



KING CITY MASTER PLAN | TAC MEETING #1

January 29, 2021



WELCOME!

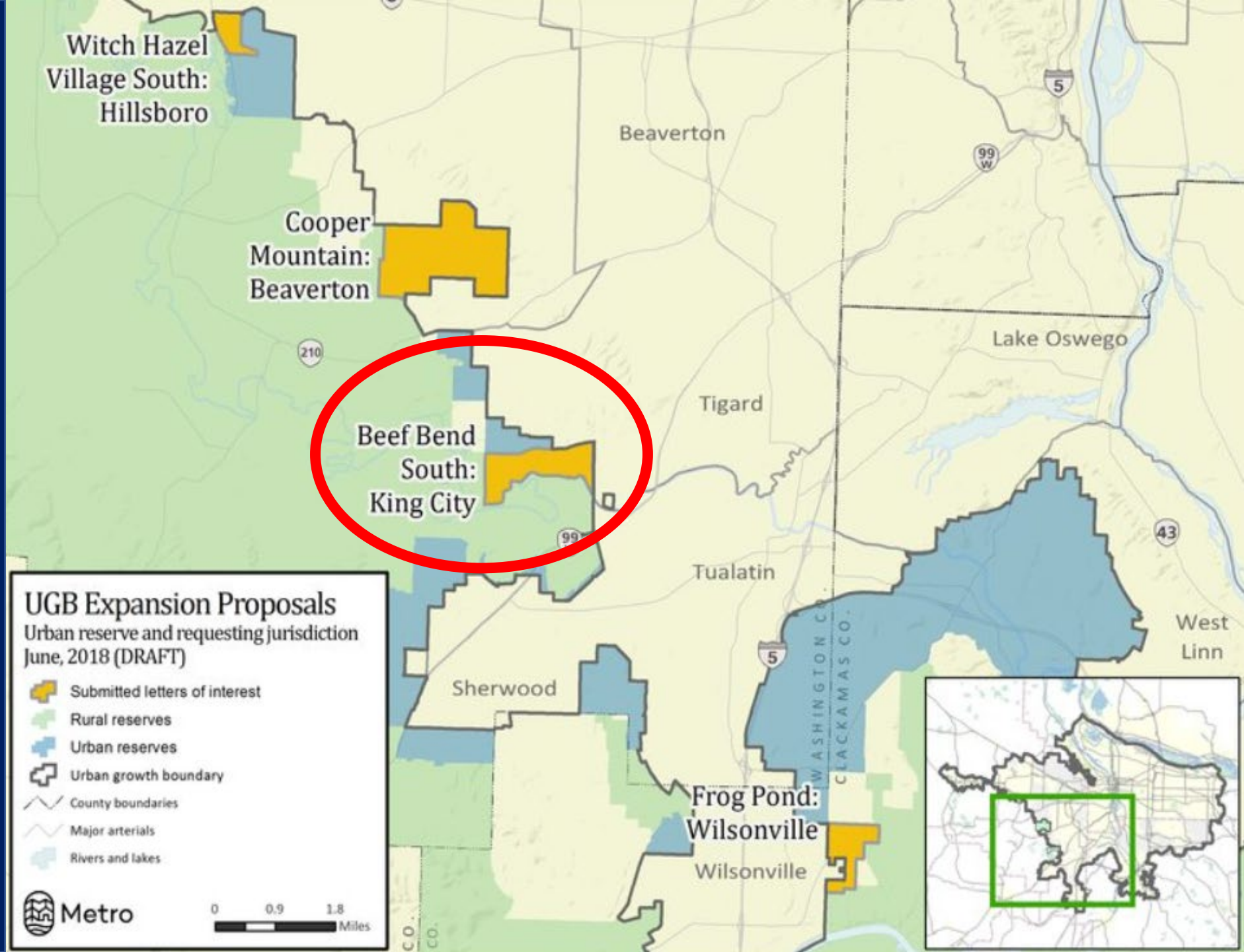
Today's Agenda:

- Project Overview
- Process
- Existing Conditions
- Opportunities and Constraints
- Public Comment
- Next Steps

PROJECT OVERVIEW

The *King City Urban Reserve Area 6D Concept Plan* led to Metro approval to bring this area into the UGB at the end of 2018.

