

River Terrace Community Plan

Community Meeting #2 Report

4/11/2013

Executive Summary

Overview

On April 11, 2013 the Tigard Community Development Department convened Community Meeting #2 for the River Terrace Community Plan. Topics covered at the meeting included Natural Resources and Land Use, and 31 community members in attendance provided feedback to city staff. Feedback was gathered three ways – comments during the open house portion of the meeting, group discussions about land use alternatives, and an individual survey form evaluating the land use alternatives.

The main portion of the evening was focused on discussing potential zoning in the River Terrace area. This discussion centered on three questions:

- How closely each map represents your understanding of the Community Plan land use vision?
- Which map do you prefer? Why?
- What could be improved?

Results

Participants showed a clear preference for refinement of concept plan land uses as opposed to straight transfer of the concept plan to Tigard zoning. Participants also showed a preference for the analysis which incorporated Technical Advisory Committee and Stakeholder Working Group comments (Analysis 2 and 3). In the group exercise, participants preferred some combination including Analysis 2 and 3 equally. However, in the individual survey, participants preferred Analysis 3 two to one.

Looking deeper into the results it is clear that for participants increased neighborhood traffic and impacts on adjacent neighborhoods are two important factors when determining zoning for River Terrace. Analysis 2 places slightly more density in the southern portion of the planning area as opposed to Analysis 3, while Analysis 3 places increased density (R-40 instead of R-25 for a portion of the area) in the northern portion of the planning area. For this reason, the same comments were used to describe participant's preference for Analysis 2 or Analysis 3 depending on which portion of the area they live adjacent to.

Additionally, providing support for the proposed commercial area and natural resources came up as important considerations. While there were proponents of both analyses who felt their chosen analysis provided the right amount of support for the commercial area in the individual survey, there was only one group out of five during the group discussions who felt that R-40 was needed to support the commercial area. One additional group expressed a preference for R-40, because lower density in the southern portion of the area was preferred. This lower density is what allowed more consideration for the tree groves and topography in the southern portion of the plan area.

Feedback on the two analyses is summarized below.

Analysis 2	Analysis 3
<ul style="list-style-type: none"> • Maintains similar zoning with existing neighborhoods • Less traffic impact to existing neighborhood • Supports the commercial center 	<ul style="list-style-type: none"> • Lowers the density on 150th Ave • Expands R-12 density near the school • Less dense on sloping ground • Protects tree groves better than others • Provides additional support to commercial center

Overview

Part 1: Open House

Community members were greeted by city staff. Two separate sets of maps were available on display – natural resource maps (Significant Tree Groves, Significant Habitat Areas, and Wetlands and Stream Corridors) and Land Use (Analysis 1, Analysis 2, and Analysis 3). Attendees had an opportunity to direct specific questions to staff about each map.

Part 2: Project Manager Presentation

Tigard Project Manager Darren Wyss spoke to the two topics of discussion: Natural Resources and Land Use.

Natural Resources

The City of Tigard is responsible for implementing its natural resources program in the River Terrace Area. The city's natural resources program consists of its sensitive lands chapter in the Community Development Code and three maps that provide guidance for some incentives, flexibility, and protections from the code.

Darren explained that the city's intent is to update all three maps to reflect inventoried resources in the River Terrace Community Plan area. Inventories followed established guidelines and meet state or regional requirements. Darren shared a handout (Attachment 1) which explained the regulations, requirements and incentives for each map.

Land Use

In December 2012, the Tigard City Council adopted the recommended land uses from the West Bull Mt. Concept Plan into the Tigard Comprehensive Plan. The next step is to apply Tigard zoning to the area. Because the concept plan land use framework was based on Washington County zoning, which differs from Tigard zoning, additional analysis and community input is needed to finalize zoning for River Terrace. Three options were presented for review.

