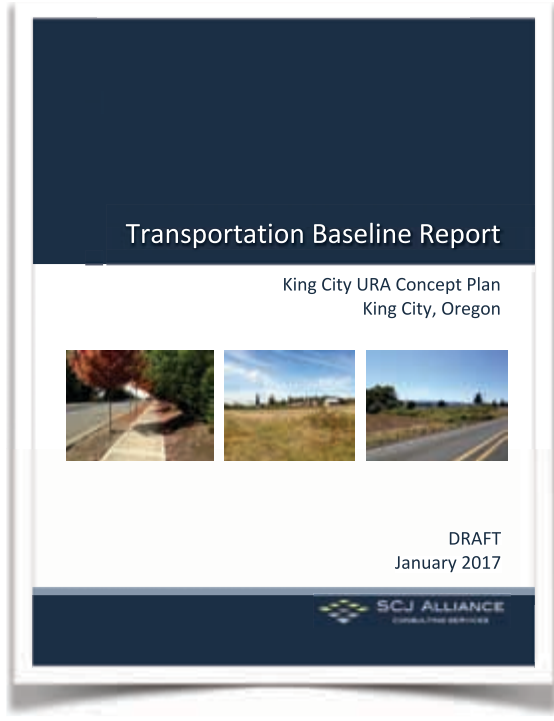
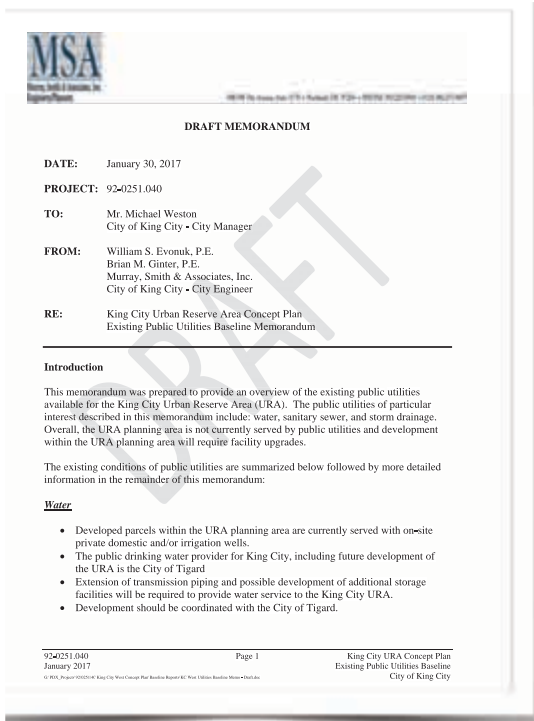
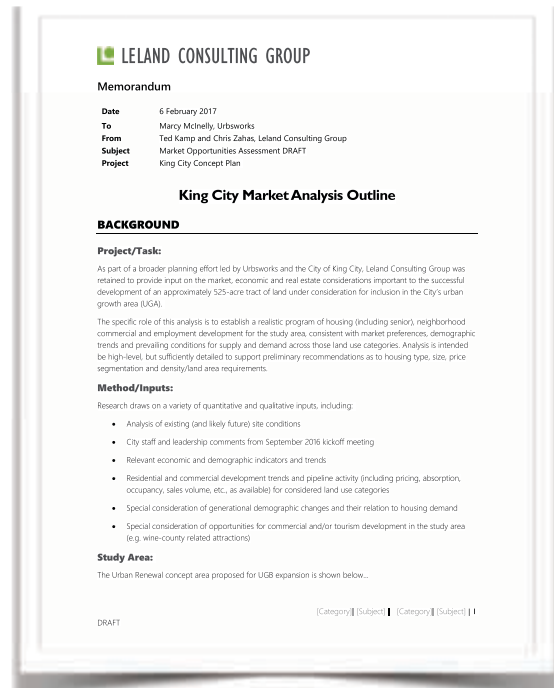
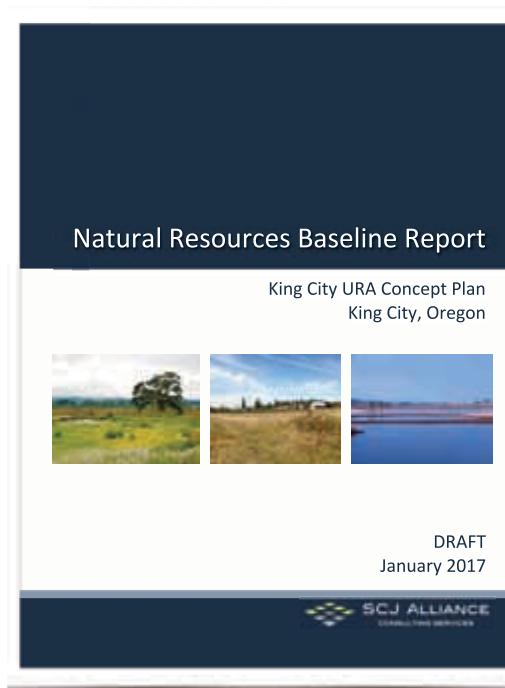
The King City Urban Reserve Area 6D Concept Plan is a 4-phase project:

- Phase I – **Set Vision and Goals.** This phase initiated the project with an evaluation of the existing land use, infrastructure, transportation, public services, and market conditions. Stakeholders have been involved in this phase to identify important issues to be addressed during the project along with desired general outcomes they would like to see.
- Phase II – **Base Conditions and Key Findings.** Background reports have been produced and made available on the project website regarding housing, land use, infrastructure, natural resources, and environmentally sensitive areas.
- Phase III – **Concept Framework.** A draft overall plan framework will be developed with the involvement of stakeholders and local governments and service providers for public review and modification in Phase 4.
- Phase IV – **Concept Alternatives and Recommendations.** Concept planning alternatives will be prepared and a preferred alternative concept plan will be selected. A key involvement opportunity was the multi-day planning charrette, which occurred from March 13th to 15th, 2017. The information and concept alternatives that were developed at the charrette will ultimately be refined into a preferred concept plan. Phase IV also includes infrastructure and cost evaluation of the concept plan alternatives.



## BASE CONDITION REPORTS

The project team analyzed existing conditions for natural resources, conducted a market analysis of the study area, and identified existing and planned transportation and infrastructure. This information was used to identify opportunities and constraints for development.



**BASE CONDITION REPORTS**  
identifying existing conditions,  
opportunities and constraints



# MARKET ANALYSIS REPORT

## Key Findings

*The Market Analysis Report showed that there is ample market support for suburban development in the study area location*

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500-950 units are achievable within the study in the first ten years following master planning and annexation.

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The market supports a wide range of housing types.

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The location is well positioned in the region to capture housing growth.

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40-60,000 square feet of a neighborhood retail (e.g., grocery, restaurants) could be supported.

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Additional destination tourism-focused commercial is possible.

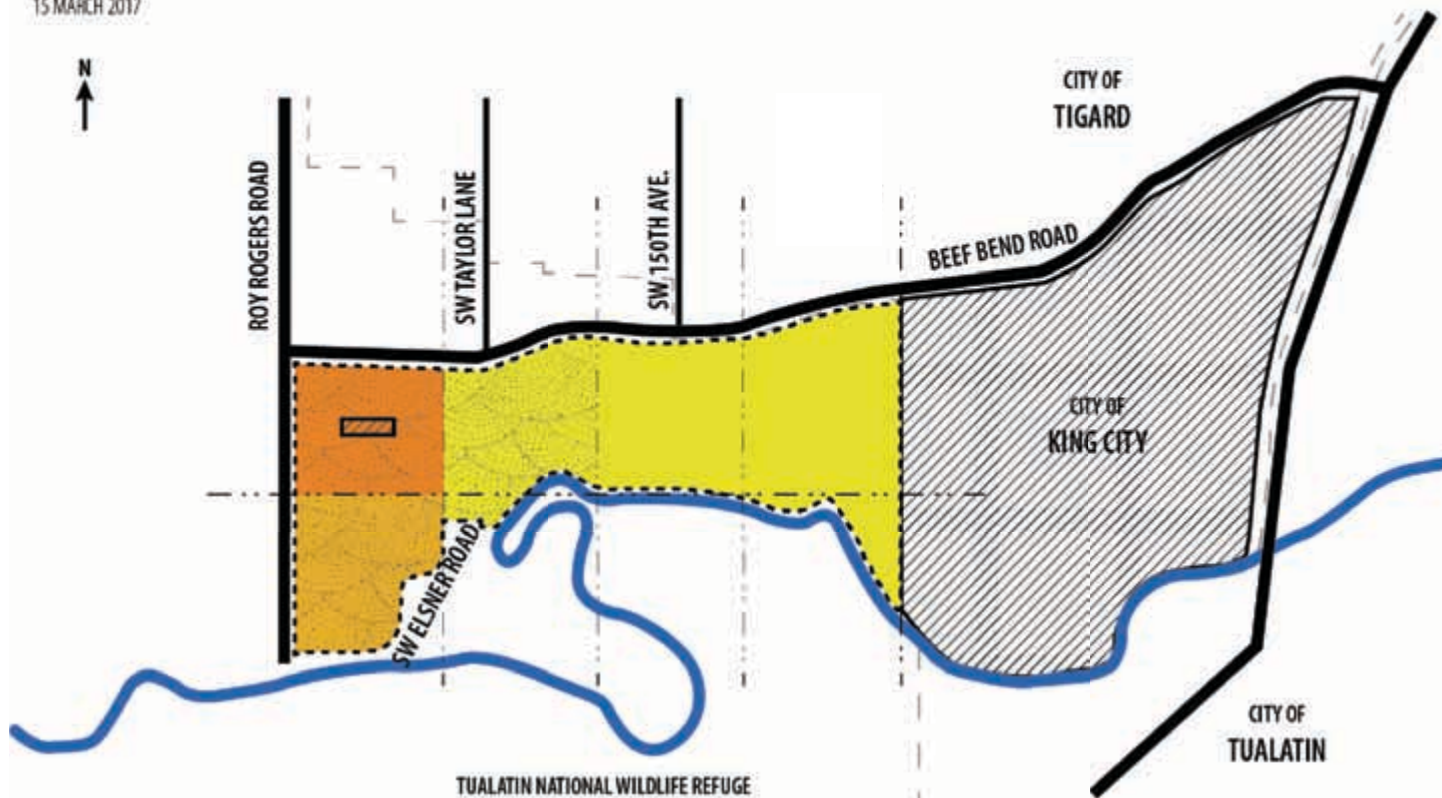
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Creating a unique sense of place will be key to creating value for the area and the city.