The Master Plan is intended to refine the *Concept Plan* to provide additional development detail and outcomes.





PROJECT OVERVIEW: *What are we planning for?*



PROJECT OVERVIEW: 2018 *King City* Concept Plan

PROJECT PROCESS



TAC members will participate in (4) meetings throughout the course of the 16-month process. TAC responsibilities include:

Reviewing and commenting on work products

Providing technical expertise and guidance

Acting as liaisons to other constituencies and planning efforts

PROJECT PROCESS: *TAC Responsibilities*

King City Master Plan Schedule		2020				2021											
Tasks	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	
Project Kick-Off	█																
Existing Conditions		█			■	★	◆										
Goals, Objectives and Master Plan Alternatives					█			■									
Draft Master Plan and Implementation Strategy								█		■	★	◆					
Plan Consistency Analysis											█						
Final Master Plan and Implementation Strategy													■	◆	◆	◆	◆

TAC/SAC Meetings ■

Planning Commission/City Council Meetings ◆

Public Workshops ★

PROJECT PROCESS: *Tasks and Schedule*

Stakeholder Advisory Committee (SAC)

Technical Advisory Committee (TAC)

Stakeholder Interviews/Focus Groups

Planning Commission/City Council Briefings

Public Workshops

Community Surveys

Social Media

Project Website

Print Materials



King City Master Plan

PUBLIC INVOLVEMENT PLAN



January 12, 2021

Potential Organizations/Groups to Engage

Art Rutkin Elementary School
 Deer Creek Elementary School
 Tigard Tualatin School District
 King City Parks and Recreation
 Tigard Tualatin Aquatic District
 Tualatin River National Wildlife Refuge
 Tualatin River Greenway Trail (City of Tualatin)
 Tualatin River Keepers

King City Civic Association
 Area businesses and business organizations
 Tualatin Valley Fire and Rescue
 King City Police Department

King City Public Works
 Clean Water Services
 King City expansion area property owners
 Washington County Housing Advisory Committee

Legacy-GoHealth
 Providence

Washington County/Ride Connection
 TriMet

Oregon Department of Transportation
 King City Lions Club
 Free Food Ministries Food Pantry

Non-native English speakers	Spanish Speakers ESL Classes at St. Anthony Catholic Church, Tigard Senior Center and Tigard United Methodist Church Tigard Covenant Church Unite Oregon, Washington County
Arts and culture	King City Civic Center Clubhouse
Seniors	King City Senior Village King City Civic Center Clubhouse
Local, Regional and State Agencies	Cities of Tualatin, Tigard, Sherwood and Beaverton Washington County Metro Oregon Department of Land Conservation and Development Oregon Department of State Lands
Elected and Appointed Officials	King City Boards and Commissions King City Planning Commission King City City Council

PROJECT PROCESS: *Public Involvement Plan*

EXISTING CONDITIONS



*King City Master Plan Area
(KCMP)*

King
City

EXISTING CONDITIONS

Sensitivity to the
Tualatin River and
surrounding
natural areas

Community of
great
neighborhoods

Universal access
and fluidity of
transportation



EXISTING CONDITIONS: *Key Ideas from the Concept Plan*

Land Use

- 3,576 dwelling units can be accommodated within four distinct neighborhoods including: **Main Street/ Town Center, Beef Bend Neighborhood, Central Neighborhood, and Rural Character Neighborhood**
- A spectrum of housing types should be accommodated, with a **focus on middle housing types**.