Analysis 1	Analysis 2	Analysis 3
<ul style="list-style-type: none"> • Initial City of Tigard Staff Recommendation • Key features of this map includes: <ul style="list-style-type: none"> – Zoning has been mirrored to complement existing housing – The areas envisioned as low density residential have been zoned R-7 in addition to R-4.5 – The area adjacent to the commercial area is zoned R-25 instead of R-40. 	<ul style="list-style-type: none"> • Concept Plan refinement incorporates TAC and SWG comments • Key features of this map includes: <ul style="list-style-type: none"> – More R-25 along Scholls Ferry Rd. – More of area 63 in the southeast corner of the map has been zoned R-4.5 around existing homes and natural features – One property lowered to R-7 in consideration of a significant tree grove. 	<ul style="list-style-type: none"> • Further refinement incorporates TAC and SWG comments • Key features of this refinement include: <ul style="list-style-type: none"> – R-40 zoning in the high density residential area adjacent to the commercial area to further support commercial development. – More of Area 63 is zoned R-4.5 to keep lower densities around existing homes and resources (slopes and creeks).

Part 3: Group Activity

Meeting participants were divided into small groups to discuss the three zoning maps. City staff facilitated the discussions and were available to answer questions. Groups were asked to answer the following questions and report back to the large group.

- How well does each map represent the vision of the concept plan
- Which do you recommend? Why?
- What works or doesn't work?

Results

Group Activity

Group 1 (Darren)

Preference – Combination of Analysis 2 and 3

Wanted to accommodate lower densities in Area 63 without burdening the existing neighborhood adjacent to Area 64 with traffic impacts from too much high density.

Concern for safety issues on SW 150th Ave. so preferred lower densities of Analysis 3 in the area

Felt it was important to support neighborhood commercial area with higher densities, but preferred R-25 to limit cut-through traffic impacts to existing neighborhoods

Felt the high density was located appropriately to take advantage of parks in the area

Discussed how tree removal decisions (both mapped groves and smaller stands) would get made during the development process

Discussed an existing cell phone tower on property adjacent to Scholls Ferry Rd. (east of Roy Rogers Rd.) and possibility of extending R-25 on all of the property. Agreed with the R-25 surrounding PGE substation and should add the property just to the east into the R-25. However, there was concern over the traffic impacts in the existing neighborhood with the addition of more density.

Group 2 (Gary)

Preference – Analysis 2

R-40 in Analysis 3 may have adverse transportation impacts to Roshak Rd., including safety concerns, congestion, and spill-over from Scholls Ferry and Roy Rogers Rds.

Neighborhood commercial area may benefit from greater exposure to Roy Rogers Rd, but keep the R-25 zoning just on west side of Roy Rogers Rd and don't slide any to east of commercial area

Good distribution of R-7 and R-4.5 – sensitive to existing development

Group 3 (Marissa)

Preference – Analysis 3

Likes the consideration of topography and natural resources in Area 63

Would like to see a plan for transit service to the area

Safety concerns at major intersections

Agrees with the location of the R-40 zoning

Would like to see more density along Scholls Ferry if transit service is anticipated

Group 4 (Cheryl)

Preference – Analysis 2

Preferred R-25 over R-40 adjacent to neighborhood commercial area

Felt extending the R-25 on west side of Roy Rogers Rd up to Scholls Ferry Rd would help support the commercial development – would also allow additional R-4.5 in Area 63 (similar to Analysis 3)

Group 5 (Agnes)

Preference – Combination of Analysis 1 and 3

Higher density (R-25) along Scholls Ferry Rd only with good access

Need R-40 to support the neighborhood commercial area

Zoning is consistent with terrain – lower densities on steeper slopes, higher densities in flatter areas