---



15 MARCH 2017



## DEVELOPMENT FRAMEWORK

1

Higher density and mixed land uses located near major streets where land has the highest development potential

2

Land is flattest and there are fewer sensitive environmental areas in the northwest corner of the concept plan area

3

Commercial area possible with visibility from major streets



Progress Ridge

# NATURAL RESOURCES REPORT

## Key Findings

*The study area has rich and diverse natural resources*

---

Areas of URA 6D act like a bioswale north of the Tualatin River.

---

Past development (north of Beef Bend Road) has caused significant environmental degradation in URA 6D.

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Mitigation of development impacts to natural resource areas will be required in the URA.

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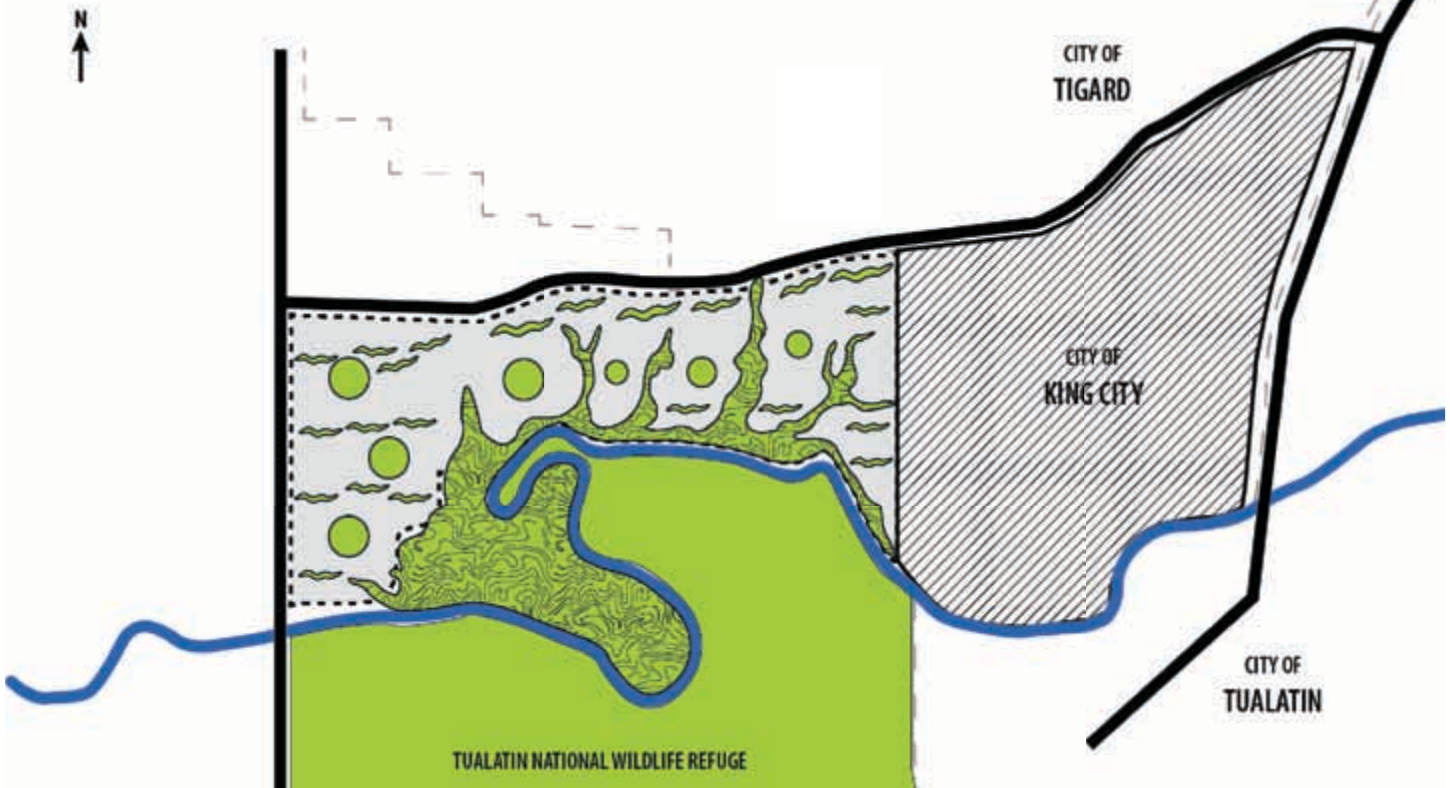
The creation of a network of local streets and trails/walkways will need to address natural resource impacts and mitigation.

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15 MARCH 2017



## NATURAL SYSTEMS FRAMEWORK

- 1 Preserve and extend the natural systems that exist, including the habitat and wildlife network
- 2 Work with the natural system to better manage water
- 3 The natural system divides area into neighborhood units
- 4 Within neighborhood units, provide public park space



King City

# TRANSPORTATION REPORT

## **Key Findings**

*Understanding the existing regional and local network*

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A network of local streets through the area is needed.

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Walking and bicycling should be encouraged for local trips to school, shopping, recreation, etc.

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Only collector streets can connect to Roy Rogers or Beef Bend roads per Washington County policy.

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Design options for Roy Rogers, Beef Bend and other arterials and collectors should be identified to provide the environment for an urban boulevard.

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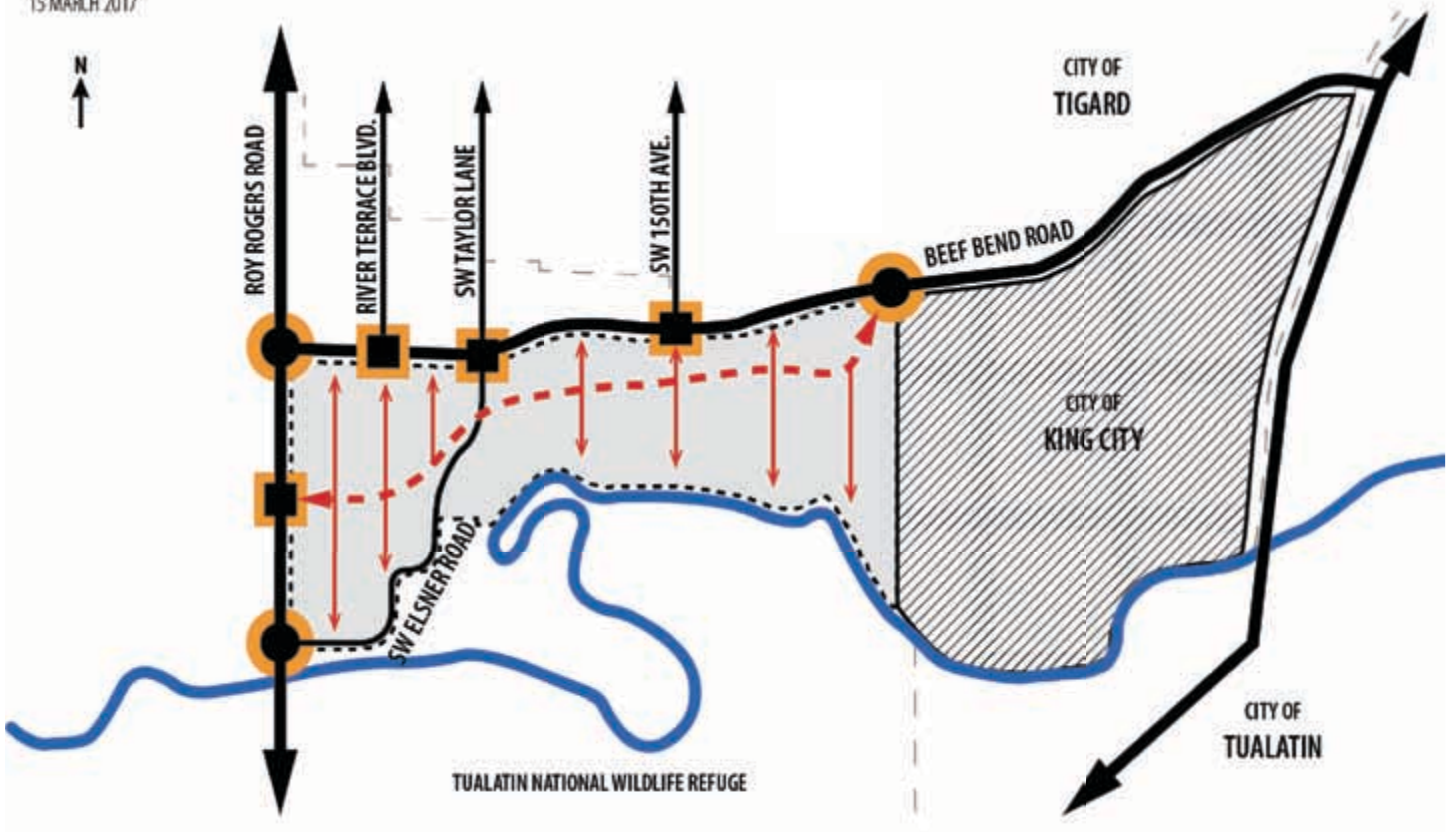
Create street and trail design types to enhance the urban character of future development and enhance environmental protection.

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15 MARCH 2017



## MOBILITY FRAMEWORK

- 1 Shared backbone streets
- 2 Connect with existing (or planned) streets: Eslnr to Taylor; extension of River Terrace Boulevard and 150th
- 3 Smaller block sizes promote good pedestrian circulation
- 4 Meandering east-west connector will be continuous to provide good internal circulation; it may not extend east as far as 137th
- 5 East of 150th, east-west backbone street could be a collector or a local street



Walla Walla, Washington

# INFRASTRUCTURE REPORT

## Key Findings: Water

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Existing development within the URA planning area is currently served with on-site private domestic and/or irrigation wells.

