



KINGSTON TERRACE MASTER PLAN PUBLIC MEETING SUMMARY

October 11, 2022



Introduction

The Kingston Terrace Master Plan (KTMP) is committed to a public involvement process that engages community members, partners and stakeholders throughout the course of the project. The public involvement process aims to meet the following objectives:

- Inform the community with timely, transparent and accurate information.
- Educate community members about planning and decision-making processes.
- Engage the community through early, broad-based, and ongoing opportunities to participate.
- Strive for community consensus through a process that is inclusive and welcoming for all local residents, businesses, property owners, and community organizations.
- Make a focused effort to engage historically marginalized populations, including people of color, people with limited English proficiency, and people with low income, as well as people with disabilities, older adults and youth.
- Strengthen the level of coordination and cooperation between the city and agency and jurisdiction partners.

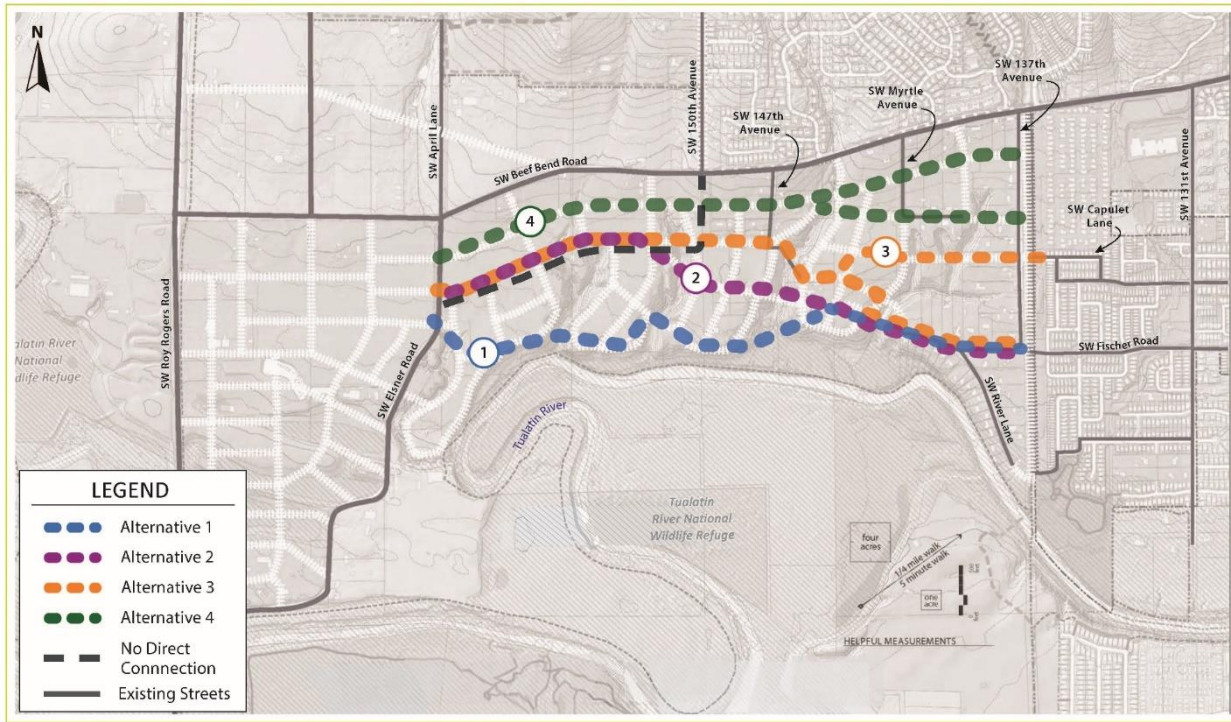
The 2018 Concept Plan provided a policy framework for future circulation throughout the Kingston Terrace area. The framework emphasizes a connected transportation network of streets and paths that accommodate all modes of travel. The primary purpose is to offer internal mobility throughout Kingston Terrace and to King City neighborhoods, reduce reliance on Beef Bend for local trips. A key element of this network is east/west multimodal connectivity.

As part of KTMP process, transportation network alternatives will be evaluated to determine the preferred future street network for the KTMP area. This detailed assessment of alignment alternatives for east/west multimodal connectivity was conducted in sufficient detail to identify a preferred course that fits with the overall master plan circulation system and can be incorporated into the City's Transportation System Plan. To that end, the project team prepared draft evaluation

Background: Following King City's completion of the *King City Urban Reserve Area 6D Concept Plan*, Metro approved the inclusion of King City Urban Reserve Area (URA) 6D into the urban growth boundary (UGB) in 2018. The Concept Plan started the planning processes necessary to urbanize URA 6D, including a series of baseline reports addressing housing, land uses, transportation routes, parks and open spaces, public facilities, governance, and infrastructure costs for the area. The Concept Plan process also engaged the public to create a community vision and preliminary design considerations for the area. The *Kingston Terrace Master Plan* builds on the Concept Plan to provide additional development detail and implement the community vision resulting in Comprehensive Plan and Community Development Code amendments.

factors to evaluate the alternative east/west connections and a preliminary set of east/west circulation alternatives.

The proposed process, preliminary alternatives, and evaluation factors were presented at public meetings on May 12 and June 14, 2022. Responses were submitted at the meetings and through an online questionnaire, the project website, and direct emails. Based on these comments, revisions were made to the evaluation factors and a No Direct Connection scenario was added to the alternatives.



Kingston Terrace Master Plan
King City, Oregon

The draft East/West Circulation Alternatives Analysis was presented to the Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) on August 8 and 9, 2022. Additional revisions were made to the draft Analysis based on SAC and TAC comments.

The revised draft East/West Circulation Alternatives Analysis was presented at a public meeting on October 11, 2022 at 7pm at Deer Creek Elementary School. The meeting was attended by approximately 100 community members.

The meeting began with a presentation of the Alternatives Analysis results. The study concluded that Alternative #2 scored the highest and is the preferred alternative that will be brought into the Master Plan process.

Impact Categories	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4 (S/N)
Land Use and Community Design					
Bicycle, Pedestrian and Micro-mobility					
Vehicular Mobility and Accessibility					
Public Services and Utilities					
Natural Resources					
Costs and Implementation					

There are several factors that lead to this conclusion:

- With the small alignment adjustments noted, Alternative 2 does not require demolition of existing homes in the study area.
- Alternative 2 would likely require less linear feet of right-of-way acquisition than Alternatives 3 or 4 due to its use of existing roadway rights-of-way.
- The alignment maximizes the effectiveness of gravity sewer through co-location of utilities along an optimal elevation for sewage flow. This would reduce the on-going cost of this public utility. Additionally, the alternative does not create long closed end roadway segments that may require added infrastructure cost to provide potable water.
- The alignment offers both a central spine or backbone roadway through the development linking it most directly with the Kingston Terrace Town Center and the existing city. This has advantages for:
 - Emergency response (TVFR has indicated a preference for Alternative 2),
 - Good access to many neighborhoods and new public parks,
 - Potential future regional transit service through a developed area when densities are sufficient,
 - Good connectivity and minimized travel times for active and vehicular transportation, and
 - Minimize the potential for either long cul-de-sacs or closed end roadways that require out of direction travel, discourage pedestrian and bicycle use, and may result in added utility costs.

A Question & Answer session followed the presentation. A summary of community questions and comments are listed below. Comments from City staff and consultants are written in italics. Comments submitted in writing are attached to this summary. The majority of neighbors in

attendance are opposed to any street connections from existing King City to the Kingston Terrace area due to concerns such as traffic, noise, safety, and quality of life.