Street types

- Concept plan identifies a full range of street and path types for **context sensitive design**
- Street types include **green boulevard, main street, local neighborhood, local queuing, shared street, residential alley, rural character street, and multi-use path/trail**

EXISTING CONDITIONS: *Key Ideas from the Concept Plan*



- **The City of Tigard provides potable water service to the City of King City.**
- **Tigard's water supply facilities are adequate to supply water to the Beef Bend South area through 2050.**
- **The recommended strategy includes main extensions and increased storage capacity.**

EXISTING CONDITIONS: *Water Infrastructure*



- CWS regional facilities are **adequately sized to receive and treat wastewater** generated from full buildout of the KCMP.
- **A new local collector system is required** to convey wastewater from the area to the CWS system.
- Due to the topographic location of the Beef Bend South area, **CWS may require upsizing some new KCMP sewers** to serve existing and future development north of Beef Bend Road.
- An alternative regional strategy may include **relocating the existing CWS Bull Mountain Pump Station**.

EXISTING CONDITIONS: *Sanitary Sewer Infrastructure*

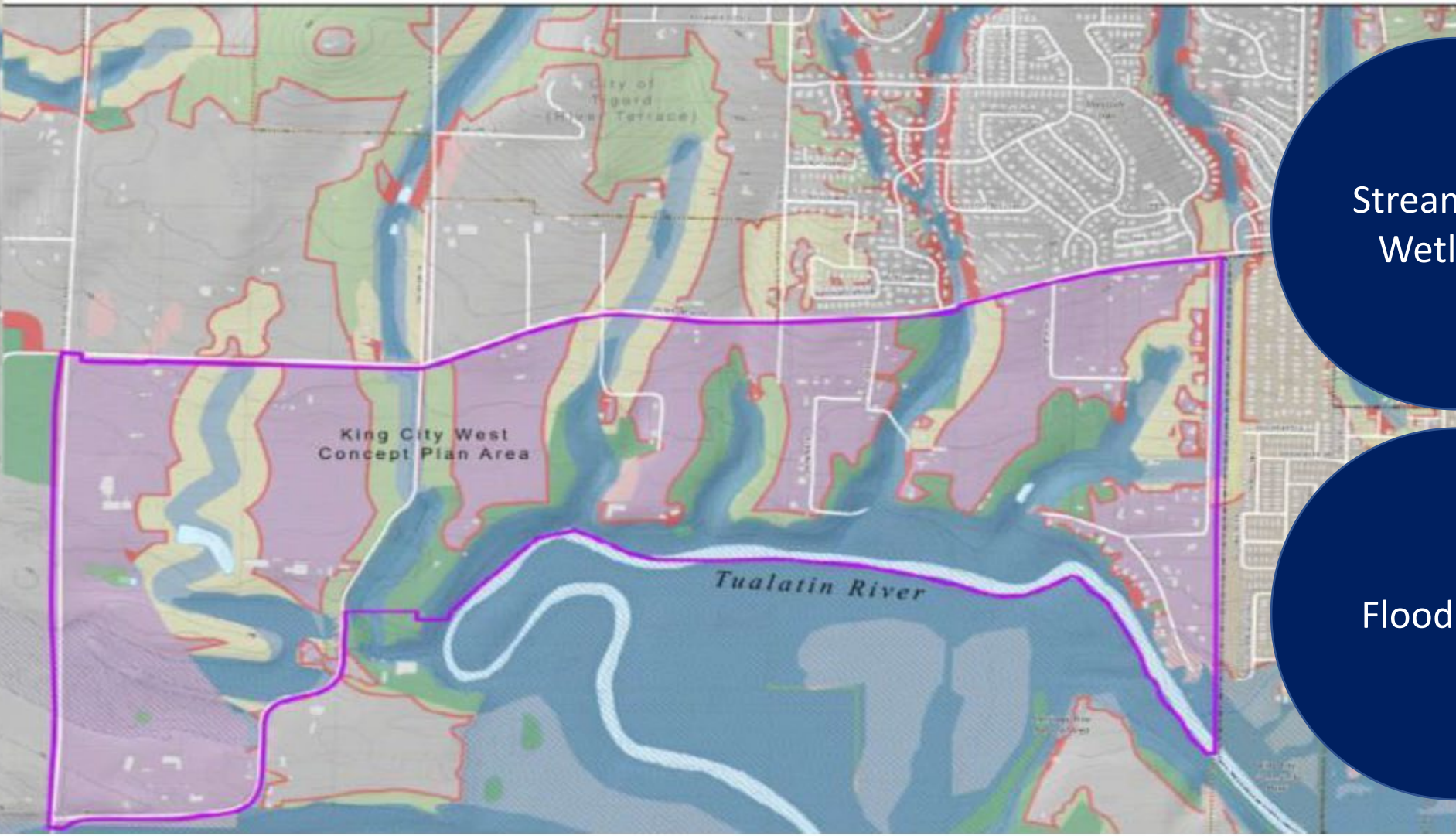


- **The area is moderately sloped** and generally drains from north to south.
- Most of the drainage corridors are believed to be in **advanced stage of degradation**.
- The recommended strategy is to **make use of Regional Stormwater Facilities**
- **The consolidation of regional stormwater facilities** to serve both River Terrace and the KCMP could be considered but would require further coordination.

EXISTING CONDITIONS: *Stormwater Infrastructure*

LEGEND

- King City West Concept Plan Area
- City of King City
- Urban Growth Boundary (UGB)
- Streams
- 50-foot Contour
- 10-foot Contour
- FEMA Floodplains
- Wetlands (Metro)
- Upland Wildlife Habitat Quality (Metro)**
- Class A
- Class B
- Class C
- Riparian Wildlife Habitat Quality (Metro)**
- Class I
- Class II
- Class III
- Other (Metro)**
- Areas where nearby activities have an impact on resources