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Development will require coordination with the City of Tigard and Tigard Water (service provider) for water service.

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Additional storage facilities and water lines will be required to provide water service.

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Further study should be conducted to identify the extent of deficiencies, need for additional infrastructure and funding mechanisms.

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Fairview



## Key Findings: Storm Drainage

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Clean Water Services (CWS) is responsible for managing storm drainage throughout Washington County.

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The King City URA consists of natural stormwater infiltration and conveyance through natural drainage ways that ultimately discharge into the Tualatin River.

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The existing drainage ways are susceptible to erosion and degradation from high flows.

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The City of Tigard and CWS are currently considering alternatives to manage high flows from upstream development to reduce or prevent further degradation.

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New development within the planning area must not create an adverse impact to the existing storm drainage systems.

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Encourage multiple developers to share stormwater features to lower costs.

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Buffers will be required between riparian and wetland areas and new development.

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# INFRASTRUCTURE REPORT

## **Key Findings: Sanitary Sewer**

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Developed parcels within the King City URA are currently served with on-site private septic systems.

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Clean Water Services (CWS) would be the sanitary service provider for future urban development in the URA.

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CWS is planning for a sanitary sewer pump station adjacent to Roy Rogers Road to serve future development in the area.

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In addition to the pump station, CWS is planning installation of a force main and gravity conveyance system improvements.

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The southern half of the King City URA will probably require small developer pump stations as development occurs.

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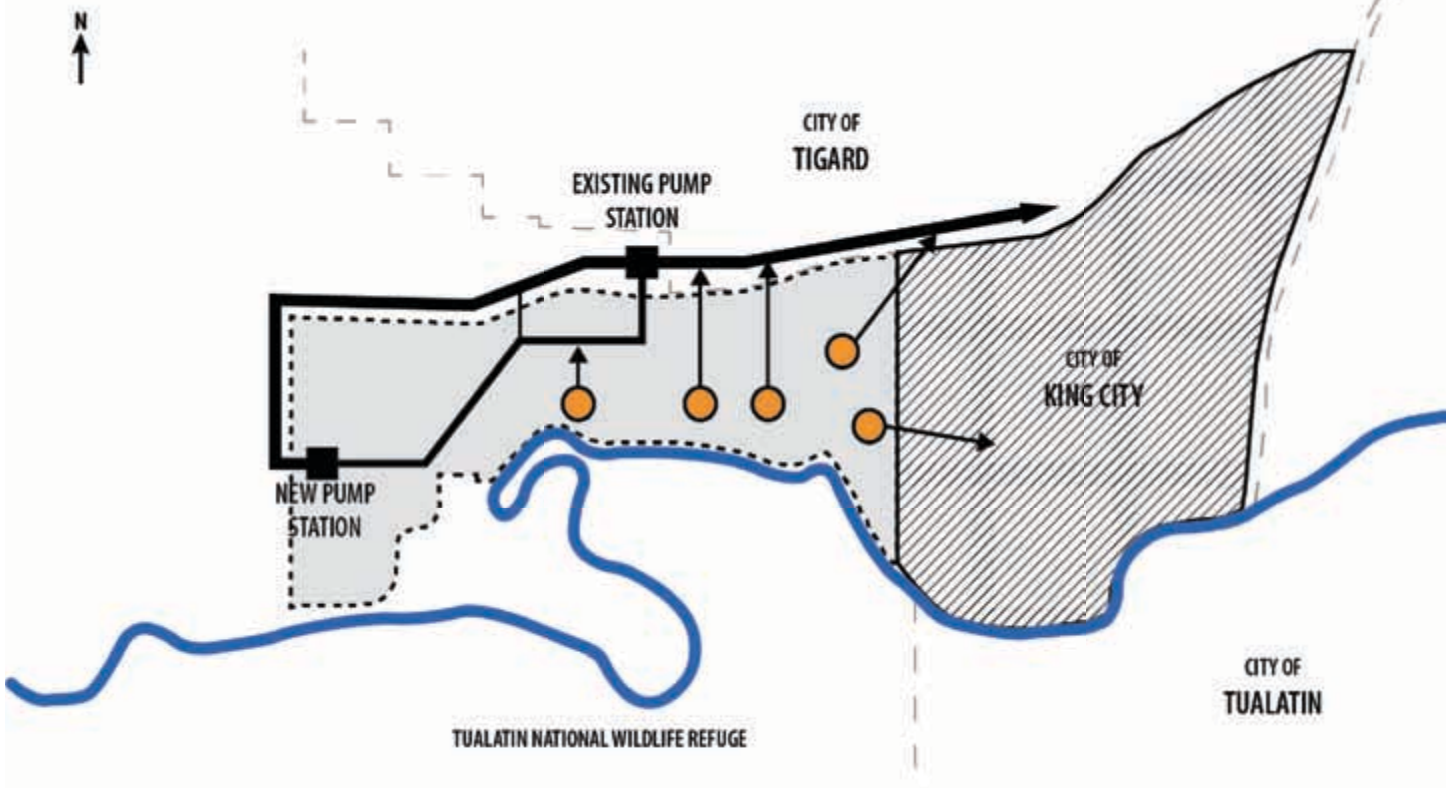
Identification of specific development system needs must be coordinated with Clean Water Services (CWS).

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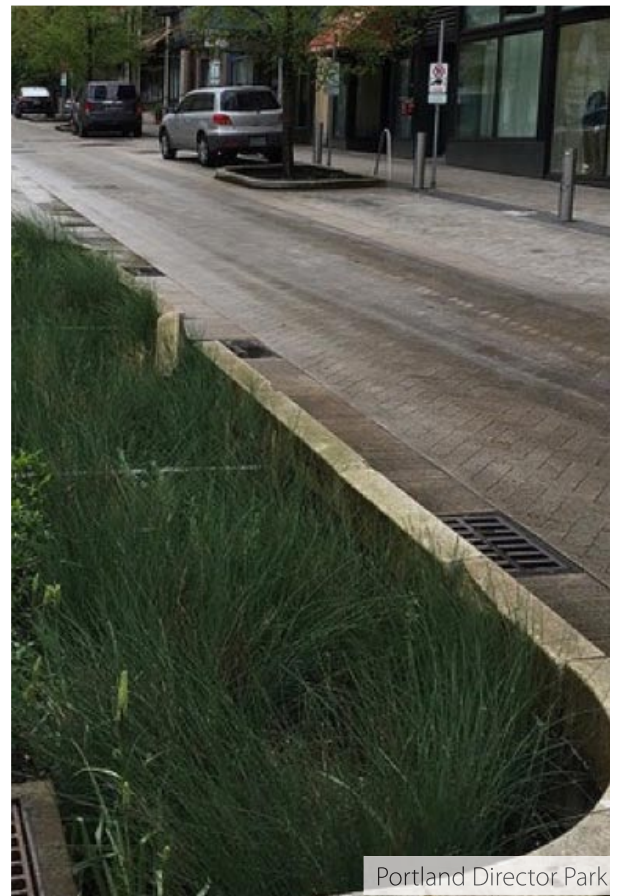
Portland South Waterfront

15 MARCH 2017



### Infrastructure Framework (Sanitary)

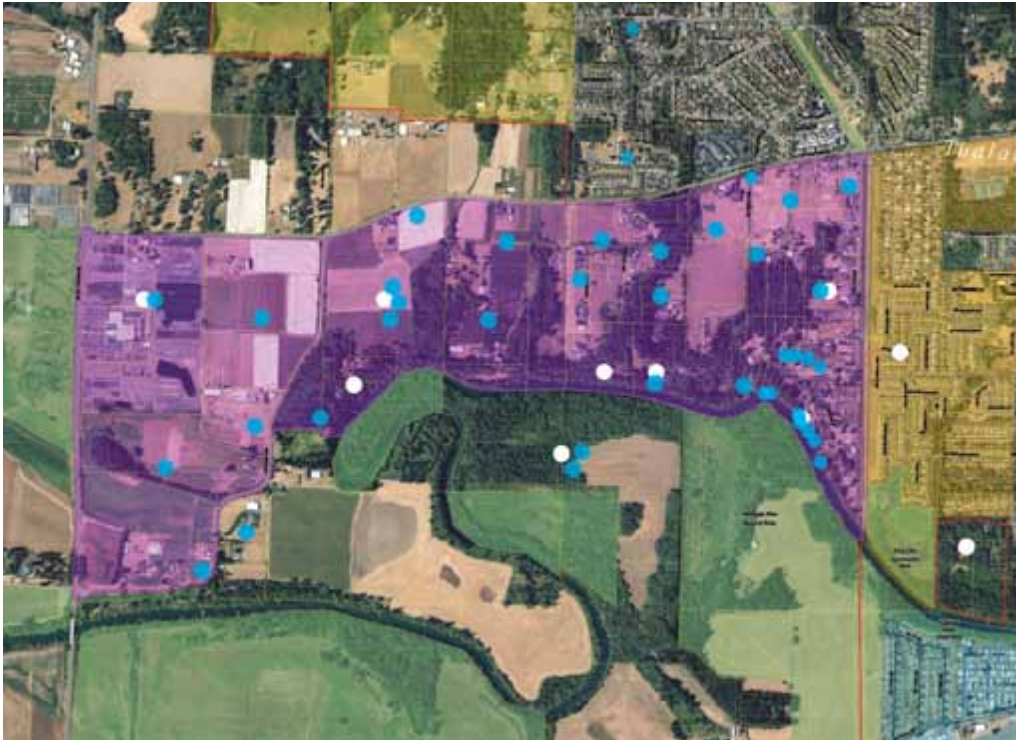
- 1 The system will be largely dictated by topography
- 2 There will be a future main line under Beef Bend
- 3 There will be a new line running to pump station north of Beef Bend
- 4 New pump station adjacent to Roy Rogers
- 5 Smaller pump systems could serve eastern area in the future as development occurs



Portland Director Park



## PUBLIC ENGAGEMENT CHARRETTE EVENTS + COMMUNITY FEEDBACK



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### COMMUNITY FEEDBACK

The map above highlights community involvement where blue dots represent attendees of the kick-off meeting and white dots represent stakeholders who participated in a one-on-one interview with members of the project team.