- How can Alternative 2 be “neutral” in its scoring for Natural Resources when it impacts natural resources near the Tualatin River and the Bankston Conservation Easement? *Development does provide some positive outcomes in providing the resources to address existing stormwater runoff issues.*
- The factors should be weighted.
- Will any land be taken away from properties near Queen Anne Avenue? *No land will be needed in this area other than possibly to widen the intersection to provide a right-turn lane.*
- The city needs to extend the lower road because Beef Bend is difficult to get to and travel in winter weather.
- How will property values be impacted? *This is unknown, but property values have gone up in other similar situations and the current regional housing supply is low.*
- Will the city be using eminent domain to acquire property needed for roads. *We try to avoid eminent domain whenever possible by working with property owners and developers. The exact route of roads will be determined at the time of development.*
- Order of magnitude differences in the analysis were not treated equally. Differences that are significant were treated differently than minor differences. The difference in distance from Beef Bend Road for the various alternatives is ½ mile. This is not a significant difference.
- There appears to be new information about the ability to secure funding for Alternative 2 versus the other alternatives. *There is no new information. All alternatives would be classified as collector streets and would therefore qualify for public funding.*
- I would like to see the criteria Tualatin Valley Fire & Rescue used to identify Alternative 2 as their preferred alternative. *Response times was the primary factor.*
- If Alternative 2 is built, my home will be demolished.
- This is a pre-determined outcome. The costs for Alternative 2 will be much higher and alternative engineering solutions could be pursued.
- I am concerned about security, speeds, sound and exhaust.
- Beef Bend Road should be at least four lanes and is the best east/west connection. *Without a parallel collector street, Beef Bend Road will need to be widened which will require the city to use eminent domain and condemn a number of homes and businesses.*
- How many lanes will Fischer Road be? *The street will be two lanes with different cross sections in the town center, then in the central neighborhood, and finally in the more rural neighborhood to the southeast.*
- Alternative 4 does the best job of connecting the Kingston Terrace area to Deer Creek Elementary School.
- Rivermeade is a unique community and should be preserved. Beef Bend should be widened to accommodate 4 lanes, there is plenty of land there, the city is wrong in their assumption that land would need to be acquired to widen Beef Bend.
- When would the negotiations regarding the Bankston easement take place? Before or after the master plan is completed. *Negotiations would take place after the master plan, closer to the time of development.*
- Bringing gravity-fed sewers closer to the river and watershed is not a good thing and potential damages a community asset.

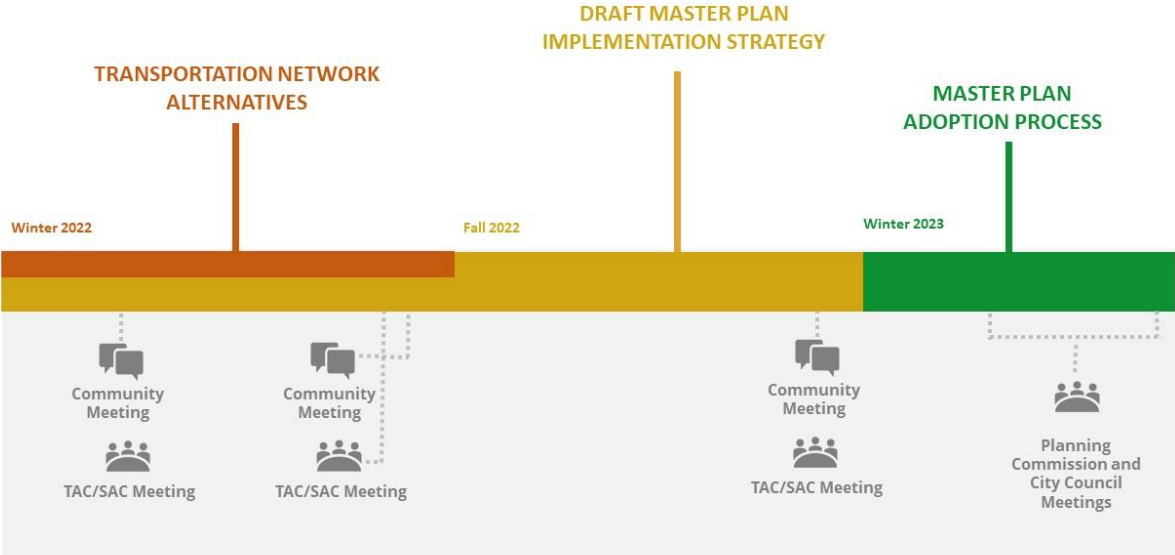
- Development will make existing erosion problems worse. *Studies being conducted by Clean Water Services and future development provide the opportunity for regional stormwater facilities that can help address erosion caused by development to the north.*
- A conservation easement cannot be amended unless enhancing values of the easement. Eminent domain would be required.
- You need to take community input into consideration. A previous survey received 240 responses and 221 of them were not positive. There is little support for this project. Clean Water Services is looking to protect natural areas in Kingston Terrace, why not King City Park and the Bankston Easement?
- This is a pre-determined outcome. The costs for Alternative 2 will be much higher and alternative engineering solutions could be pursued. You are ignoring the public, underestimating bridge costs, and did not explore gravity sewer not aligned with a road as an alternative. Building this road will violate Oregon Statewide Planning Goal 5, Goal 6, and Goal 7.
- This seems to violate Metro Title 12 which looks to protect existing residential neighborhoods from air, water, and noise pollution and crime. Alternative 2 will bring traffic through existing neighborhoods increasing traffic, noise pollution and safety concerns.
- The 2018 Concept Plan says that an east/west network will integrate with the existing city and relieve traffic pressures from Beef Bend Road. Fischer needs to extend to the west side town center to provide access for King City residents and alleviate pressures on Beef Bend. Streets need to be multi-modal and include Walking trails and bike paths which should be separate from the road.
- The City needs a community recreation center and pool.
- The intersection of Fischer Road and Highway 99 has long wait times that will get worse. The intersection is under-designed and overused.
- I love our community. I oppose #2 or any connections to Fischer Road. You need to expand Beef Bend Road. I don't want to move.
- I don't believe in growing. That has the least impact on people and the environment. Spend money on fixing up King City.
- Connecting Fischer Road will require the City to use eminent domain on the apartment complex on 99W.
- The City and their consultants should be weighting the data to skew the results to favor the wants and needs of the people living here.
- I oppose any connection from King City to Roy Rogers Road.
- How will schools accommodate additional children? *Members of the School District are on our advisory committee. They have indicated that an additional school may not be needed. However, the Town Center includes the possibility of a new middle school.*
- Don't put all of the traffic on Beef Bend Road. Include bicycle and pedestrian trails. Maybe the connection to Fischer Road could be only for emergency services.
- To do neighborhood change well, you need to consider the wants and needs of people. The water issues from Bull Mountain show that they didn't do it well. There is currently only one safe crossing on Beef Bend Road between Hwy 99 and 150th. There will be a lot of traffic on Beef Bend Road and the collector road. Our streets need to be multi-modal.
- Nobody maintains the ditches by my house and the waste that comes down the hill.
- I am against the Fischer Road extension. The intersection at Hwy 99 is already bad. Don't use eminent domain for Fischer Road. This is not local traffic. You work for the citizens. You need

to weigh the criteria based on what the citizens say. Livability, safety, noise, pollution, and environmental impacts.

- The majority of the traffic from the growth area will just go to Roy Rogers.
- Consider Alternative 4 as the preferred collector route and dig for the sewer line so gravity sewer can be provided.
- Don't annex the Bankston area for a through street.
- This will impact our quality of life and doesn't match our values. I don't want to leave where I grew up and am afraid of change. We have a good quality of life and beauty.
- Can Alternative 4 be dug deep enough to support gravity sewer

Next Steps

The preferred alternative (Alternative #2) will be brought into the Master Plan process. Additional details on the entire transportation network will be included in the master plan, including detailed street design and cross section details, road treatments, and intersection design. The draft Kingston Terrace Master Plan is anticipated around Thanksgiving 2022. At that time, there will be another round of public engagement activities. After revisions are made to the draft Master Plan, it will move into the adoption phase, including a series of meetings with Planning Commission and City Council.



