

KING CITY URBAN RESERVE AREA 6D CONCEPT PLAN

Technical Advisory Committee (TAC) Meeting #2

Day and Time: Tuesday March 14th, 1PM to 3PM

On Tuesday March 14th, Technical Advisory Committee Meeting #2 was held in King City City Hall at 15300 SW 116th Ave, King City, OR 97224 in conjunction with the 3-day charrette.

City of King City

Michael Weston, City Manager

Keith Liden, City Planner

Brian Ginter, Engineer

Technical Advisory Committee

John Floyd, Washington County

Jessica Pelz, Washington County

Philip Wentz, Tigard Tualatin School District

Alan Kennedy, Tualatin Valley Fire District

Rob Murchison, City of Tigard

Susan Shanks, City of Tigard

Larry Klimek, National Wildlife Refuge

Hal Bergsma, AARP

Marah Danielson, ODOT

Avi Tayar, ODOT

Jadene Stensland, Clean Water Services

Elle Allen, Clean Water Services

Brian Harper, Metro

Consultant Team

Marcy McInelly, Urbsworks, Inc

Erika Warhus, Urbsworks, Inc

Chris Zahas, Leland Consulting Group

Anne Sylvester, SCJ Alliance

Agenda

1:00PM to 1:30PM 30 minutes	Discuss stakeholder input from SAC Meeting #1 Review and discuss public input from the previous evening <ul style="list-style-type: none"> • SAC Meeting #1 Summary • Presentation from Opening Evening Meeting
1:30PM to 2:00PM 30 minutes	Review Baseline Conditions and Market Analysis Reports and comments received Discuss response to comments and the purpose of the Concept Plan project
2:00PM to 2:45PM 30 minutes	Identify technical issues to be addressed during the remaining portion of charrette or project <ul style="list-style-type: none"> • Street connectivity and type related to Beef Bend and Roy Rogers • Walking and biking design treatment options for Beef Bend and Roy Rogers • Street crossing opportunities for Beef Bend and Roy Rogers
2:45PM to 3:00PM 15 minutes	Make appointments as necessary for one-on-one agency or municipality meetings Talk about next steps Adjourn

Welcome and Introductions

[All] Everyone present introduced themselves and which agency they represent.

Marcy explained that final reports would be posted to the project website in the next 2 weeks. She gave an overview of the charrette events and what feedback was received from the stakeholder meeting (the Opening Evening Event) held the night before. The feedback and presentation was also posted to the project web page.

Key Findings for the Base Conditions Reports

Report authors or representatives presented the key findings for the base conditions reports and addressed technical questions from the TAC comments.

Market Analysis Report Key Findings

Chris Zahas presented the key findings in the Market Analysis Report from LCG. The purpose of the report was to discover what the market could support in the area and what sort of development was possible. Key findings were:

- There is strong market demand for development in the area.
- 500-900 units of housing could be supported over the next 10 years.
- There is market support for a range of housing types, from single detached to compact or attached housing.
- The character development is important; development that takes advantage of the unique qualities of the area will command a premium.
- The retail would need to be located on a "main street" type of street that is perpendicular to Beef Bend or Roy Rogers, and with visibility from those streets.

Hal Bergsma: Why doesn't the market area include South Cooper Mountain area?

Response from Chris: Shifting the market study area toward Cooper Mountain might not change the analysis, but it is an interesting idea from a commercial demand aspect. Extending the market boundary might include more "rooftops," and could indicate more demand for commercial uses. As it is, the report draws a smaller area and is somewhat conservative.

Transportation Base Conditions Report

Anne Sylvester presented the Transportation Base Conditions Report. She reminded the group that the report is high-level inventory of existing conditions, and—in response to ODOT comments specifically—it documents conditions for those roads and intersections where information was already available. For that reason, some TAC comments will not be addressed in the revised report but will be addressed at a later time in the concept planning or noted for later investigations in the master plan. Additional traffic counts would need to be done at the time of a master plan.

Jessica Pelz: Protect access to Beef Bend and Roy Rogers. They are both collectors and the minimum spacing for collectors is 600 feet or ¼ mile. There may be a conflict with existing roads.