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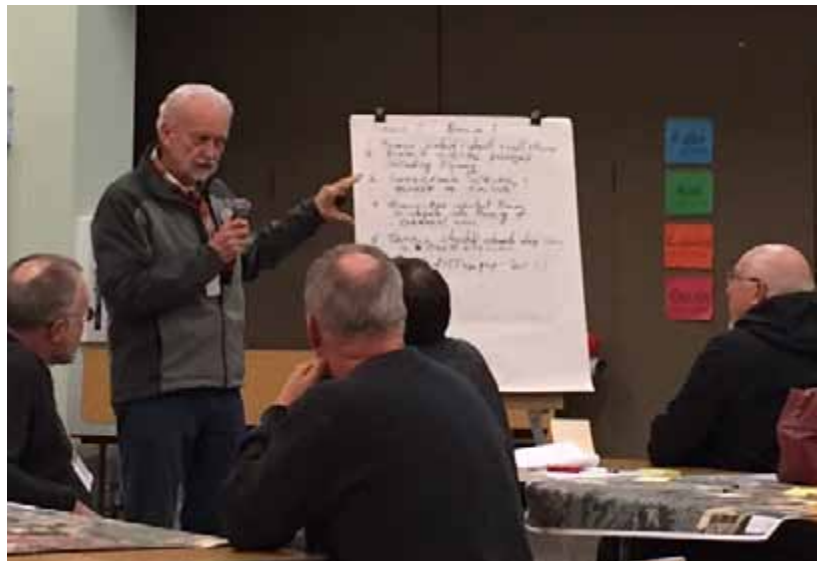
### TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is made up of 10 members who represent the City of Tigard, Washington County, Clean Water Services, ODOT, Tigard-Tualatin School District, Tualatin River National Wildlife Refuge, Tualatin Valley Fire & Rescue, Metro, and AARP (formerly the American Association of Retired Persons).

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### STAKEHOLDER ADVISORY COMMITTEE (SAC)

The SAC is made up of about 9 members who represent property owners within and around the planning area, including Friends of the Tualatin Wildlife Refuge and Tualatin Riverkeepers.

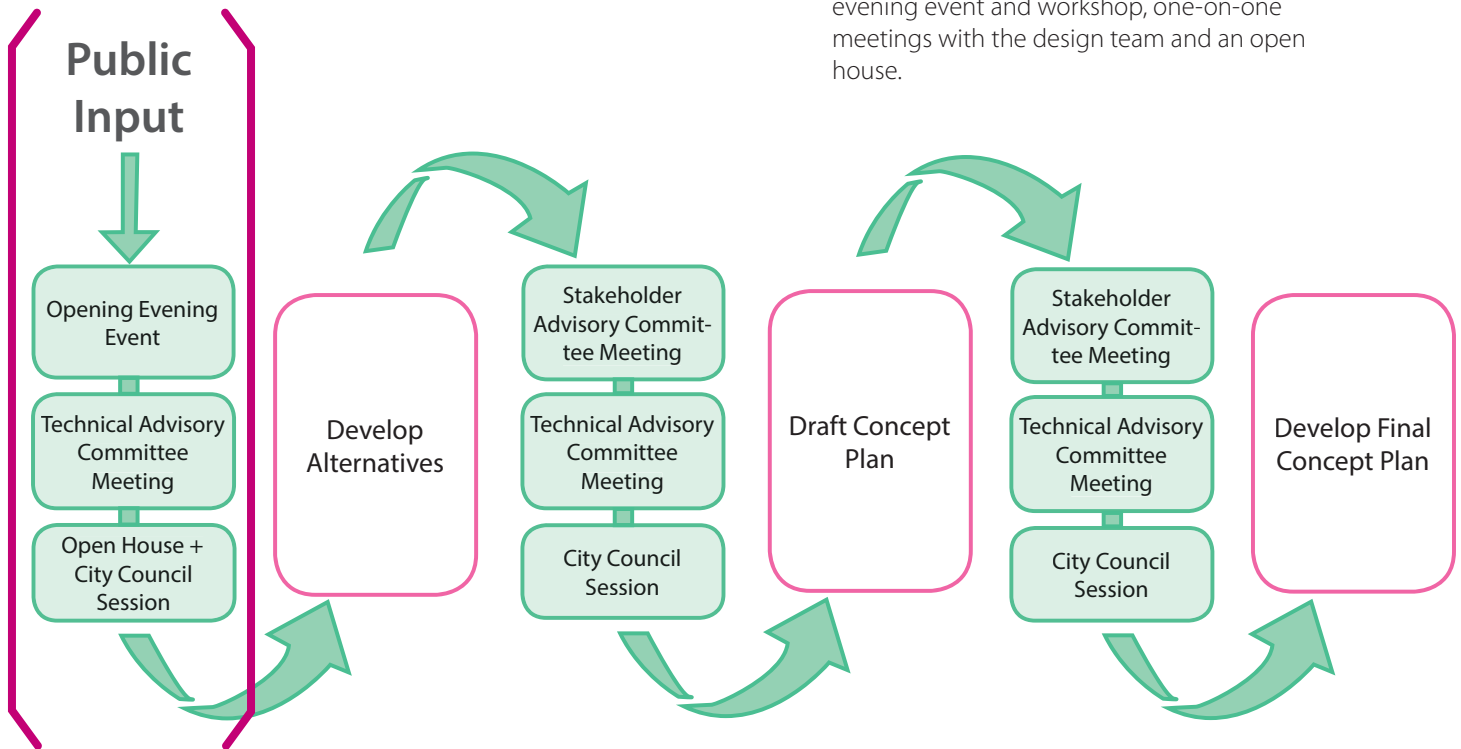




# THE CHARRETTE

## CHARRETTE EVENTS

Charrette events included an opening evening event and workshop, one-on-one meetings with the design team and an open house.



## CHARRETTE EVENTS MARCH 13-15

### Site Tour

The kick off event of the design workshop was a site visit of the study area, attended by members of the City Council, residents of King City and members of the design team.

### Opening Evening Event, Presentation and Public Workshop

The opening evening event was held at the Deer Creek Elementary School on the evening of Monday, March 13th. Stakeholder Advisory Committee (SAC) members co-facilitated small group exercises at tables around the cafeteria. A short slide presentation preceded the small group exercises. Approximately 40 people attended the event including stakeholder advisory committee members, property owners and city councilors.

### Technical Advisory Committee Meeting (TAC)

The TAC meeting was held on the afternoon of the second day, where members reviewed base conditions reports and discussed comments and questions from the previous night's opening evening event.

### Pin Up and Open House followed by King City Council and Planning Commission Joint Briefing

Work from the design team, including preliminary alternatives, were displayed along with public comments from the opening evening event. Community members in attendance were asked to review the material and provide additional feedback. A final presentation was given to the city council and planning commission.

Charrette Schedule			
	Monday March 13 Day One	Tuesday March 14 Day Two	Wednesday March 15 Day Three
Focus of the day's work			
8 am			
9 am			
10 am			
11 am			
12 pm Lunch			
1 pm			
2 pm			
3 pm			
4 pm Dinner			
5 pm			
6 pm			
7 pm			
	<p>Site Tour with stakeholders</p> <p>Set up charrette studio</p>	<p>Project Management Team regroup</p> <p>Document and synthesize previous evening event feedback</p> <p>Internal design team meetings</p>	<p>Internal design team meetings and work</p> <p>Meet with stakeholders (drop-in or by appointment)</p> <p>Prepare for evening events</p>
	<p>Team set up for Opening Event at Deer Creek</p>	<p>Technical Advisory Committee Meeting #2 (1-3pm)</p>	<p>Internal design team meetings and work</p> <p>Meet with stakeholders (drop-in or by appointment)</p> <p>Prepare for evening even</p>
	<p>5:30 - 7:30 pm</p> <p>Opening Event, Presentation and Public Workshop</p>	<p>Document and synthesize Technical Advisory Committee feedback</p>	<p>4:30 - 6:00 pm</p> <p>Pin-Up and Open House</p> <p>6:00 - 7:00 pm</p> <p>Joint PC/CC Work Session</p>



### SAC + TAC MEETINGS

Members of the SAC and TAC attended each event, helping to facilitate table discussions and small group activities.



### PC AND CC BRIEFING

City Council and Planning Commission and interested members of the public were briefed on the final night of the Charrette



### HANDS-ON WORKSHOP

About 40 residents, property, and business owners attended the opening night workshop (above)

### DESIGN TEAM STUDIO

Between public meetings and workshops, the Design Team worked to draw the community's ideas (right)



### CHARRETTE SCHEDULE

The charrette schedule details meetings and briefings that occurred during the design charrette. (page at left)

# COMMUNITY FEEDBACK COMMENTS FROM PUBLIC EVENTS

Comments received at the opening evening event and the City Council / Planning Commission Joint Briefing (closing event)

## Development

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Commercial activity near Beef Bend or Roy Rogers

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Concerns about large apartment buildings

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Need for senior housing; more single story homes

---

Plan for multiple generations

---

Develop houses right along Beef Bend Road

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Townhomes along Beef Bend (mirror what Tigard has done)

---

Capitalize on river activities

---

Good example for commercial: Progress Ridge

---

Like to see affordable housing, planned parking, mixed zoning; a main street vibe

---

Mix housing types and Include small houses

---

Community spots, like a library, community center with arts and sports activities for all ages

---

Shared green space

---

Protect Rivermeade as is

---

Not wall-to-wall development

---

Not enough retail to support current growth

---

Houses with yards and decent parking, larger lots with ability to have horses

---

Ecotourism for innovative design

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Good example of water management / livability: Village Homes in Davis, CA

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Would like to see urgent care hospital

---

Tualatin Valley concept - wine tourism, eating, shopping

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## Natural Systems

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Preserve the Refuge, the trees

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Preserve, protect and integrate streams, wildlife passages and flyway

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---

Development that does not degrade the land

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---

Integrate new development with nature

---

---

Leave a buffer between developed and undeveloped areas, the river, the Refuge

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Integrate creeks into backyards or golf course