KING CITY MASTER PLAN



KINGSTON TERRACE

MASTER PLAN

ROUND 4 COMMUNITY OUTREACH

COMPILATION

October 2022



Website and Email Submittals

- Here is my perspective - The key factor that has been left out is the Columbia Land Trust conservation that would eliminate completely Alternative 1-3. Metro's condition is that King City must protect to the maximum extent possible, that portion of the Bankston property protected by the conservation easement held by the land trust. The Tualatin Riverkeepers public comments on the Master Planning Process and the draft TSP have not been addressed. This was written by Ashley Short (TRK) on September 9, 2021. I do question the Summary of Evaluation Results for Alternative 2 particularly the Costs and Implementation (1/4 my assessment), Natural Resources (1/4 my assessment), Land Use and Community Design (1/2 my assessment), Vehicular Mobility and Accessibility (1/2 my assessment), Public Services and Utilities (1/2 my assessment), and Bicycle, Pedestrian and Micro-mobility (1/2 my assessment). I realize there is no perfect solution. I do appreciate the work and research that has gone into this study but it does not take into consideration the bigger picture. Let's continue to work together and come up with solutions we all can live with.
- To the Planning Commission (and new member Elisabeth Gauthier): I recommend that the draft circulation study alternatives analysis wording be changed to properly reflect the citizens proposed alternative #5. The title of "No Direct Connection" imparts a negative view of this alternative. From the draft "The No Direct Connection Scenario was also evaluated, which assumes Alternative 3 alignment to about 150th Avenue and then connects directly to Beef Bend Road. Only local streets would be provided east of 150th Avenue with no connection into the existing city." I recommend revising this to better reflect it as an "alternative." It is not just a "No Direct Connection"; perhaps it is a "no internal connection," but it is indeed an alternative that needs to be fully and weighted and evaluated with the other alternatives. Alternative #5 does provide a connection that in my evaluation is more direct and faster, and shorter distance to the existing King City Center, than an internal connection that meanders through residential neighborhoods. It provides two connections; one connection is via Beef Bend from 150th directly to 116th, which goes directly into King city center, and another , less direct connection via 131st and Fischer Road. Please Revise this to be: Alternative 5 - assumes Alternative 3 alignment to about 150th Avenue and then connects directly to Beef Bend Road to provide the East West connection between the existing King City and the new Kingston Terrace. Local streets would be provided east of 150th Avenue that would connect into the existing city via Beef Bend Road to protect and minimize negative impacts on conservation zones, minimize ravine crossing costs, reduce system development charges, and avoid negative impacts on existing neighborhoods.
- More blacktop roads and more cement sidewalks and more asphalt roofs and more cars all contribute to hot summers. They all hold heat. Stop building. Save open fields. Ignore this of course.
- Hello. I was at the meeting and have some questions that I thought of afterward. I am very concerned because I live on Fischer Road. 1. There is alot of building on the north side of Beef Bend road. Won't Beef Bend have to be expanded for that traffic. 2. Have you done a study on the traffic patterns on Fischer Road as it is right now? 3. If you extend Fischer Road to Roy Rogers, are you going to make this a 4 lane road? Will you put up sound barriers? It

seems logical that if people can go from Roy Rogers to Hwy. 99, even those that don't live in our neighborhoods, they will do that. Thank you for your time.

- I and my family are NOT in favor of extending Fischer Road for this project. Please find another way.
- I attended the spirited public meeting at Deer Creek Elementary on Oct 11th, and must say I learned a ton from all of the speakers. Among the topics I am hoping to get more clarity on are: (1) speed limit, (2) number of lanes, and (3) varying road widths for all (1-4) options being considered for east/west connection. I am trying to imagine what the addition of traffic will look and sound like. Can we expect it to look, sound, similar to Durham Rd from 99 to Boones Ferry?, or even Murray Rd from Scholls to TV Hwy? If Fischer Rd is selected, officially, what speed limit would be enforced? How many lanes of traffic? Location of any traffic signals (if any) along that route? At the meeting, you described a simulated trip from Roy Rogers all the way to Hwy99 via Fischer Rd, however I was not able to follow effectively follow along on the map to match reference points (note: having a "working pointer" at future meetings is suggested). Thank you for your time and efforts.
- The "Green Boulevard" concept description [from the Concept Plan] appears to contain good elements to reduce negative impact, although because it is 4 years old, hoping that the focus remains the same.
- Thanks for the additional information and pictures that show some potential connector road detail. As you know, many Edgewater on the Tualatin residents have great concern about Fischer Rd as a consideration for the through road. Particularly, the stretch from the Power Line at SW Cordelia Terrace heading east to Hwy 99. If posted speed limits become as you "believe" 30-35, we all know that it will be common to see traffic pushing to the 40+mph range which in my opinion is too dangerous and disruptive to this section of the community. Currently, we in the community have the comfort of knowing 100% of the vehicles and drivers that we encounter on Fischer Rd east of 131st are our neighbors (or their visitors), which breeds valuable recognition of trust, respect for property and safety. Fischer as the connector will severely erode these elements for which we chose to invest and live here. Additionally, my employment has me travelling Hwy 99 multiple times during the day, and the congestion on 99 intersection at the left-hand turn signal is currently to the point where I commonly see 40+ vehicles stacked up clear back to the bridge and beyond which creates very hazardous conditions (blind corner stopped traffic in all 3 lanes when going north), not to mention a complete gridlock blocking of the fire and emergency equipment from effectively entering 99 north (and eventually reaching Fischer Rd and our neighborhood when there is need. If the connector Rd becomes Fischer, I can't hardly imagine how much worse that problem will become. Has there been any solutions discussed with Washington Co as yet to addressing this congestion hot spot? Again, thank you for engaging in this discussion, and helping us all to find the best and safest options for project.

To: KTMP Stakeholder Advisory Committee
c/o Mike Weston, City of King City
From: Michael O'Halloran
Date: September 14, 2022
Subject: Kingston Terrace East/West Circulation Alternatives Analysis – July 2022

Thank you for the opportunity to comment on the Kingston Terrace Master Plan “East/West Circulation Alternatives Analysis – Draft” July 2022. The comments are meant to be constructive and are made on behalf of myself and my brothers. We are the owners of a 42-acre farm known as Sharlin Farm, it is located East of Elsner Rd. between Beef Bend Rd and the Tualatin River. The furthest West of the stream crossings discussed in the Master Plan is mostly on our property.

Our family has owned the property for 60 years. We are very familiar with the characteristics of the land and the local environment, and we care a great deal about it. It is our hope that the riparian areas of the property will ultimately be restored to their natural state and maintained for future generations. We also have an interest in King City, many of our relatives and friends live in King City and we would like to see the community thrive.