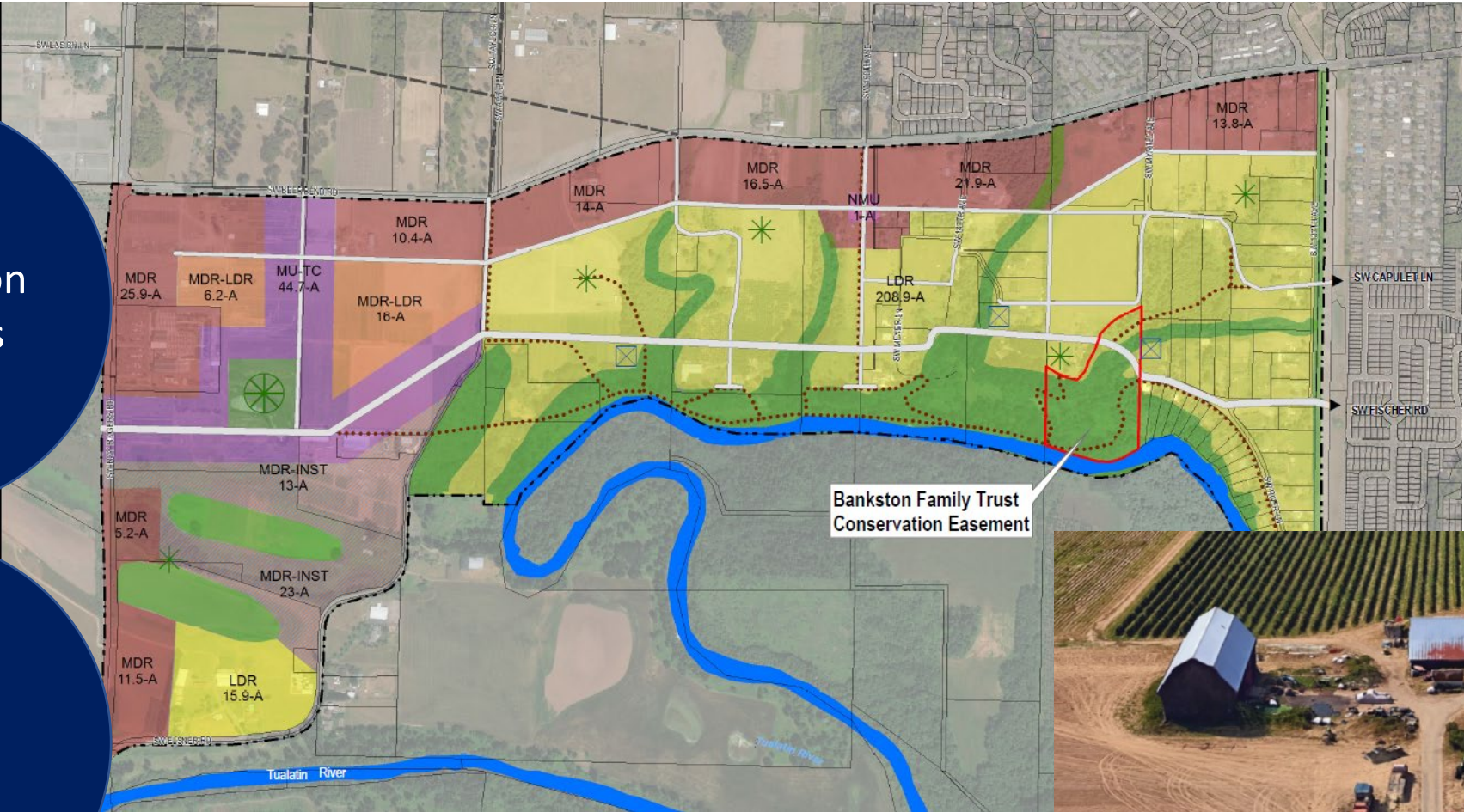
Streams and Wetlands

Floodplains

EXISTING CONDITIONS: *Natural Resources*

Conservation Easements

Cultural Resources



EXISTING CONDITIONS: *Cultural Resources*

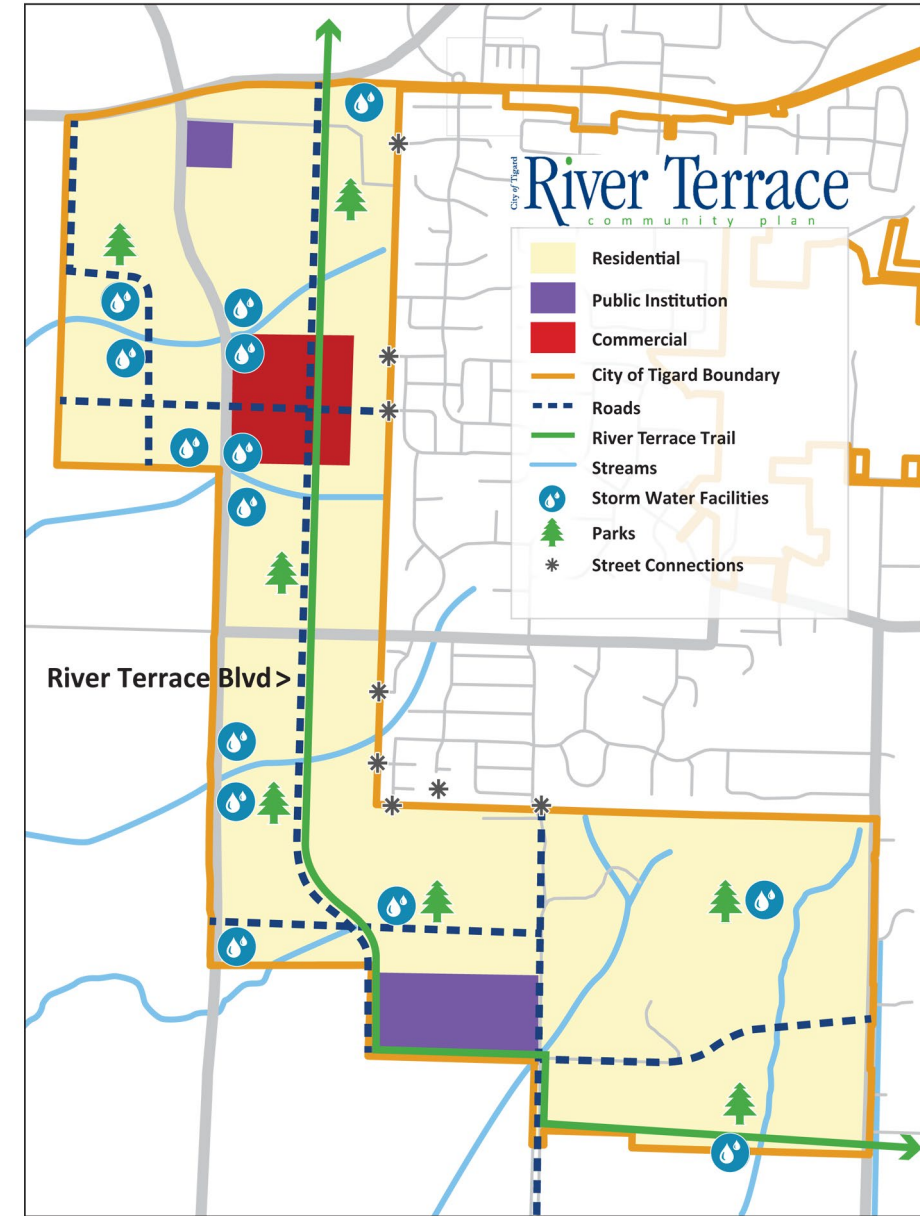
- **Overall population within the PMA included 104,370 people in 2019**, with 25,144 people added between 2000 and 2019.
- **In 2018, there were 40,247 housing units in the PMA.** Between 2010 and 2018, the PMA added 1,926 detached homes and 1,626 middle-income housing units.
- **Home prices in King City are comparatively lower** than surrounding cities but reached a record high median sales price of \$359,000.
- ***The Concept Plan* assumed a total of 3,091 homes will be added by 2045.** Planned development is reasonable and would be supported by capturing approximately 30% to 40% of the future housing growth within the PMA.
- **There is a significant market opportunity for the development of middle-income housing in the planning area.**