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---

Allow points to access the river for boating, fishing or swimming

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---

NE / central areas are sensitive and serve as drainages, don't develop there

---

---

Preserve rural character

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## Mobility - Streets and Trails

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Generally need to improve Beef Bend Road; it's dangerous for pedestrians, bicyclists, drivers, there is already too much traffic

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Specifically, need a signalized intersection at Elsner and Roy Rogers

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Increase walking trails and connections

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Consider Meyer's Airport

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Create intimate system of trails and bridges that cross creeks

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## Infrastructure

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The refuge helps with water management

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Look at ways to combine recreation with stormwater management areas

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Want clean well water

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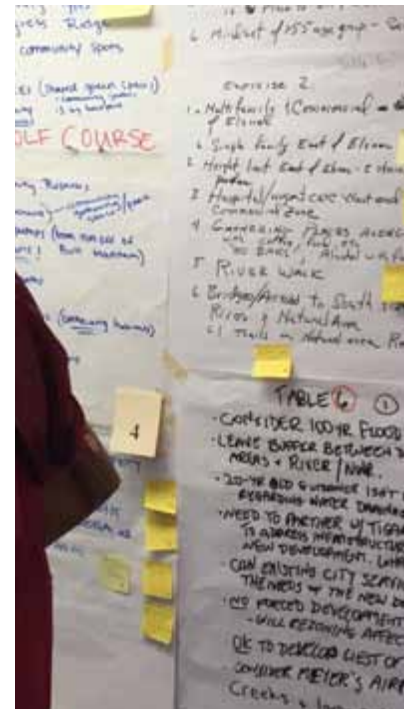
20 year-old guidance isn't working for water drainage

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Can existing services serve new development?

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# COMMUNITY FEEDBACK

## COMMENTS FROM PUBLIC EVENTS



### Community

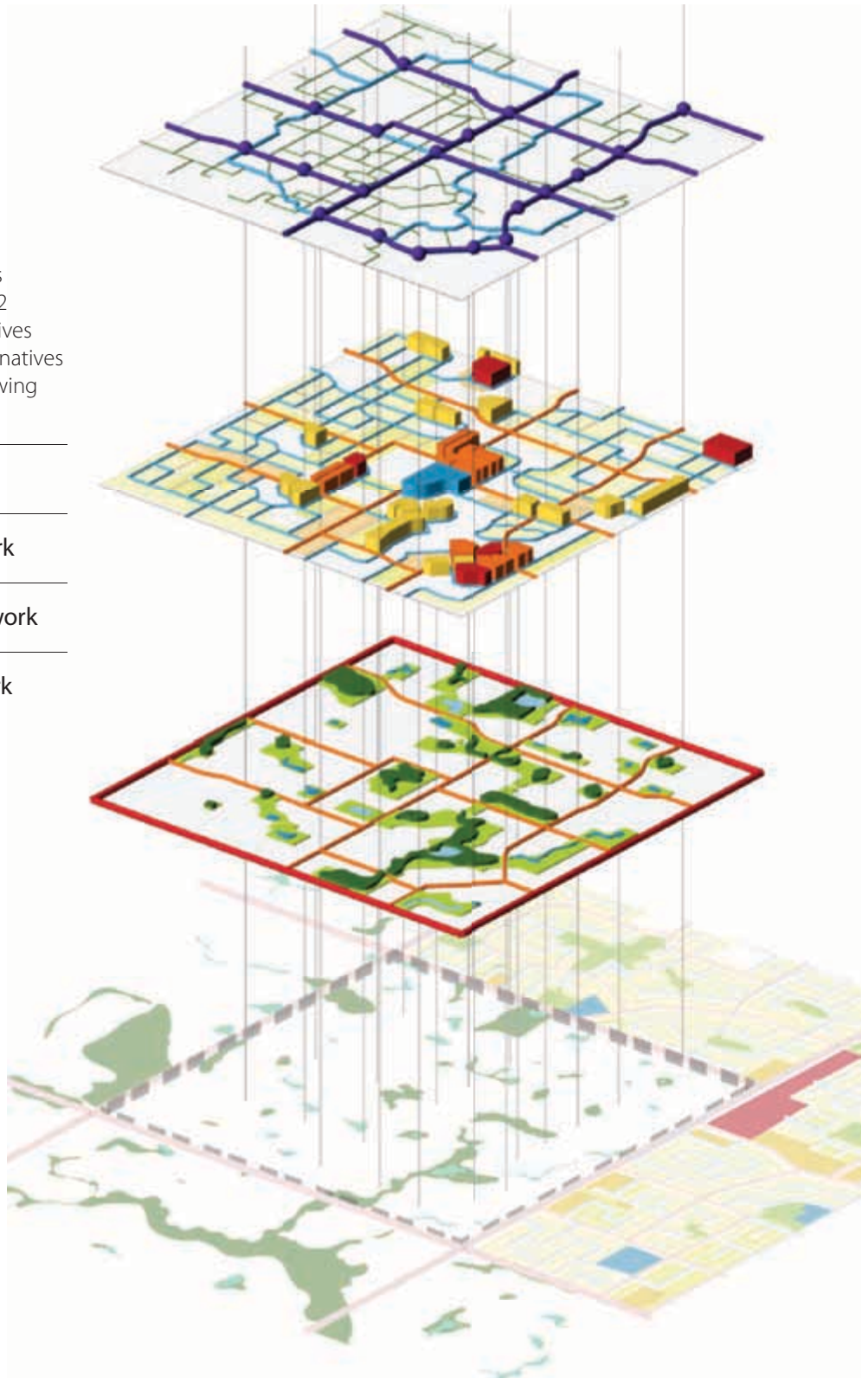
- Bring together this area as a community
- Conflict between rural and urban uses
- Limit expansion of Urban Reserve Area
- Keep the character: "Everybody knows everybody"
- History: Include the ferry crossing
- Concerned about new commercial; we can't even fill the empty Albertson's
- Respect the over-55 community
- Concern about taxes increasing
- Could King City be expanded by modifying existing areas
- Rebuild current city hall in existing area

# DEVELOPING ALTERNATIVES USING FRAMEWORKS

## Using Frameworks

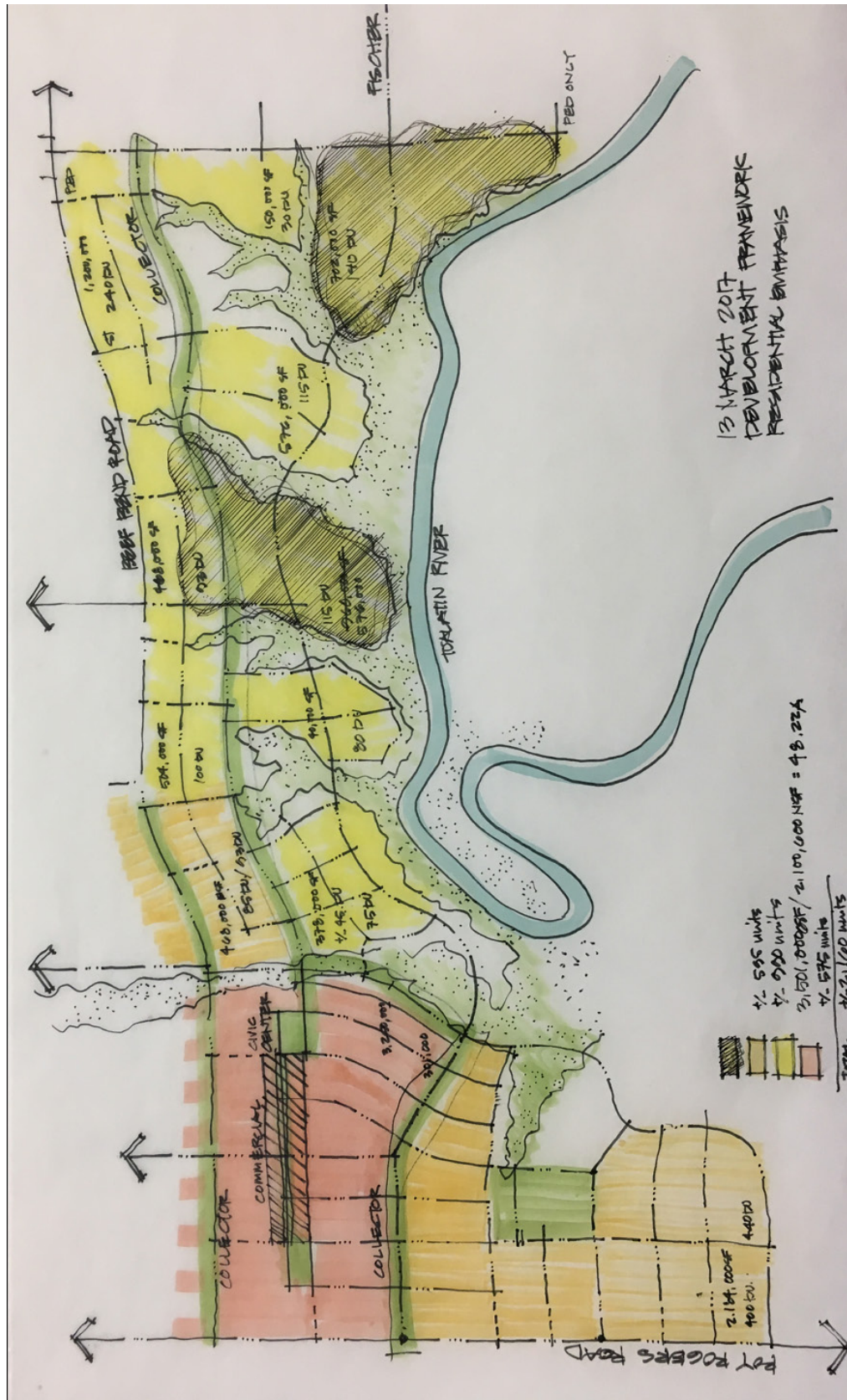
Using the frameworks from the base conditions reports and input from the public, 2 preliminary design alternatives were produced. These alternatives take into account the following frameworks:

- 1 Mobility Framework
- 2 Development Framework
- 3 Natural Systems Framework
- 4 Infrastructure Framework