Summary: General and Recommendations:

1. Managing project cost should be a very high priority. Ultimately the infrastructure construction cost will be added to the housing construction cost and passed on to the buyer. Infrastructure cost impact affordability and thus equity and diversity. The cost of crossing a stream is also an indication of the potential for environmental impact. As shown, Alternatives #1, 2, and 3 will all have very high costs associated with stream-ravine crossings and should be given very low scores for cost, social equity, and environmental impact.
2. The Western most stream crossing (shown on Figure 5 of the analysis) for Alternatives #2, 3 and 4 can be re-aligned and consolidated into a single option that is located approximately 550 ft. South of Beef Bend Rd. This is the site of an existing crossing. The existing crossing is a single lane gravel road over a 30” culvert. Replacing it with a longer culvert for 2 or 3 lanes would be a functional, low cost and environmentally attractive alternative. We recommend this option.
3. We recommend that the project be split into two phases, a Western development and an Eastern development. With the division at about 150th (or perhaps ~1/4 mile east of 150th, at the equivalent of about 158th). The Western properties are mostly large open farm parcels with very few residences. Development planning could begin as soon as the Western stream crossing is located. The Eastern development planning is more complex and controversial because it interfaces with an existing community. In addition, transitions in technology and social dynamics need to be understood and integrated into the planning process. Planning for the Eastern development should move on a slower pace.

4. As noted in the Washington County comments of 8/16/22, the east-west collector is to provide an alternative to Beef Bend *for local trips*. The Southern routes that focus on connecting to Fischer Rd provide access for non-local trips and will encourage non-local travel. Non local trips will contribute to local congestion. We recommend abandoning the Southern routes that focus on connections to Fisher Rd. and focusing on the more Northern options that have the opportunity to provide local connectivity.

Thank You and Best Regards,
Michael O'Halloran
Co-Manager & Owner, Sharlin Farm LLC

The following appendix elaborates on the logic and supporting detail for our comments and recommendations.

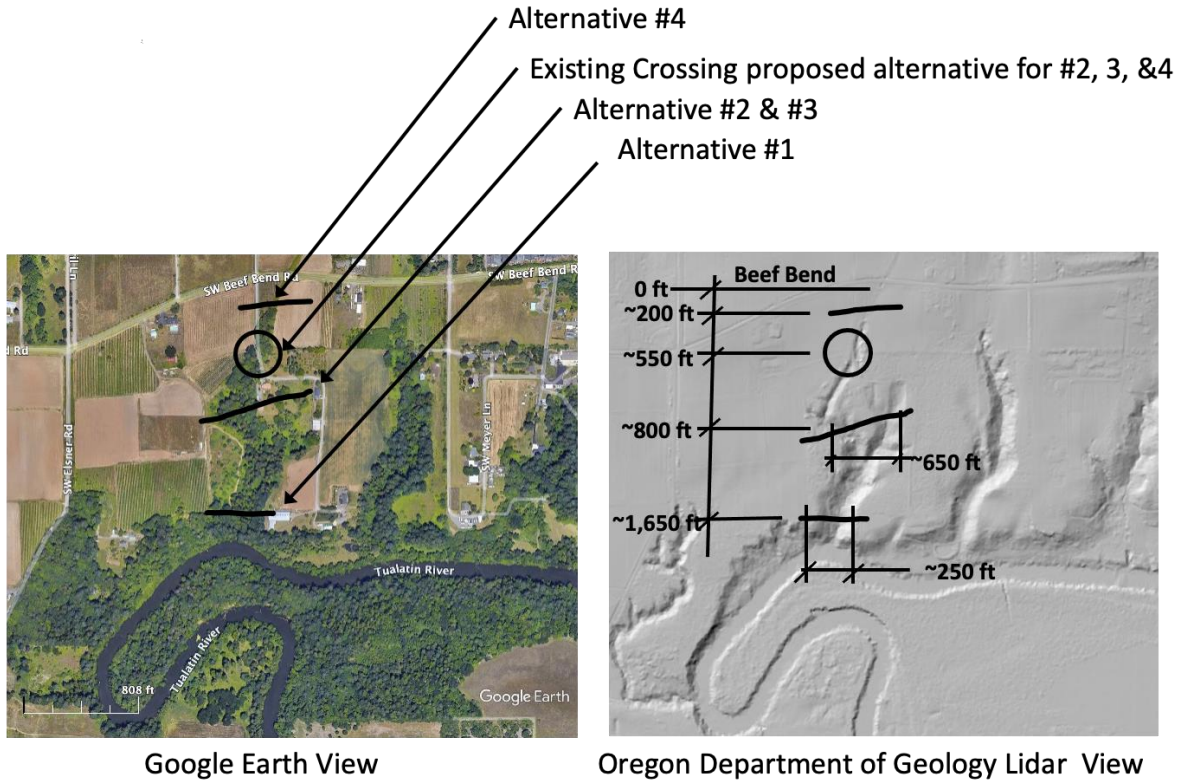
APPENDIX:

Regarding the 4 East/West route options shown on Figure 5 of the analysis and the crossing of the Western most ravine:

Please refer to the annotated Google Earth image and the Oregon Department of Geology Topographical Lidar image shown in Figure 1 below.

- Alternative 1 will require a bridge more than 250 ft long and more than 60 ft high to cross the Western ravine as shown in the concept. At the identified crossing point the terrain is steep and there are numerous “seeps” draining into the creek. Construction of the bridge, with the necessary extensive and deep foundation system, will be extremely expensive. The construction process and bridge itself will be environmentally challenging and contrary to our goal of restoration. Other ravine crossings to the East that are required by Alternative 1 face similar issues. It is our recommendation that Alternative 1 be removed from consideration. It is far too expensive and potentially damaging to the environment.
- Alternative 2 and 3 cross the Western ravine on our property at a single location that is roughly 800 ft South of Beef Bend Rd. The ravine at this location is wide and relatively deep. It will also require a bridge system of 300 ft or more at the deeper location and provisions for crossing a secondary riparian area to the East of the main creek. In total this location requires crossing ~650 ft of sensitive riparian areas. The crossing location will be very expensive and significantly compromise the adjacent environment.
- Alternative 4 crosses North of the deep ravine and could be done with a culvert as opposed to a bridge. Both cost and environmental impact would be minimum. The disadvantage of Alternative 4 is that it is close to Beef Bend and creates a relatively narrow strip of land that will be dysfunctional and difficult to develop. We recommend moving Alternative 4 to the South but still above the wider and deeper ravine areas.
- **Alternative X the Existing Crossing.** Between the crossing location proposed for Alternative 2&3 and the one proposed for Alternative 4 is an existing crossing. It is roughly 550 ft. South of Beef Bend at a point where the ravine is still narrow and not very deep. The crossing consists of nothing more than a buried 30-inch diameter culvert. It is our recommendation that Alternative 2, 3 and 4 be re-aligned to a single crossing point at or near the site of the existing crossing. The crossing could be rebuilt with a culvert, no requirement for a bridge, and the location is at a point where the ravine is still narrow and not too deep (about 15 ft deep). In our opinion, rebuilding this crossing will be a low-cost option and have the minimal environmental impact. [Note that the second ravine from the West (near 150th Ave) has similar potential for a culvert crossing at roughly the same distance south of Beef Bend Rd.]

Figure 1.
Kingston Terrace East-West Alternatives Analysis,
Western Ravine Crossing Locations

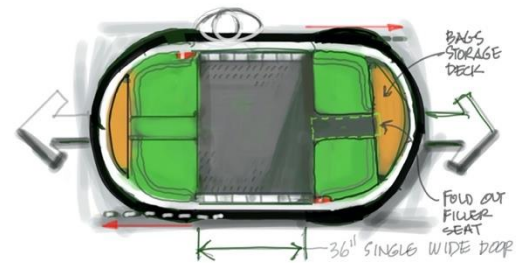
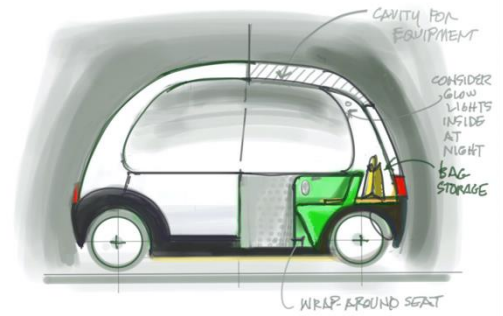


Regarding the East/West options and the Connection or Interface to existing King City infrastructure:

The transportation sector is in a period of radical change with multiple technology and social changes impacting personal mobility:

- Ride sharing services, such as Uber, are rapidly changing options for mobility as a service.
- The introduction of autonomous vehicle operation will have major impact on transportation operation and transportation infrastructure, we need to plan for it.