Higher density on property north of school property – R-12 in Analysis 1

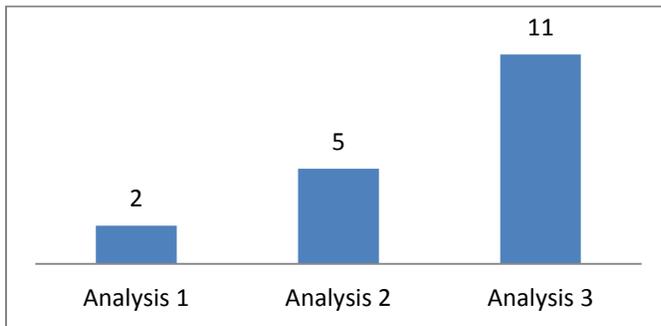
Neighborhood commercial should have a unique design/distinct feeling

Survey Form Responses

Please rate how closely each map represents your understanding of the Community Plan land use vision.

Analysis 1	Analysis 2	Analysis 3
Average Score: 2.84/5	Average Score: 3.29/5	Average Score: 3.68/5

Which map do you prefer?



Analysis 1

Why do you prefer this map?	How could this concept be improved?	Please share any additional comments or suggestions
Move high density near school R-12	Keep high density R-25 wrapping around towards Scholls Ferry	Swap comm/gen CG area out to main road further away from existing neighborhoods and buffer it with R25
The spread of the density preferred. Less traffic impact		More R-7 in area 63 - less R4.5; No R-40 in both areas 63 and 64!

Analysis 2

Why do you prefer this map?	How could this concept be improved?	Please share any additional comments or suggestions
Maintains similar zoning with existing neighborhoods, avoids traffic issues	Move "CG" commercial areas nearer Roy Rogers	Avoid R-40

Less traffic impact to existing neighborhood off Roshak - R-25 vs. R-40 - in area 64	Have R-25 on both sides of Roy Rogers	
It would help the commercial center with customers.	Keep R-25 on both sides of Roy Rogers	The linear parkway on roads should be reduced to 20 feet
Bring high density along RR Rd as noted on map - Cheryl's group	See map - Cheryl's group	I like the general concept plan. Look forward to more detail as time allows.
Least of all the evils		

Analysis 3

Why do you prefer this map?	How could this concept be improved?	Please share any additional comments or suggestions
The concentration of density if done right helps keep an overall open community.	Provide better exposure for commercial to Roy Rogers Rd.	Having one property half in and half out of the R-25 is inconvenient.
Lower density on 150th Ave, higher density closer to Scholls Ferry	Make all land on south east side of Scholls Ferry R-25 or R-40	Nice Job!
Distribution of zoning	Access to Scholls @ R-25, light @ Bull Mtn, R-12 above school	
R3 with expansion to R12 by school, less density by RSH by 150th	Traffic light on Scholls Ferry Rd	
Expands R-12 density near the school	Increase density north next to CG by Expanding R-7 area next to R-25	
Has a good zoning flow better than existing and new development	Additional adjustments to zoning as noted on map - Cheryl's group	
Less density on sloping ground with more density along Roy Rogers	Perhaps higher density focusing on Scholls Ferry, but traffic safety concerns may not allow.	
Protects tree groves better than others	Bus service on Roy Rogers and Scholls Ferry. Traffic lights on Roy Rogers & Beef Bend and Roy Rogers & Bull Mtn.	High density along Scholls Ferry with bus service

Open House Comments and Responses

What is the potential for property just north of Beef Bend Rd. to be included? When? Annexation?

This area is not within the Metro urban growth boundary and cannot be developed to urban level uses at this time. The area is designated as urban reserve and was concept planned as part of the county's West Bull Mt. Concept Plan process. This makes it eligible as an urban growth boundary expansion area if the next Metro

Urban Growth Report analysis finds the need for more land to accommodate projected population and employment. These decisions will be made in 2015/2016.

What are the benefits of existing trees on property?

The city recently adopted new urban forestry code regulations that require a percentage of canopy coverage (at maturity) during the development process. Existing trees are a benefit to properties as they will get counted as double credit if preserved on the site. If the trees are part of an inventoried significant tree grove, the city has adopted flexible development standards to provide additional options during the development process. The city's website has detailed information on the new urban forestry program (www.tigard-or.gov/trees).