# PRELIMINARY ALTERNATIVES DESIGN CONCEPTS



## PRELIMINARY ALTERNATIVE 1

This alternative shows how the entire plan area might develop, with more intensity at the NW corner

### LAND USE

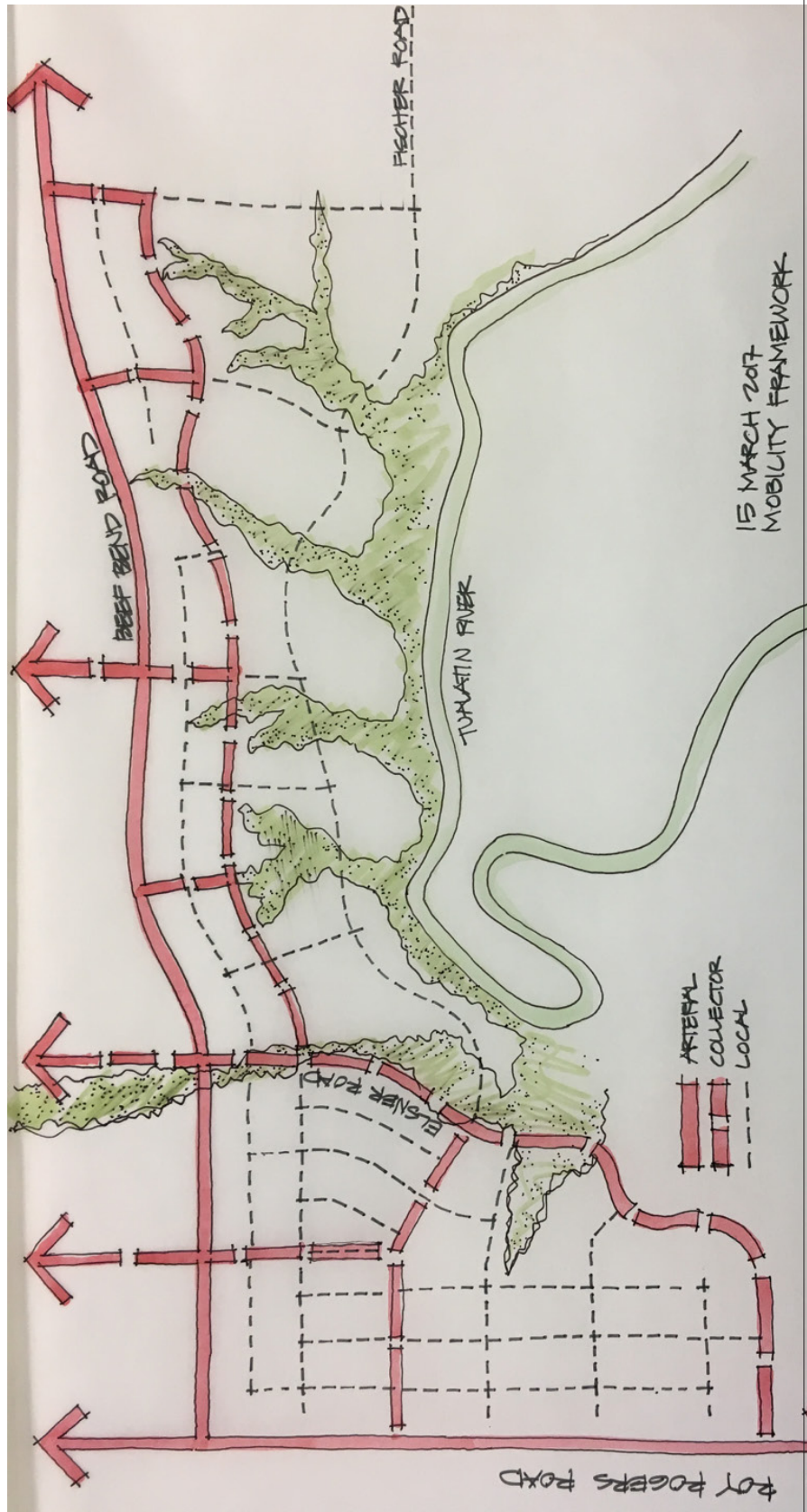
- » Neighborhoods of distinctly different character
- » Higher density neighborhood at west; lower density neighborhoods at east
- » Natural areas separate and surround individual neighborhoods

### MIXED-USE AREA

- » Development intensity tapers downward close to southern edge
- » Special area with development standards that control scale of development and promote compatible infill (mapped as the patterned area)
- » Located at the northwest area, near Roy Rogers and Bull Mountain
- » Main street with local-serving retail and civic uses perpendicular to Roy Rogers



# PRELIMINARY ALTERNATIVES DESIGN CONCEPTS



## PRELIMINARY ALTERNATIVE 1

The mobility framework shows an east-west collector street running parallel to Beef Bend through the study area.

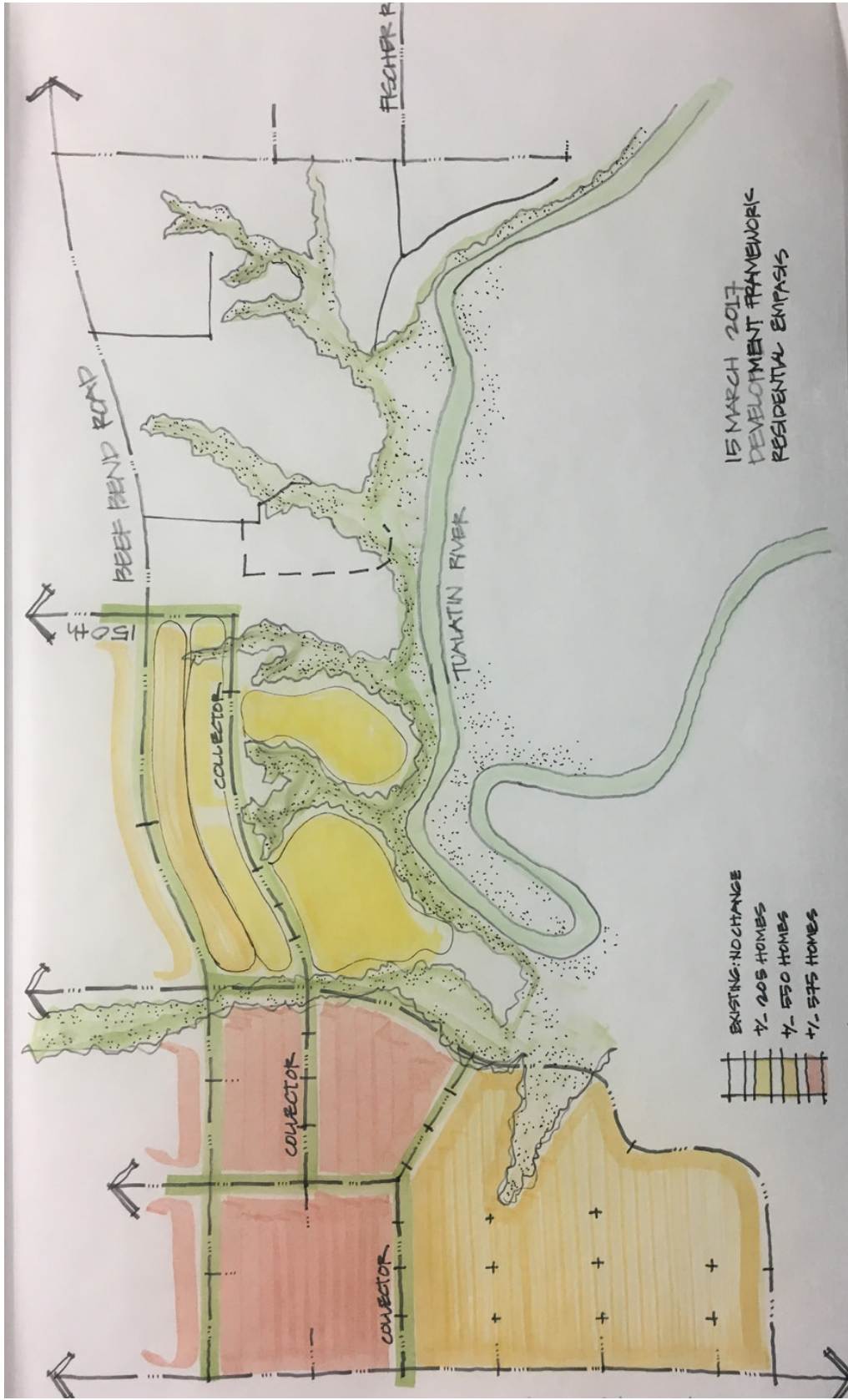
### MOBILITY FRAMEWORK

- » Collector with local character runs east-west (at north)
- » Narrow, rural-character local street (or path system) connects Fischer and Roy Rogers (at south)
- » Path system connects neighborhoods to each other

### PARKS, TRAILS OPEN SPACES

- » A variety of open spaces in each individual neighborhood unit
- » Public gathering places with and urban character in northwest
- » Community park in the southwest
- » Small pocket parks in each neighborhood
- » Green streets everywhere
- » Riparian areas buffer development from streams and river edge

# PRELIMINARY ALTERNATIVES DESIGN CONCEPTS



## PRELIMINARY ALTERNATIVE 2

This alternative focuses on the western portion of the site, leaving out the eastern and middle areas