- The corporation “work from home” model started as a COVID response is remaining in place and expanding. Major local employers such as Intel and Nike are now asking many employees to work from home. Other employers are doing the same. This trend will have a major impact on traffic patterns during traditional commute times and on local daytime driving.
- The Code of Federal Regulations (CFR) 571.500 - Standard No. 500; Low-speed vehicles (LSVs), allows vehicles less than 3,000 lbs. with a maximum speed less than 25 mph to travel on certain public streets. These vehicles are mostly electric, very low cost and **when made autonomous these vehicles will enable an extremely inexpensive transportation service option within a community.** Although early in the development process, this type of vehicle could have a profound influence on community travel and should be considered in the planning process.
- The first of the Baby Boomers are turning 75 years old. The largest population explosion in history is about to become the largest population with mobility issues in history.



Autonomous Low Speed Vehicle Concepts

These and other trends need careful consideration and planning, as they will ultimately have substantial impact on the King City community. For example, rather than funnel vehicles to Fisher Road it may be more appropriate to plan for a low-speed overpasses across Hwy. 99W. Such an overpass would provide connectivity of the King City community to services and communities East of Hwy 99W via low-speed vehicles and bicycles. It would also un-burden Fisher Road.

We believe the planning process for how East-West interconnections interface with King City should go slow and decisions should be made with an eye toward flexibility and future technology. Although we believe it isn't necessary to finalize the interconnection interface with King City, we believe Northern routes (Variants of option #3 and #4) offer the most flexibility.

October 12, 2022

Jaimie Fender, Mayor
Mike Weston, City Manager
City of King City
15300 SW 116th Ave
King City, OR 97224

Dear friends,

I attended the Kingston Terrace Master Plan Open House Meeting at Deer Creek School on October 11. My wife and I recently moved to the Rivermeade area and are new to this whole Master Plan process. We are grateful that King City leaders are doing careful study and planning for the future development of the area. I have been a public official myself, and I know what a thankless job it can be to balance the concerns of current residents with planning for the future.

However, I have to say that I was impressed by the consistent and well-reasoned opposition to Alternative 2 that was expressed by so many of our neighbors. Although some sort of new road may well be necessary, there seem to be many solid reasons why it's not a good idea to build a new connector road so close to the Tualatin River.

At the meeting, I was surprised that so little attention was paid to environmental concerns, as well as the legal and statutory hurdles that would be faced in building the road across multiple ravines and right through the Bankston Conservation Easement. As pointed out by the attorney for the Tualatin Riverkeepers, there are several federal and state laws that stand in the way of Alternative 2 (or 3) ever being built.

Given the likelihood that developers will be unable to obtain the required federal permits, as well as the specter of protracted legal battles for the city, I would urge the City Council to adopt Alternative 4 as the most reasonable and practical solution.

Sincerely,

Alan Kelchner, Ph.D.
13940 SW River Lane
Portland, OR 97224
925-899-1219

CC: King City Council
Steve Faust, 3J Consulting

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To: Mike Weston, King City Manager
The City Council of the City of King City
Jaimie Fender, King City Mayor

From: Stephen F. Cook, Legal Counsel, Columbia Land Trust

Date: October 18, 2022

Subject: Kingston Terrace transportation planning and master planning

Columbia Land Trust continues to be concerned regarding the King City Transportation System Plan, and specifically Columbia Land Trust objects to the concept of extending Fischer Road across the property owned by Carla Bankston.

As you will recall, since 2009 a conservation easement held by Columbia Land Trust has conserved portions of the Bankston property, including the portion that would be impacted by the extension of Fischer Road. Columbia Land Trust has held and stewarded this conservation easement since 2011. The purpose of the conservation easement is to protect the important forested riparian habitat in this portion of the Tualatin River—habitat that extends onto other properties that would be impacted by an extension of Fischer Road via Alternatives 1, 2, and 3S. This easement prohibits activities on the property including roads, utilities, and other infrastructure to ensure that the land is conserved as habitat.

We encourage King City to select Alternatives 3N or 4 for the East-West transportation connection for the following reasons:

- **Alternatives 1, 2 and 3S, by crossing the Bankston easement property and neighboring property, would significantly harm the conservation values of those properties.**
- **Crossing the Bankston easement property would require taking a portion of the conservation easement by eminent domain; Columbia Land Trust cannot negotiate a reduction in the easement.**
- **Selecting alternatives 1, 2 or 3S would not comply with the condition Metro attached to its approval of the King City urban growth expansion regarding protection of the Bankston conservation easement.**
- **Alternatives 1, 2 and 3S, because they would involve building bridges, would be very costly.**
- **Alternatives 3N and 4 offer several advantages, in addition to avoiding harming the Bankston easement and other properties along the Tualatin River.**

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Columbia Land Trust conserves and cares for the nature of the northwest. Our job is to protect and defend the Bankston conservation easement and enforce the easement terms to prevent impacts to this important piece of conservation land. Consistent with the Metro condition of approval (Ordinance 18-1427, Exhibit C, Section E.8), the Land Trust will not support a transportation route that crosses the Bankston easement.

Below I address each point in more detail.

1. **Alternatives 1, 2, and 3S, by crossing the Bankston property and other properties along the Tualatin River, would significantly impact conservation values of those properties and of the river itself.** We concur with AKS Engineering's conclusion (memo dated August 8, 2022) that Alternative 4 would minimize riparian crossings, reduce overall impacts to wildlife corridors, could be shifted slightly to avoid impacts to upland forested impacts, and would completely avoid impacting the Bankston Easement.

2. **Columbia Land Trust cannot negotiate changes to the conservation easement to allow a Road Crossing.** King City staff and consultants made comments at the October 12, 2022, public meeting regarding the transportation plan and master planning process that indicated they believe that the Bankston conservation easement could be renegotiated to allow the road to pass through it and that therefore the City would not have to use its power of eminent domain. Columbia Land Trust and the landowner cannot voluntarily amend the easement to allow for the road crossing; the City would have to use its eminent domain power to take a portion of the land and the conservation easement.

Under state law, the federal tax code, the Land Trust Alliance's Standards & Practices and our accreditation requirements, the Bankston easement and other conservation easements held by Columbia Land Trust are permanent. They are real property interests assigned substantial value that run with the land; the Bankston easement will restrict the uses of that property and protect its conservation values whoever owns that property in the future. Land trusts cannot amend conservation easements to reduce their geographic scope or protection of conservation values, except for very limited circumstances. One of those rare exceptions is if government takes property subject to a conservation easement by condemnation.

3. **King City is placing insufficient emphasis on the condition Metro attached to its approval of the King City urban growth expansion plan regarding protection of the Bankston conservation easement.** The Metro condition expressly requires that King City protect, **to the maximum extent possible**, that portion of the Bankston property subject to the conservation easement. In its consideration of the different alternative routes for providing East-West vehicular connection, King City is not complying with Metro's condition by not adequately favoring routes that would not cross the Bankston property.

Here's the exact language of Metro's condition:

The Columbia Land Trust holds a conservation easement over portions of the Bankston property, which King City's concept plan identifies as the intended location for a key transportation facility serving the expansion area. King City shall work with the Columbia Land Trust to protect, to the maximum extent possible, the portion of the Bankston property covered by the conservation easement. (Exhibit C, Section E.8).