- 
- **Projected level of commercial development by year 2045 ranges from 42,000 to 86,000 SF of leasable floor area.**
 - **The potential for future commercial development is not expected for at least 10 years, or until significant residential activity occurs within the master plan area.**
 - **Greater market potential for a town center located in an area with good visibility and access from a high-volume roadway**
 - **Lower market potential for a town center located without visibility from a major roadway.**
 - **Private commercial development : 84 to 172 jobs, but the potential to add new public facilities would increase job growth beyond the forecast of 275 jobs.**

Integration with Key Transportation Planning

Efforts in the Area:

- King City Transportation System Plan
- Tigard River Terrace
- Washington County Urban Reserve Transportation Study



EXISTING CONDITIONS: *Transportation*

Potential Street Standards

- Outlines existing standards including ROW and street widths and cross-sections based on functional classification
- Alternative standards that could fit with urban design parameters and diverse housing types

Table 5. Summary of Alternative Street Typologies



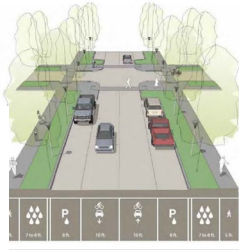
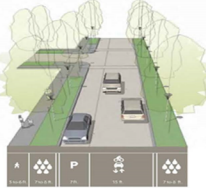


Street Type	Examples	Key Features	Sample Illustration
Big Street (Arterial)	Beef Bend Road	<p>Beef Bend Road is currently suitable for a 3-lane cross-section, but future development could require 5 lanes. The Concept Plan identified a goal for Beef Bend Road to tame traffic, while not impinging on auto mobility through the region.</p> <p>The vision for Beef Bend Road is slower traffic, a park-like setting, a planted median, inviting and safe opportunities for pedestrians and bicyclists.</p> <p>Development along Beef Bend Road would be multi-dwelling residential where homes face the street and have backside alley access. Homes would be separated from traffic by a wide greenspace.</p> <p>Because of area topography, travel lanes could be splayed to minimize the height and cost of structures (see illustration).</p> <p>A multiuse off-street path would provide a safe and attractive route for bicyclists and pedestrians.</p>	 <p>Beef Bend development design concept</p>  <p>Example of splayed travel lanes</p>
Collectors	<p>SW Fischer Road</p> <p>SE Elsner Road</p> <p>Others to be determined</p>	<p>A variety of collector street cross-sections could be developed with an overall goal of reduced travel speeds (i.e., 20 mph target speeds).</p> <p>Options could include the provision of on-street bicycle lanes, require shared bicycle and auto use on a low-speed facility, or rely on a separated multiuse</p>	