### LAND USE

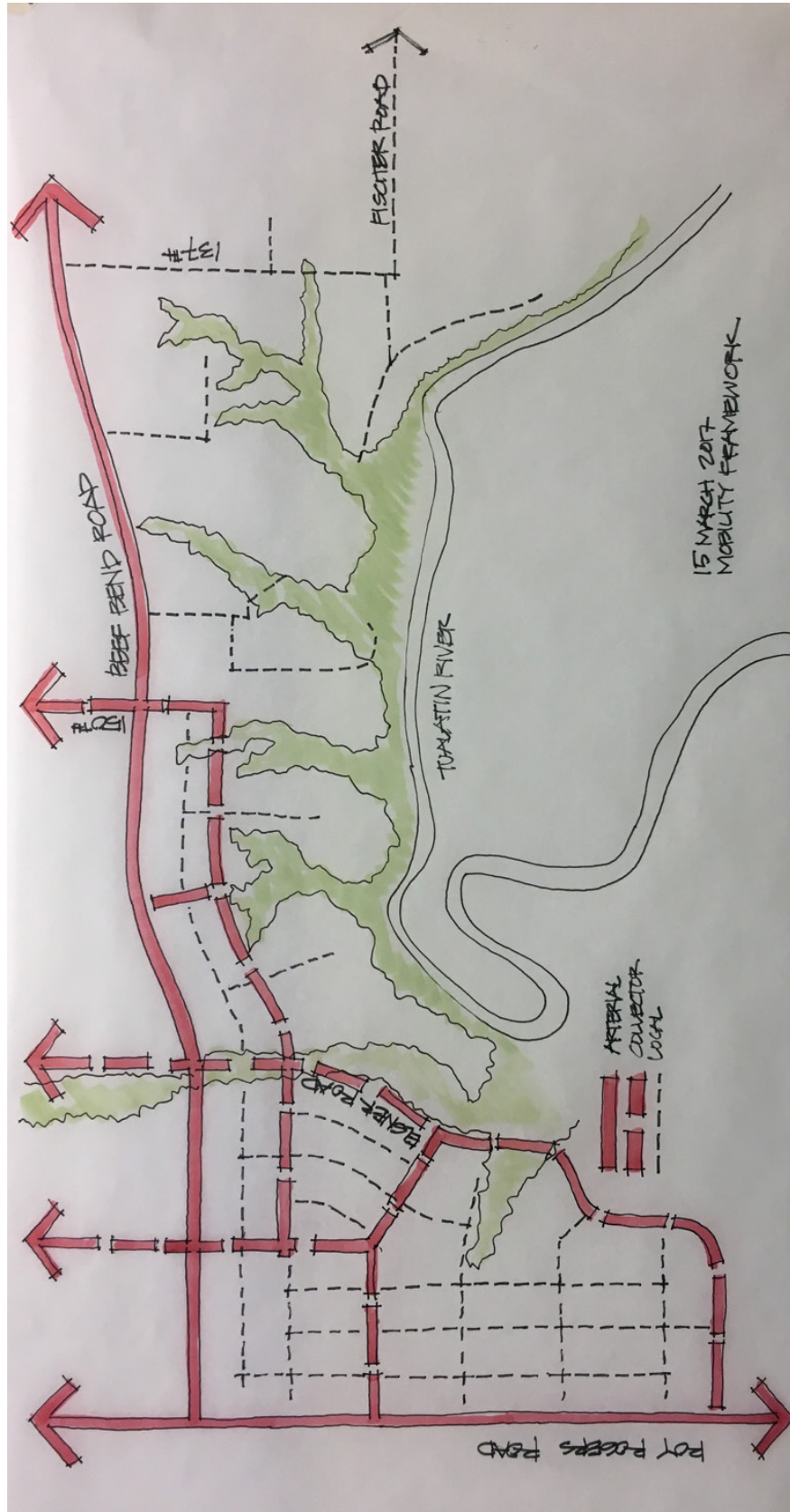
- » New neighborhoods are concentrated to the west
- » No new development to the east
- » Natural areas separate new neighborhoods from existing residential development
- » Development intensity tapers downward close to southern edge

### MIXED-USE AREA

- » Located at the northwest area, near Roy Rogers and Bull Mountain
- » Main street with local-serving retail and civic uses perpendicular to Bull Mountain



# PRELIMINARY ALTERNATIVES DESIGN CONCEPTS



## PRELIMINARY ALTERNATIVE 2

The mobility framework shows a collector running parallel to Beef Bend as far as 150th.

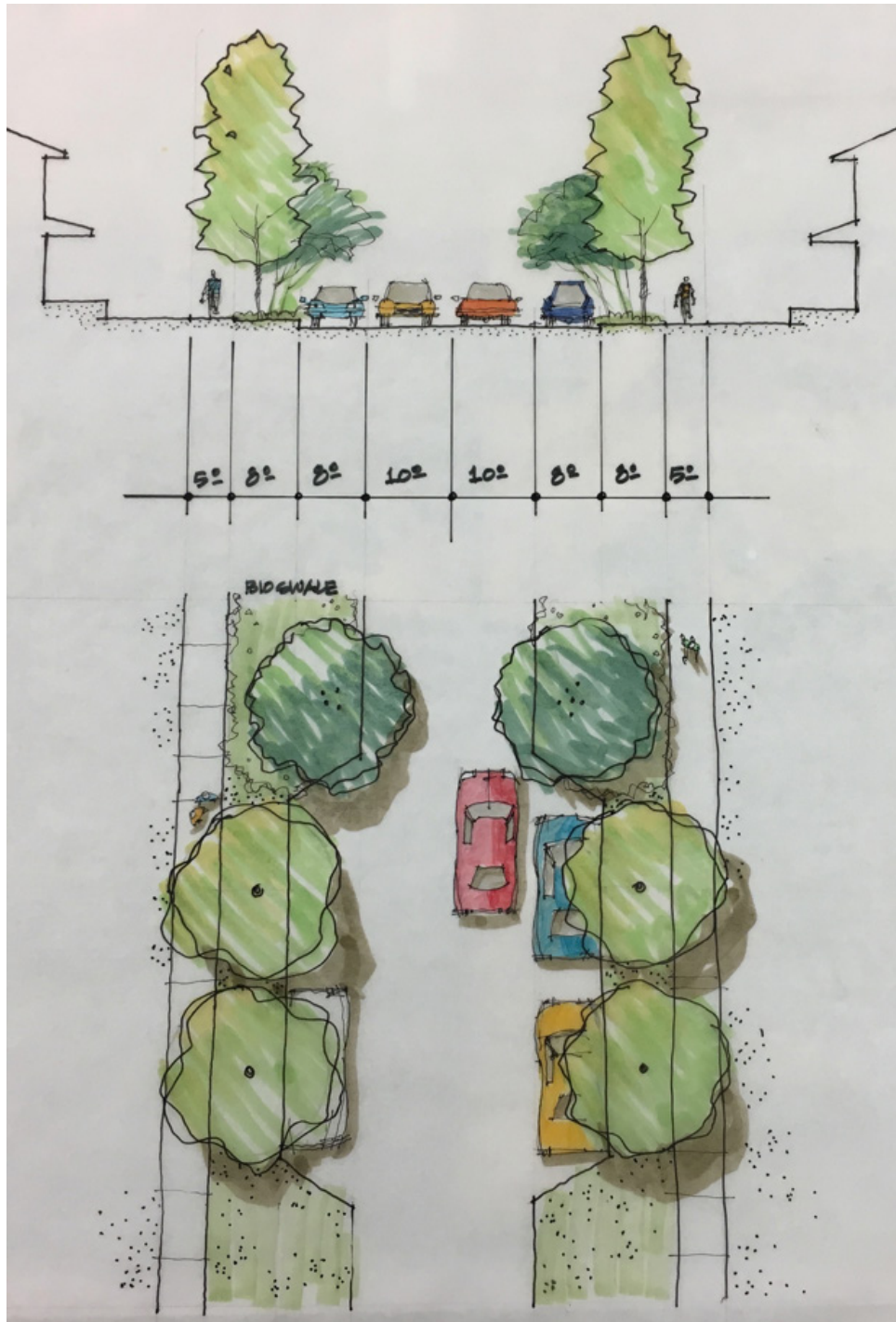
### MOBILITY FRAMEWORK

- » Collector with local character runs between Roy Rogers and 150th

### PARKS, TRAILS OPEN SPACES

- » Similar to Alternative 1 but limited to the west side of URA
- » A variety of open spaces in each individual neighborhood unit
- » Public gathering places with an urban character main street area
- » Small pocket parks in new neighborhoods
- » Green streets in new development
- » Riparian areas buffer new development from streams, the river and existing residential development