The standard set by Metro's condition is stringent: our view is that the standard is not that King City can extend Fischer Road across the Bankston property if it determines that doing so is less costly, or more effective, or in some overall sense most practical of the potential alternatives. King City can **only** comply with Metro's condition if it determines that extending the road across the Bankston property is the **only** possible approach. As shown by Alternative 4, it is **not** the only possible approach. If King City moves forward with Alternatives 1, 2, or 3S, King City is not protecting the property covered by the conservation easement to the "maximum extent possible" as it would be choosing to not adopt other possible approaches, and instead choosing to impact the Bankston property.

It is clear that it is possible to avoid impacting the Bankston property by adopting one of the other alternatives (3N or 4) that are already in discussion or developing further alternatives.

King City responded to community concerns about non-compliance with the Metro ordinance during the October 11 community meeting by stating that Metro's guidance was to provide funding to do a transportation analysis and they believed by doing that analysis, they are meeting the condition. We disagree. While an analysis is a critical step in evaluating possible alternatives, the analysis only goes to demonstrate that there are other alternatives that meet project needs and therefore demonstrate that it is **possible** to avoid the Bankston easement and thus comply with Metro's condition.

4. **We also feel Alternative 2 would be more costly than King City believes.** Crossing the Bankston property and neighboring properties would require the construction of bridges, which are very costly. Complying with Metro's condition, in the event crossing the Bankston property was the chosen approach, would still require engineering and building that crossing so as to minimize the impact on the conservation values of the Bankston property. Minimizing and mitigating for the environmental impacts of those bridges and crossing the other riverside properties would add to the cost of any bridge, as would dealing with the property owners, including Columbia Land Trust. This perspective was articulated in the August 8th memo from AKS Engineering whose analysis confirmed our understanding that cost estimates were low end estimates with important variables unaccounted for.

Without using more accurate rough order of magnitude costs, the different routes cannot be accurately compared.

5. **Alternatives 3N or 4 offer several advantages, without the disadvantages of the southern route across the Bankston easement and other environmentally sensitive properties.** We encourage King City, through its master planning process to truly evaluate the value, needs, and impacts of new transportation system improvements and provide a true cost, impact, and value comparison. This should include indirect costs to project elements including mitigation of environmental impacts, impacts to livability from loss of habitat and open space in King City, and ancillary impacts of unanticipated project costs that will be passed on the current and future homeowners.



11675 SW Hazelbrook Road | Tualatin, OR | 97062 | (503) 218 2580 | tualatinriverkeepers.org | info@tualatinriverkeepers.org

October 19, 2022

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

Jamie Fender
King City Mayor
City of King City
15300 SW 116th Ave
King City, OR 97224

King City Council
City of King City
15300 SW 116th Ave
King City, OR 97224

King City Planning Commission
City of King City
15300 SW 116th Ave
King City, OR 97224

Submitted via email

Re: Public Comments on Kingston Terrace Transportation Plan and Master Plan

Tualatin Riverkeepers (TRK) is a community-based organization that protects and restores the Tualatin River watershed. We build watershed stewardship through engagement, advocacy, restoration, access, and education. We have lingering concerns about the City’s proposed Transportation System Plan, specifically how their preferred alternative will contribute to an already serious erosion problem in the area.

I. There are lingering questions regarding the King City’s evaluation.

The incorporation of a northern and southern Alternative 3 route is not clear as to whether they are to function as a singular or separate alternatives. Both routes received their own evaluation, but may need a single evaluation that culminates the assessment done for each branch. This would provide a single evaluation should King City decide to adopt both routes as a single alternative. This issue was raised in the technical advisory committee meeting, to which the City acknowledged that Alternative 3 could be limited to either the northern or southern route.¹

1

However, this option is not clearly articulated in the Circulation Study. This is an important distinction because each branch of Alternative 3 has different impacts to natural resources in the area. Furthermore, the northern route of Alternative 3 would not cross the Bankston easement, whereas the southern route would.²

As part of the Master Plan, the City wants to incorporate an interconnected system of trails and parks that provide access to the Tualatin River. While TRK is in full support of river access, the City states that certain road alternatives are more appropriate for river access and park connectivity than others.³ We disagree. The City could move forward with park and trail access without the addition of a paved east-west connection. TRK does not want the City to close the door on additional trails and parks in the event their preferred alternative is not selected for incorporation into the TSP. King City Community Park could provide ample parking and boat access, and the City now has the capacity to do so with the funding for the Westside Trail.⁴ Any additional parks King City wished to develop could be connected through a series of trails and other public access points through existing roadways.⁵ In summary, TRK does not want trail and park access to be a contributing factor in the alternative selection when these needs can be met without the addition of an east-west connector.

II. The preferred Alternative 2 has detrimental impacts to an already serious stormwater issue.

There are significant erosion sites scattered throughout King City, particularly within the streams that feed into the Tualatin River. Development uphill has further exacerbated the issue, causing these sites to grow exponentially over a short period of time (Examples of these sites are provided in Figures 1 and 2). As King City grows and develops, the issue will only worsen. Stream crossings should be avoided at all costs. Not only do they threaten aquatic and wildlife habitat, but it would cost the City a lot of money to maintain these crossings as the stream banks cut away beneath them. Furthermore, addressing these legacy sites prior to any development would alleviate costs to the City in the long term. This should be a priority that is incorporated into the Master Plan. TRK conducted a field visit for the City and Council at the beginning stages of the Master Plan and would be happy to coordinate another one for anyone who has yet to see these legacy sites in person and would wish to do so.

² For more information as to how the southern branch of Alternative 3 would impact the Bankston easement, see [Columbia Land Trust's second letter](#).

³ DRAFT: East-West Circulation Alternatives Analysis, at 45.

⁴ [Metro's Westside Trail Grant](#).

⁵ For example, should King City choose to develop another park on the western most part of the Kingston Terrace area, both SW Elsner and SW Roy Rogers could connect to the park.



Figure 1: Otto Creek has increased in length, depth, and width over the span of a decade due to uncontrolled stormwater runoff.



Figure 2: Erosion between King City Community Park and the Tualatin River resulted in vertical banks between a wetland in the park and the Tualatin River. The headcutting to the north is threatening to drain the wetland complex.

Additionally, the City notes that Alternative 2 could be adjusted to account for environmental impacts, but does not elaborate as to what these adjustments would include.⁶ While TRK understands that these adjustments will not be known until on-the-ground work is conducted, this emphasizes the need to begin collaborating with the relevant federal and state agencies now. U.S. Army Corps of Engineers CWA 404 and Department of State Lands dredge and fill permit would be required prior to any road construction. Any anticipated permitting hurdles should be considered throughout this process.⁷ These permits play a vital role in determining what King City can accomplish within Kingston Terrace.

Lastly, the Circulation Study eludes that “[s]tormwater retention could be a future requirement depending on the outcome of CWS’ pending MS4 Stormwater permit.”⁸ It would be in the City’s best interest to just assume stormwater retention would be required due to the erosion problem already mentioned. King City is looking to avoid the costs of pump stations, which would be required by the No Direct Connection Alternative and Alternative 4.⁹ However, pump stations may be a requirement due to the significant runoff from northern development. Gravity-fed sewers could be overrun from runoff and require maintenance that would be even more costly than originally planned. King City should avoid leaning towards the more southern alternatives due to stormwater costs as the assumption that it would cost more is not necessarily true and has yet to be determined by Clean Water Services.

III. Conclusion

In summary, TRK’s original concerns have not been properly addressed through this process. TRK understands that King City has not made a final decision, but we ask that the City keep these issues in mind as they move forward with the decision process. We appreciate all of the work the City has put into this study, but we ask that the health and resiliency of the Tualatin River and its tributaries take the forefront in the Master Plan. Therefore, TRK asks the City to consider alternatives that avoid stream crossings and bisecting natural habitat.