What is open space designation on the zoning maps?

The open space designation identifies land that will be protected by the Clean Water Services Design and Construction Manual. The Manual outlines the required vegetated corridor buffer for streams and wetlands. The open space designation is an approximation and on-site delineations will be completed during the development process.

The neighborhood park (southernmost park west of Roy Rogers Rd.) doesn't correspond with existing tree grove.

The West Bull Mt. Concept Plan identified recommended park locations to serve all neighborhoods in the planning area. There will be some flexibility when the neighborhood parks are designed as part of a development proposal, including the ability to shift orientation or incorporate existing natural resources. In this case, analyzing the preferred park amenities and the impacts of locating them in a tree grove would be a logical exercise.

Move the commercial area to main road and the R-25 towards the pond.

The location of the neighborhood commercial area was agreed upon during the West Bull Mt. Concept Planning process. This agreement resulted from a commercial services assessment, transportation assessment and community involvement. A re-evaluation of the location would need to go through a similar process to assess the impacts.

Agree with placing R-25 zoning near Scholls Ferry Rd.

Zoning Analysis 2 and 3 both extend R-25 zoning up to and along Scholls Ferry Rd.

Higher density housing along Scholls Ferry Rd. because of PGE substation and two cell phone towers, including one in middle of property bordering Scholls Ferry Rd.

Extending the R-25 zoning in Analysis 2 and 3 increased the density slightly from the concept plan. Additional increases in density or extending it farther to the east will begin a major departure from the intention of the concept plan recommended land uses. Encroachment into the transition zone from the existing neighborhood and associated traffic impacts would need to be evaluated.

Attachment 1: RIVER TERRACE COMMUNITY MEETING – April 11, 2013

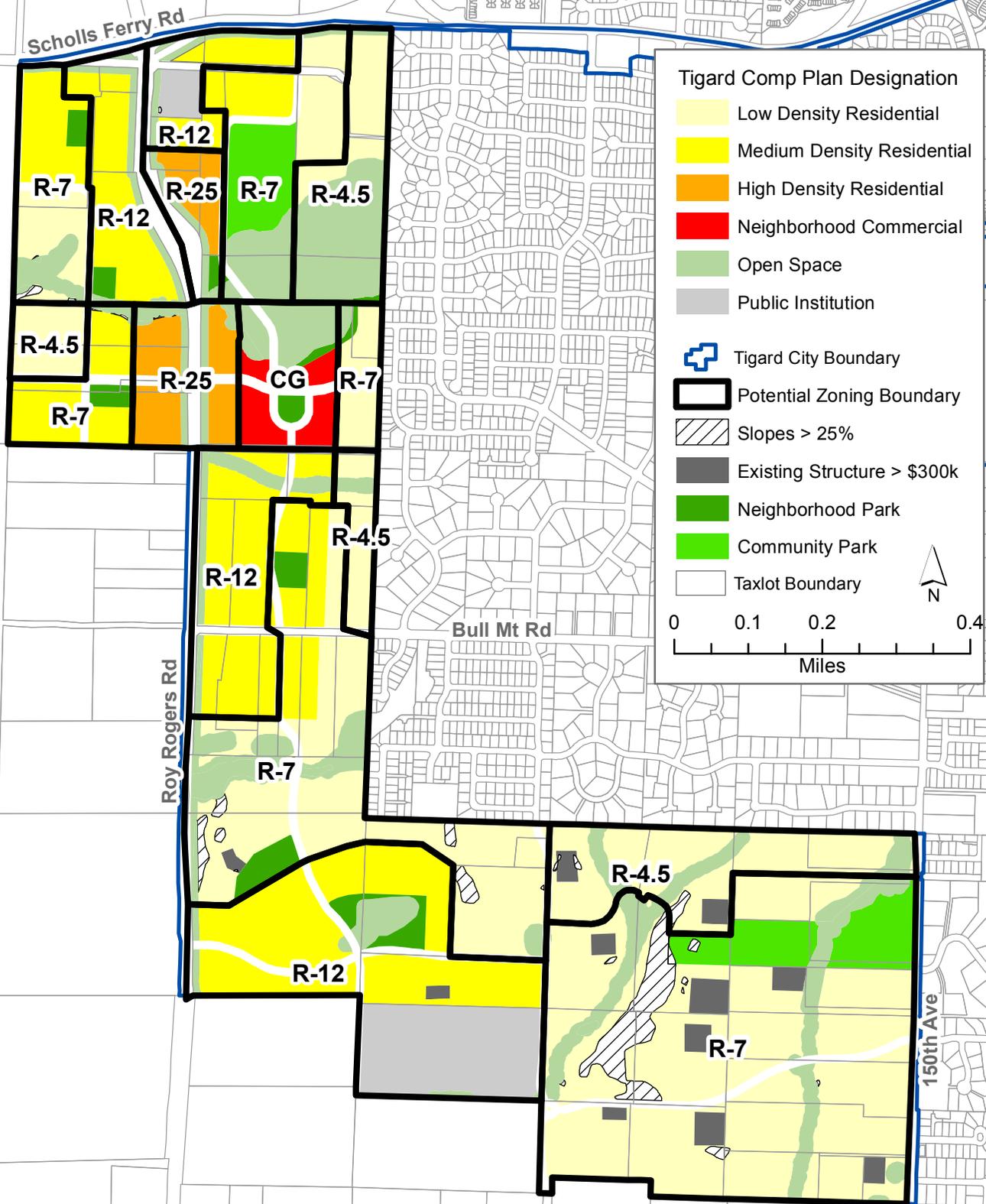
Natural Resource Map Regulations & Incentives