Table 5 Continued. Summary of Alternative Street Typologies

Street Type	Examples	Key Features	Sample Illustration
Local Streets	<p>Neighborhood Street-2 side parking</p> <p>Neighborhood Street-1 side parking</p> <p>Neighborhood Street-Diagonal Parking</p> <p>Informal Walkway Streets</p> <p>Streambed Crossing</p>	<p>Neighborhood Streets are designed to enhance safety for all modes: cars, bikes, pedestrians, and low speed vehicles. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one another. Bicycles will share the travel lanes with cars.</p> <p>Intersections may be necked-down with bulb-outs to improve safety for pedestrians.</p> <p>Permeable paving could be used in the parking lanes and flow-through planters in the street buffer area would reduce the extent of impervious surfaces in the study area which supports wetland and stream health. Parking could be provided on one of both sides of the street.</p> <p>These streets could also include a median to enhance street appearance and improve water quality by capturing and treating storm water runoff.</p> <p>Streambed Crossing represents a cross-section that could be applied to local or collector streets where the road would cross an existing streambed. The crossing could be made with a culvert or bridge.</p> <p>The street section would narrow to reduce initial and life-cycle costs and minimize the impact of culvert or bridge construction on the creeks.</p> <p>Speeds would be slow, and bicycles would share the travel lanes with cars.</p>	  

Key Transportation Challenges

East/West alignment

- Provides link to existing city that can relieve Beef Bend Road while minimizing costs of crossing ravines
- Can address existing landowner needs and expectations (Sharlin Farms)
- Bankston conservation easement

Regional Trail Connections

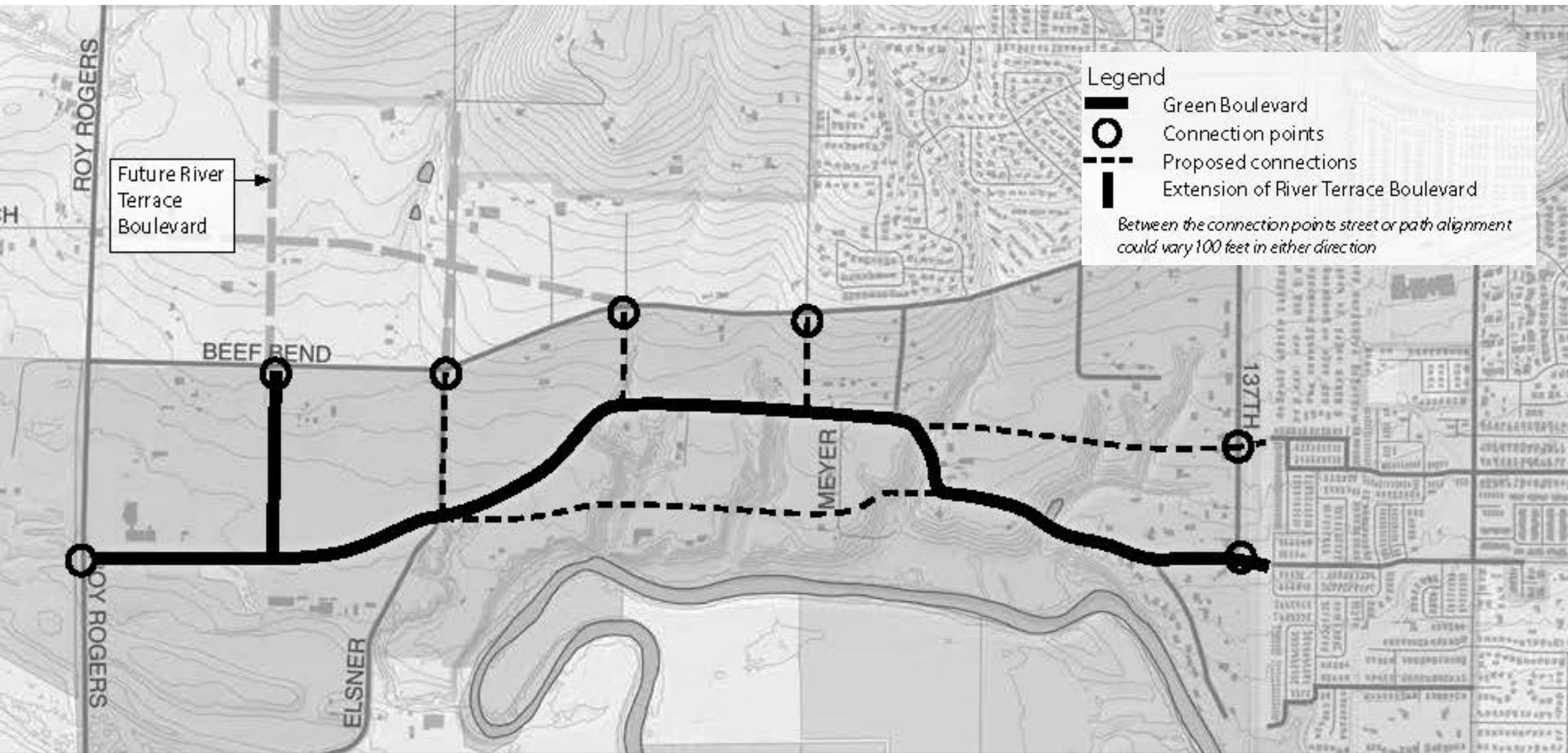
- Westside and Tualatin River Connections