Keith Liden: An example is the intersection of 137th/Beef Bend. There, sight distance is also an issue. A new design for the intersection might be able to address multiple issues at once.

Property Owner: Do connections east/west through the study area need to happen, and if so, how will this connection cross the ravines? Through culverts or bridges or fill?

Brian Ginter: Yes, an east/west connection would be necessary and the ravines would be crossed with culverts or bridges depending on the specific condition.

Marcy McInelly: The team is looking closely at the River Terrace Boulevard design because it is a good example of how to design a street that carries a significant amount of traffic but is also something that houses can face. This could be a good example for a future redesign of Beef Bend.

Natural Resources Base Conditions Report

Anne Sylvester presented the Natural Resources Base Conditions Report on behalf of Lisa Palazzi at SCJ. The report establishes a baseline for the design team's challenge of balancing the cost of infrastructure and the amount of development while maintaining wildlife habitat and promoting restoration. It is a high level look appropriate for the concept plan phase. A future master plan effort will look more in depth at soils and wetlands.

Jadene Stensland: Advice about soils and wetlands—plating is easier when the area is walked and delineated. Even with a local wetland inventory, planning amendments may be necessary after the master plan work. It is important to get more information early. Ground-truthing early is important in mitigating future problems. North Bethany had to be replatted because there was inadequate study during the master plan process.

Brian Harper: Agree. There was a lot of ground-truthing in Wilsonville's Frog Pond project, during the Master Plan and more recent work.

Keith Liden: Question from property owner who wants to come into the URA area though currently designated as Rural Reserve Area. Is there any process by which this property owner can come in?

Brian Harper: There is no way to bring in this property now. Metro won't re-assess the urban/rural reserves for maybe 20 years and they are reluctant to revisit these designations until that time.

Property Owner: Expressed concerns about property damage from drainage and stormwater mismanagement.

Elle Allen: April 2019 standards in place to address effects of hydromodification and now would be a good time for this property owner to work with CWS as these standards are put in place.

Infrastructure Base Conditions Reports

Brian Ginter presented the findings for the Infrastructure Base Conditions Report. MSA is working on creating a stormwater management plan that builds on efforts made in River Terrace. Drinking water is managed by City of Tigard. Infrastructure will likely come in as a phased effort. We also need to consider what happens if development come in in a piecemeal way. Anticipates dealing with stormwater in new development.

Jadene Stensland: Better protection for the Tualatin River can be provided through development, through a combination of solutions for stormwater, such as green streets, local and regional stormwater solutions.

Question from a property owner: if a private well failed, would the property owner be forced to hook up to the water district?

Answer: Only after annexation.

Mike Weston: Would it be possible to tap into the Willamette water line that's coming down Roy Rogers soon?

Jessica Pelz: Can someone annex into CWS without being part of the city?

Elle Allen: Yes. A property owner can hook up to CWS without being annexed to the city.

Elle Allen: If the plan is regional water management, there are funding mechanisms in place. Consider that there are 125-200 foot setbacks from the Tualatin River.

Jessica Pelz: The sinkholes along Beef Bend will need to be addressed and are clear indication of further stormwater difficulties with this area.

Other Comments:

Keith Liden: How much flexibility on street design for Beef Bend and what are the standards for the crossings? What about an alternative design to on-street bike lanes such as the cycle track design?

Jessica Pelz: It depends on streets you are connecting to (county or city).

Jessica to follow up on: street design issues relating to: cycle track design, crosswalk locations and spacing, intersection spacing and history regarding the 137th intersection and the newer streets on the north side of Beef Bend that don't comply with current spacing standards.

Elle Allen: Can be included in street maintenance conversation. CWS potentially maintaining a landscaped median/stormwater facility between the travel lanes and the separate cycle track and/or sidewalk.

Mike Weston: King City is considering taking jurisdiction of 131st, and putting in better street trees and bike lanes.

Jadene Stensland: If the street redesign had a buffered bike lane or separated bike lane, separated by a swale, the swales maintenance could be provided by CWS.