Map	Regulations	Requirements/Incentives
<i>Significant Tree Groves</i>	Voluntary	<ol style="list-style-type: none"> 1. Reduced minimum density-18.790.050D(1) 2. Residential density transfer-18.790.050D(2) 3. Adjustments to commercial & industrial development standards-18.790.050D(3)
<i>Significant Habitat Area</i>	Voluntary	<ol style="list-style-type: none"> 1. Up to 50% adjustment to dimensional standards-18.775.100A 2. Reduced minimum density-18.775.100C 3. Low Impact Development (LID) options- various sections
<i>Wetlands & Stream Corridor</i>	Mandatory	<ol style="list-style-type: none"> 1. Comply with CWS “Design & Construction Standards”-18.775.050A 2. Wetland delineation may be required-18.775.050B 3. Comply with Statewide Planning Goal 5 Natural Resources and Comprehensive Plan process- 18.775.090A & 18.775.130



Potential Zoning - Analysis 1

April 2013 - River Terrace Community Meeting



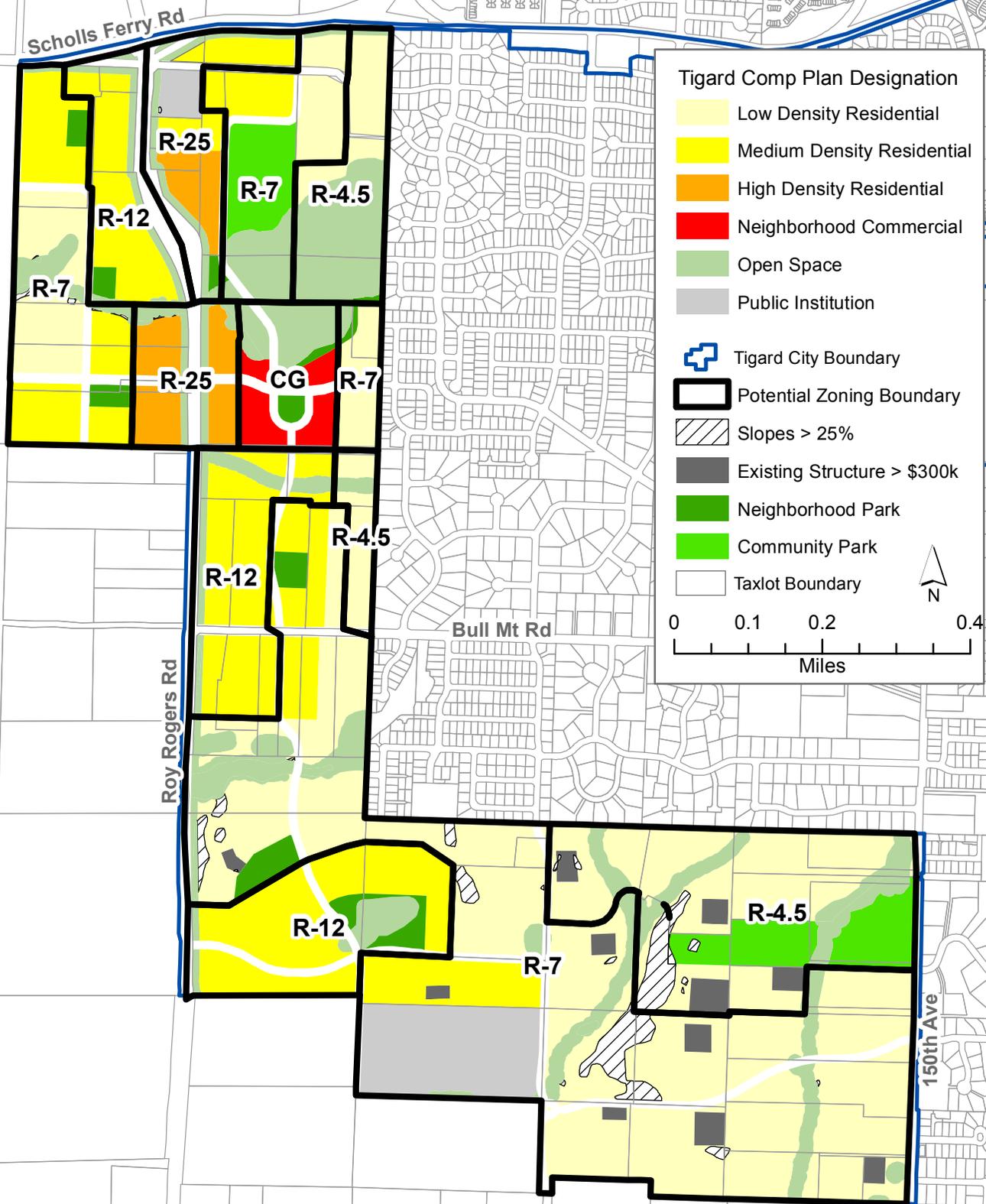
Analysis 1 is based on unit per acre assumptions and housing stock diversity guidelines in the concept plan. The flexibility to zone low density areas with Tigard R-7 district aligns with the concept plan. This also allows the high density areas to be zoned R-25 instead of R-40, while meeting the requirement for the opportunity of 10 dwelling units/net developable acre.