## LOCAL STREET

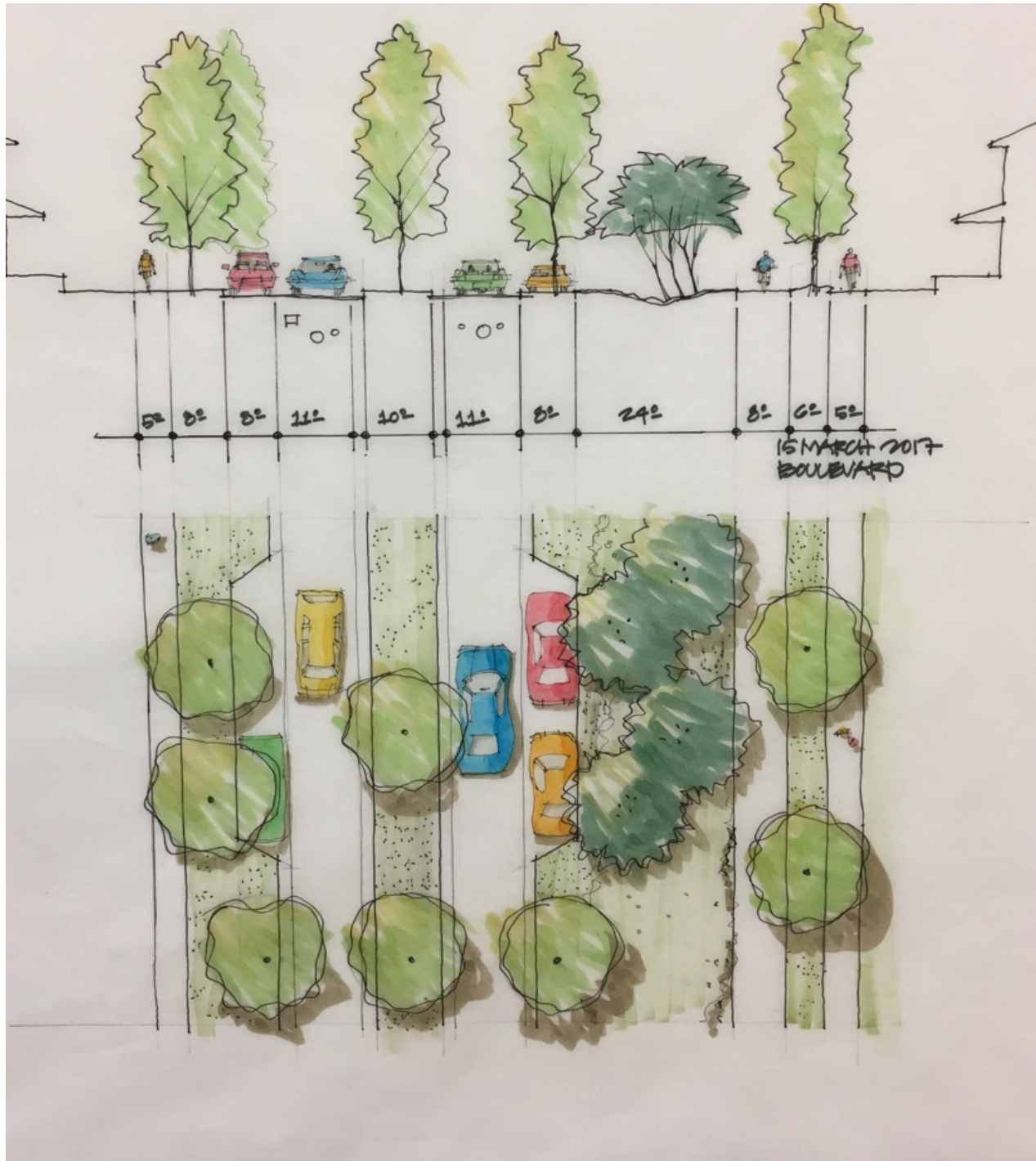


### DESIGN INTENT

- »Narrow, rural-character local street
- »Forms the network of local streets that promote walking
- »Connects blocks within a neighborhood; connects neighborhoods to each other, and connects neighborhoods to schools, parks and stores
- »"Green street" with stormwater treatment built in



# BOULEVARD



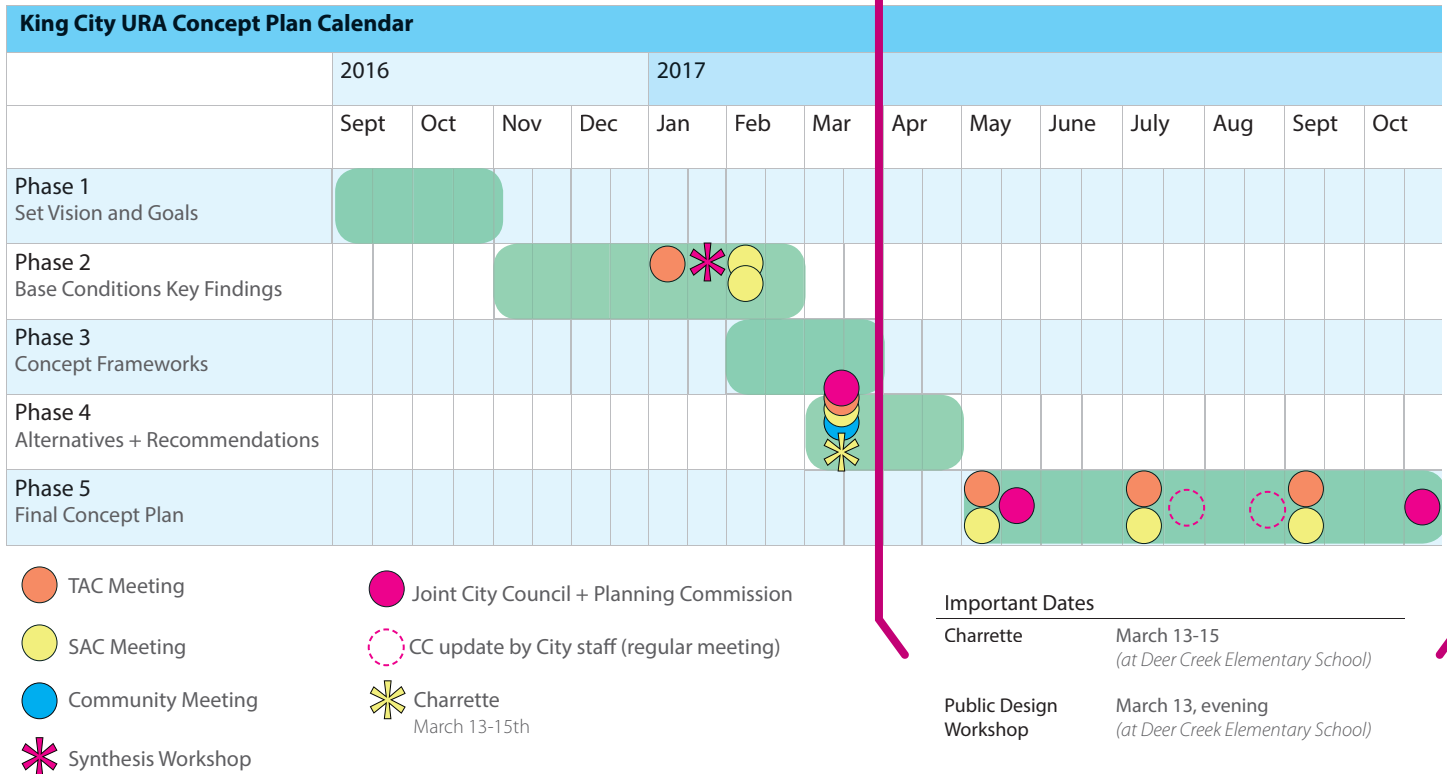
## DESIGN INTENT

- »Design for a collector or an arterial street
- »"Urban boulevard" applicable to future Elsner, reconfigured Beef Bend or new east-west street
- »Enhances environmental protection though stormwater treatment built in to edges and center median
- »May include a protected or separated bike path on one side
- »Enhances the urban character of future development

# NEXT STEPS

## FOLLOWING THE CHARRETTE

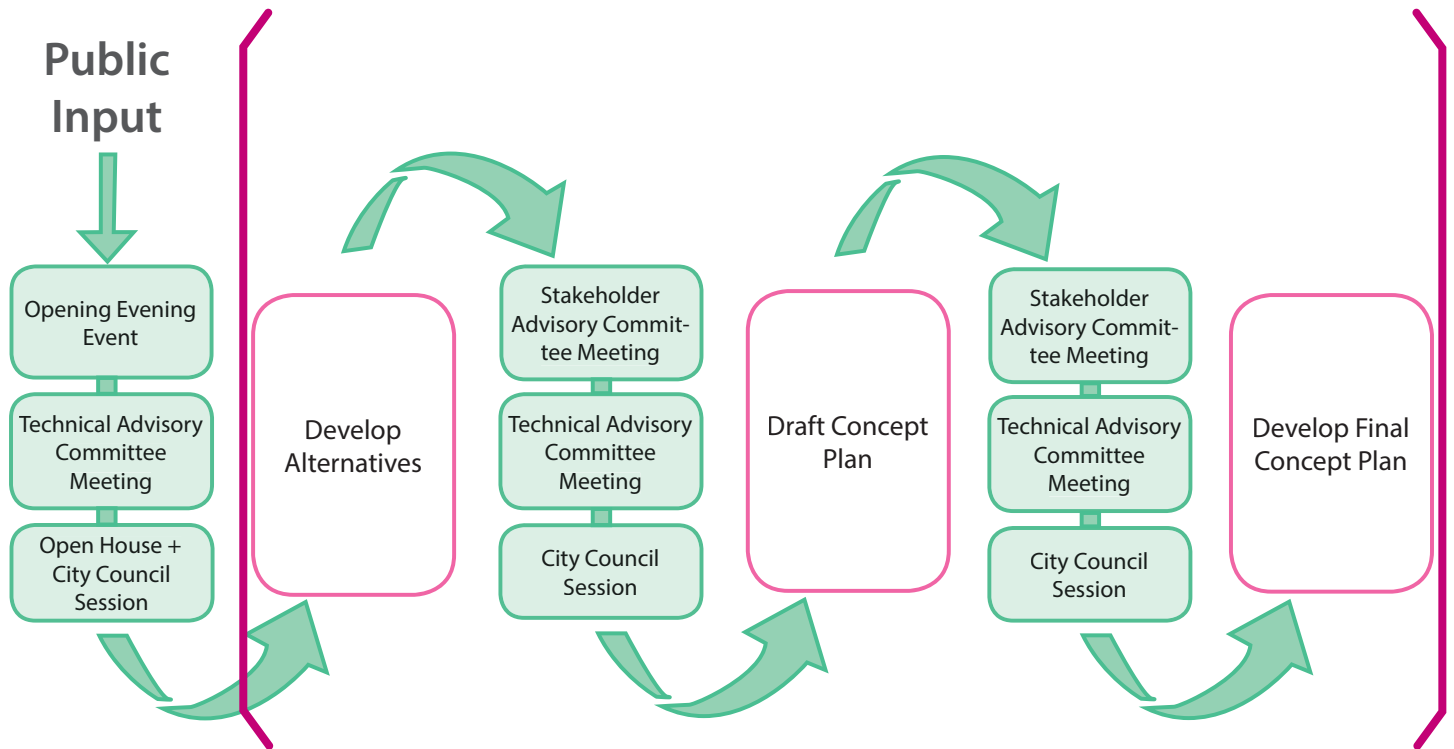
The preliminary alternatives illustrated on pages 22-24 will be further developed in Phases 4 and 5, as shown in the project schedule below.



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### WHO IS INVOLVED

In Phases 4 and 5, at each stage of development, the SAC, the TAC, the King City City Council and Planning Commission, and interested members of the public will have an opportunity to review and comment on the alternatives, as shown in the public input schedule below. The alternatives will be refined into one single concept plan.



### DESCRIPTION OF NEXT STEPS

#### Alternatives Analysis

The proposed concept plan alternatives will be summarized, compared, and evaluated, using previously accepted vision statements and goals. A recommendation including supporting rationale will be made to support the preferred concept plan alternative.

#### Infrastructure Finance Plan

The Infrastructure Finance Plan will identify the costs associated with each concept alternative, and the impacts, opportunities and constraints of each. Implementations strategies will identify the funding tools and strategies, including strategies for balancing costs across ownerships.