Sincerely,

⁶ This was mentioned at the community engagement meeting that took place October 11, 2022 at Deer Creek Elementary School, and should be included in the community engagement summary when posted on the King City Master Plan website.

⁷ TRK has discussed this specific issue in a [previous comment letter](#).

⁸ DRAFT: East-West Circulation Alternatives Analysis, at 45.

⁹ *Id.* at 47.

A handwritten signature in black ink, appearing to read "Victoria Frankeny". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Frankeny".

Victoria Frankeny [she/her]
Riverkeeper & Staff Attorney
Tualatin Riverkeepers
victoria@tualatinriverkeepers.org

To: King City Council and King City Mayor

From: Karl Swanson, resident of the Kingston Terrace Study Area

For the official KTMP official record, my comments given during the October 11, 2022 Kingston Terrace Master Plan Open House Meeting

Current King City leaders think they have this all figured out. But the current mayor, councilors, and city manager all have no experience expanding a city as is planned. The previous mayor boasted that others didn't think they could do it. But actually, they haven't done anything yet.

After this open house, current King City leaders will again be able to check the box that they gave an opportunity for public input and then they can ignore the public once again and do what they wanted, selecting an alternative that extends Fischer Road all the way to Roy Rogers Road. Their consultants are on board, providing a fluffed up report that dilutes the import factors with a shotgun of evaluation factors, only to further manipulate it with revisions of the draft report in an attempt to provide more justification in the final for the much more expensive extension of Fischer Road. After all, that is what current King City leaders are on record wanting before having to stop to complete an alternative study. The consultants have a happy client and they get paid, not with King City money but from an outside taxpayer funded grant.

Maybe nobody noticed that their preferred alternative costs 3 times as much as the least cost alternative favored by developers, favored by affordable housing organizations, and favored by their own neighbors. Drastically underestimating the bridge costs by failing to investigate the known geotechnical challenges at the ravines was still estimated to cost ten's of millions of dollars more, adding tens of thousands of dollars to the cost of each new home.

This apparently is not a concern for current King City leaders as they double down a Fischer Road extension instead of acknowledging the more popular, and far lower environmental impact of the least cost alternative.

I can guarantee that had a more capable consultant developed an east-west alternative that paired a gravity sewer line optimized along a southern alignment using inverted siphons at the ravine crossings together with the least cost northern road alignment, it would have required some utility easements for the buried sewer line but the associated cost impacts would not be ten's of millions more like their preferred alternative. We already have many operating buried sewer lines not aligned with a road right-of-way in our region. The consultants failed miserably on cost control, and they were wrong to not consider use of inverted siphons for gravity sewer line ravine crossings, choosing instead to spit in the face of Metro and the Columbia Land Trust by preferring to put a collector roadway through the Bankston Conservation easement that was created in 2009 for protection in perpetuity. The violation of the Bankston Conservation Easement is not a factor to be compared with rankings, but a factor that legally eliminates alternatives when there are other alternatives as there are here.

The public has been vocal and consistent from the beginning of this long process. Just one example being the previous Open House Survey Results dated April 2021 documenting 92% opposition to their plan to extend Fischer Road. Current King City leaders forced their neighbors to take down lawn signs opposing a Fischer Road extension and strong-armed their HOA's to stop any organized expression of concerns about traffic and other negative neighborhood impacts. Just a couple examples of how the current King City leaders treat their own neighbors. When government leaders continue to abuse the public something eventually breaks down. Current King City leaders are setting themselves up for a lot of things to start breaking down.

As the master plan moves forward over the next year or so the current King City leaders will probably still think they have this all figured out, and can continue to boast that others didn't think they could do it. Until things start breaking, and here are just a few examples:

-**expensive court challenges necessary for eminent domain** taking of Bankston Conservation property for construction of east-west alignments 1, 2 and 3, violating Metro's specific requirement for this UGB expansion

- **expensive LUBA court challenges** related to impacts to the inventoried significant **Goal 5** resources caused by east-west alignments 1, 2 and 3

- **expensive LUBA court challenges** related to **Goal 6** for noise, water and air pollution discharges at stream crossings caused by east-west alignments 1, 2 and 3

- **expensive LUBA court challenges** related to **Goal 7** by not avoiding the clearly evident and documented natural hazards at the steep ravine crossings for east-west alignments 1, 2 and 3

No, actually this will not go well and when things get bad enough **there will be a recall of the current mayor and current councilors**, and the new leaders will find a new city manager to work cooperatively with the public on new development, just like it was done when the Edgewater community was planned. It is really unfortunate for all of us here that none of the current King City leaders have that experience.

In summary, let me just say that you can continue on with your plan, don't even pretend to listen to us, but understand that things will break down. Some construction may start, but it won't get finished. Just like the Damascus expansion plan broke and didn't finish. The result here will be much worse than Damascus was, with a bankrupt and divided city that is only partially completed on the west end, no city at all in the middle with no connectivity with either end since the selected alternative was a complete failure, and an east end that will forever blame the *former* King City leaders for ruining their city all over an unwanted extension of Fischer Road when they clearly had other alternatives that were not just cheaper for developers to construct but would have saved the city a lot of money on litigation.

Things will break, and it will be your fault, for listening to the wrong people and making the wrong decisions.

10/11/2022

Steve Faust
Community Planning Director
3J Consulting

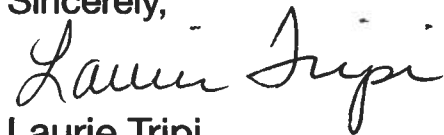
Dear Mr. Faust-

I oppose any connector road from Fischer Road, or any other route through King City to Roy Rogers Rd. I strongly believe, after reading in the Kingston Terrace Master Plan, dated September 2022 in Section 5.7, that improving Beef Bend Road is an option. It says that widening it is a viable option to handle additional traffic, as well as a roundabout at Peach Tree, Colyer Way and 137th.

The intersection at Fischer and 99W is already congested, so by extending it so that it becomes a thoroughfare would make that intersection impossible to get through. Adding an additional East/West connector road would disrupt the lives of those living in the existing neighborhoods, damage the environment and endanger wildlife habitats. I also feel it would be much more costly to widen the existing neighborhood streets, build bridges and obtain privately owned property.

Beef Bend, Bull Mountain and even Scholls Ferry are sufficient east/west connections to handle more traffic to Roy Rogers if the proposed retail center is to go through. Please seriously take this option into consideration. It seems to be the logical path of least resistance.

Sincerely,



Laurie Tripi

13920 SW River Lane
Tigard OR 97224

Date October 27, 2022

To: 3J Consulting
Steve Faust
9600 SW Nimbus Avenue Suite 100
Beaverton, OR 97008

Mike Weston
City Manager
15300 SW 116th Ave.
King City, OR 97224

From: Janet Black, resident of Kingston Terrace

Re: Public Comments on updated (October) East/West Circulation Alternatives Analysis

My comments at the October 11 public meeting were shorter than this document, since I was concerned with not taking more than three minutes. This document expands on those comments.

In general, I am struggling to understand why the collector road continues to be sited so close to the Tualatin River on the eastern end of Kingston Terrace. I understand the need for a connection between Edgewater and Kingston Terrace, and I understand why that connection is using a continuation of Fischer Road, but I don't understand why that has to be extended directly west and approximately parallel with the river, through the deepest ravines.

I personally enjoy spending time on the river, and I see an increasing number of people who are paddling on the river. I can only wonder why King City would want to affect their experience by adding noise and pollution from a road that is so close. Sound travels a long way, especially around water.