Beef Bend Rd



Potential Zoning - Analysis 2

April 2013 - River Terrace Community Meeting



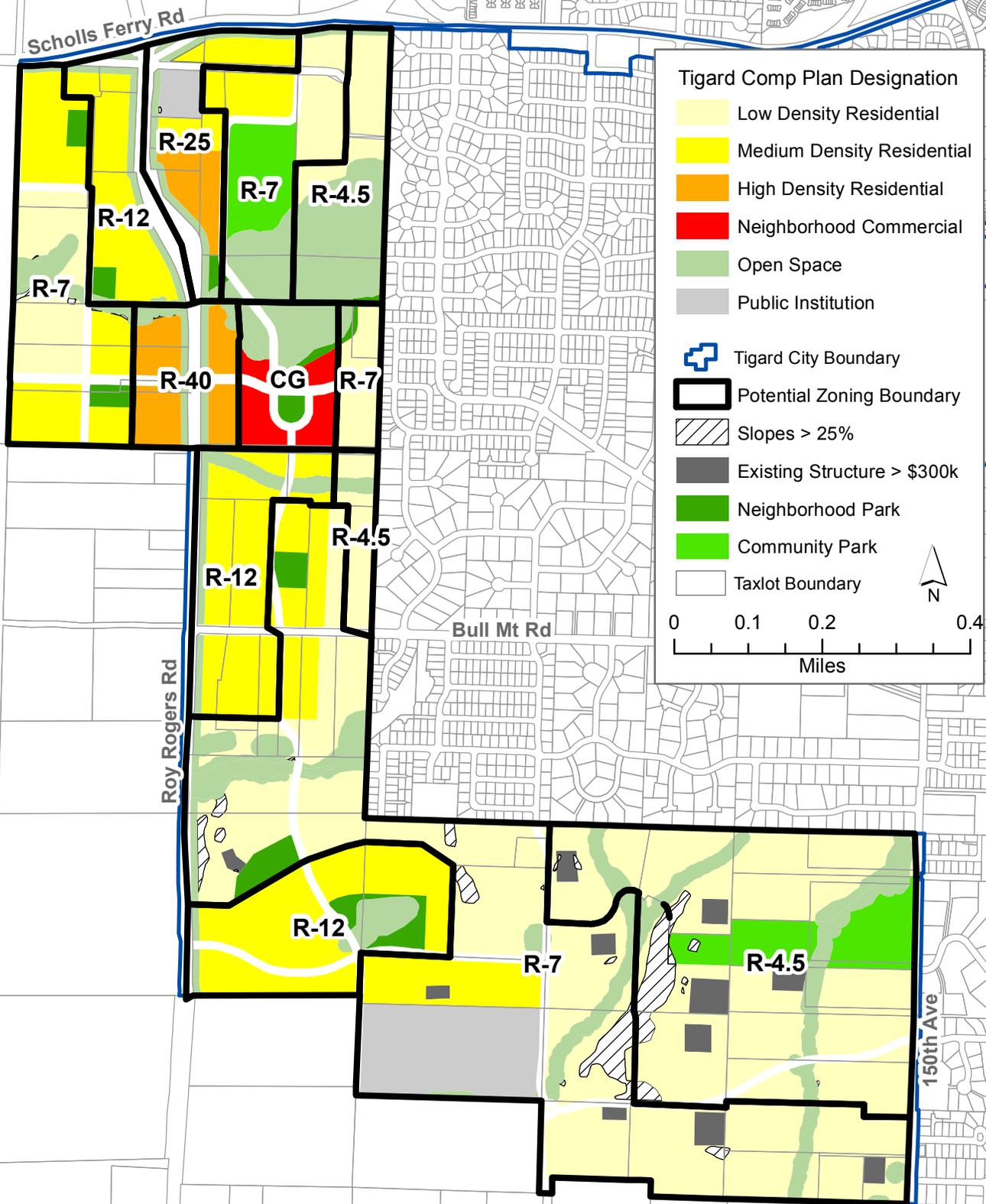
Analysis 2 is based on feedback received from the project TAC and SWG. Extending the R-25 zoning up to Scholls Ferry Rd allowed more of Area 63 to be R-4.5 around existing homes and a property with a significant tree grove to be lowered to R-7. This option also meets the requirement for the opportunity of 10 dwelling units/net developable acre.

Beef Bend Rd



Potential Zoning - Analysis 3

April 2013 - River Terrace Community Meeting



Analysis 3 is based on feedback received from the project TAC and SWG. Providing R-40 zoning in proximity to the commercial area will help in its success. This allows for more of Area 63 to be R-4.5 and keep lower densities around additional existing homes. This option also meets the requirement for the opportunity of 10 dwelling units/net developable acre.

Beef Bend Rd