The Concept Plan describes an approach to the natural areas as sensitive; with graceful transitions where development meets natural areas; protecting the Tualatin River, sensitive wildlife habitat and other natural systems.

How does locating a collector road in the most sensitive environmental area align with that vision?

Questions and comments about the updated information provided in the October Analysis:

There is a section entitled- "Particular advantages described for Alternative 2", including several statements about which I have questions:

"With small alignment adjustments noted, this alternative does not require demolition of existing homes in the study area."

This implies that other alternatives do require demolition - is that correct? If yes - could they also have "alignment adjustment" to avoid demolition?

"Alternative 2 would likely require less linear feet of right-of-way acquisition than alternatives 3 or 4."

I agree this is probably true if considering just linear feet, but I think it needs to be quantified in order to assess the net effect of the difference:

From maps that I have:

Alternative 2: Fischer Road extension from 137th to the end of Watson (where it ends at the Bankston Conservation Easement): approximately 1,200 feet

Alternative 4: Myrtle Lane easement approximately 630 feet (a net difference of about 570 feet).

The Fischer Road right of way extension from 137th to the end of Watson ends at a point that is approximately 485 feet from the Tualatin River, and continuing that extension would require crossing a significant ravine.

Therefore, when comparing the cost of using the Watson right of way vs. using the Myrtle right of way, and including the cost of a ravine crossing plus detrimental effect on the Tualatin river, the Myrtle right of way is potentially far less expensive.

"As collector road providing redundancy for Beef Bend Road and serving a newly developing area, this alternative would likely be effective in securing public funding from state, regional, county or local sources that would reduce the need for developer funding for this key piece of roadway structure."

This implies that a collector road along a different alternative would not attract the same public funding. Is this an accurate and verifiable assumption?

"Reduce on-going cost of the public utility of using pumps for sewer vs gravity fed."

The Analysis emphasizes gravity fed sewer as desirable. In an attempt to understand this issue, I read the King City Urban Reserve Area 6D: Funding Strategy written by the Leland Consulting Group dated May 1, 2018. (I include excerpts from that document at the end of this letter). My understanding of their work is that they studied two different concepts for sanitary sewer:

- Concept 1: gravity fed, requiring a large (\$7.4m) trunk sewer line that would run east-west across the plan area
- Concept 2: a series of pump stations and force mains for the "sub districts" of the plan area (the western portion)

According to the Leland Consulting Group:

Based on conversations with the Concept Plan team, LCG has assumed that concept 2 will be built, since concept 1 would require significant, costly infrastructure work to be completed.

If the Analysis is going to assume use of gravity fed sewer, shouldn't the costs of building this significant, costly trunk line be included in the Analysis?

In addition, the following is a statement from the King City Master Plan, Existing Conditions report dated January 12, 2021 which seems to support the use of local pump stations between the ravines, with gravity fed sewer serving some areas using existing infrastructure:

“Local pump stations are likely needed to serve three internal portions of the KCMP area to the east, given the challenges in crossing the deep streams. These pump stations are expected to be developer-implemented pump stations, with capacities at 200 gallons per minute (gpm) or less. The pump stations would generally be located toward the south of the developable area to minimize depth and maximize service area. The stations will each require a force main to pump north and east to the improved Bull Mountain Trunk system in Beef Bend Road near SW 137th Avenue.

The easternmost portion of the KCMP area can be served by gravity through new sewers connecting into the existing CWS-owned collection system in King City at the 8-inch connection on SW Fischer Road. For areas to the south that are lower in elevation, new sewer can be constructed to discharge into the existing sewer at SW Montague Way near SW 136th Avenue.”

“Tualatin Valley Fire and Rescue has indicated a preference for Alternative 2.”

- I asked this question at the public meeting, and I believe the response was that it came from the Chief, and that the reason was the location of the west end of Alternative 2 was near where the new station was being planned.
- It looks like the difference between where Alternative 2 and 4 connect to Elsner (and thus the connection into the Town Center) is about 300 yards. Is that enough difference to make the response times out of compliance?
- Could Alternative 4 be adjusted to connect to Elsner at the same location as Alternative 2?
- Would you publish the TVFR's response on Master Plan public library?

Evaluation of cost comparisons

I continue to be concerned about using the circle methodology for the cost comparison.

I understand why you used the circles to represent comparison, as explained by Steve Faust at the October public forum. However, in the context of costs, using the circles to indicate relative costs is insufficient and misleading. The Table that shows the summary compares differences in various costs by line item (factors), but does not reflect the magnitude of cost differences between the factors. For example, the cost difference between the alternatives for roadways/bridges - in the multi millions - is given the same weight as the comparison of gravity fed sewer to the annual cost of pump stations. I could only find "relatively high" as a quantity for this difference. What is a representative cost of operating a pump? This needs to be known in order to compare the cost savings of gravity fed sewer vs construction costs of bridges.

In addition, while using the broad assumptions might be adequate to compare relative magnitude of costs of roadway and bridges between alternatives, more accurate costs are needed to compare the higher costs of roadway/bridges to lower costs of gravity fed sewer. In other words, Alternative 2 might have lower costs due to gravity fed sewer, but that might be greatly outweighed by the higher cost of roadways/bridges.

And, as mentioned above, the cost of the trunk sewer line (including finance costs) should be included as a cost of gravity fed sewer.

Conclusion

The slide that you kindly showed for me at the October 11 Public forum helps to demonstrate the source of my confusion. There is such a small distance (approximately 400 yards) between the place where Fischer would connect with 137th, and the place where King City could use its right of way on Myrtle to make the connection to continue west, arriving at about the same place on 150th as the connector road per the latest plan (Oct 19 Work session).

Anne Sylvester described at the SAC Meeting #4 that the work on the Master Plan would pick out the best part of each of the alternatives. In accordance with that goal, it seems this change would be a reasonable approach, and has the added benefit of complying with Metro's requirement to "protect, to the maximum extent possible, the portion of the Bankston property covered by the conservation easement."

Respectfully,

Janet Black

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Major Sanitary Sewer: Subdistrict Pump Stations/Forcemains. Murraysmith engineers prepared cost estimates for two “sewer service concepts,” as follows:

- o Concept 2 (used in this funding strategy) assumes a series of pump stations and force mains will be needed for “subdistricts” of the plan area. These facilities are considered “subdistrict” infrastructure, and should be designed, built, and paid for by single large developers, or smaller groups of developers. The reimbursement district tool is often used for infrastructure of this scale (described in greater depth on page 10 and in the appendices on page 20). This is a better approach than attempting to allocate the cost throughout the entire district, as framework infrastructure, since it allows developers more flexibility in the timing and design of development and infrastructure.
- o Concept 1 assumes the construction of a large (\$7.4m) trunk sewer line that would run east-west across the plan area; this trunk sewer line would eliminate the need for the subdistrict level pump stations and forcemains designed in Concept 2.

Based on conversations with the Concept Plan team, LCG has assumed that concept 2 will be built, not concept 1, since concept 1 would require significant, costly infrastructure work to be completed through private properties on the east side of the plan area, where development is not expected in the near term. This would create logistical, negotiation, and design challenges. The financing (interest) costs would also be high, since the investment would need to be made up front, with payback taking place over many years. It is not clear what entity would take on such a major trunk sewer line investment; the most likely options would be Clean Water Services (CWS), or a very-well capitalized developer, with repayment via a supplemental fee or reimbursement fee.

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We also propose that at least two types of projects—subdistrict pump stations/forcemains and subdistrict stormwater facilities—be built and paid for by developers within “subdistricts.” Because the development attributes of these subdistricts is unpredictable—including timing of development; the amount, type, and location of housing products; the developers involved; etc.—LCG believes that it makes sense to require that subdistrict infrastructure be built, but not dictate a specific funding strategy.