North/South alignment

- Street alignment connections to River Terrace and existing north/south streets on north side of Beef Bend Road

Urban Design Objectives

- Streets that suit urban design objectives while meeting transportation and safety needs and goals



EXISTING CONDITIONS: *Transportation*

OPPORTUNITIES AND CONSTRAINTS

*Synthesis of existing conditions to
develop alternatives*



Sensitivity to the Tualatin River and surrounding natural areas

High density residential near transit

Approximately 318 developable acres

A spectrum of housing types

Accommodation of 50,000 SF of commercial uses within a 10- to 20-year horizon

Perpendicular bridge across the narrowest portion of the gorge

Accommodation of 3,576 dwelling units within four distinct neighborhoods

Pedestrian and bike network connectivity

OPPORTUNITIES AND CONSTRAINTS: *What remains fixed?*

KCMP Master Plan Alternatives: Comparison

A	B	C
Town Center: Roy Rogers Rd (intersections offset east)	Town Center-River Terrace Blvd (intersections offset east)	Town Center: Beef Bend Rd
Fischer Rd connects past 137 th	Beef Bend Rd connects to 150 th street	
E-W Transit connections on Beef Bend Rd	N-S Transit connections on Roy Rogers Rd	N-S Transit connections via Tigard River Terrace
	Pump station serves properties south of Beef Bend Rd only	

OPPORTUNITIES AND CONSTRAINTS: *Comparison of Master Plan Alternatives*

What is not fixed?

- Parallel vs. perpendicular main street
- Future development of the Bankston property, and/or the airfield
- Future east-west connections
- Circular pattern vs. orthogonal for local street alignments
- Drainage areas/topography
- Gravity pipelines across drainages
- Pipe alignments for sewer
- Fischer Road crossings bridges vs. culverts

KCMP Town Center Alternatives: Comparison

A	B	C
Riverwalk/Open Space Program 1	Riverwalk/Open Space Program 2	Riverwalk/Open Space Program 3
Civic program 1 (school)	Civic program 2 (alternate school location)	Civic program 3 (no school)
Moving Main Street (Beef Bend Rd)	Main street north-south between Roy Rogers Rd and River Terrace Blvd	Main street east-west off Roy Rogers Rd and Fischer Rd
Transit service on Beef Bend Rd	Transit service on Roy Rogers Rd	Transit Service on River Terrace
Larger nodes of commercial (more visibility, along Roy Rogers)	Smaller nodes of commercial uses (less visibility)	
Group-oriented development along river (hotel, office)	Group-oriented development along river (hotel, office)	
Intensive uses on corner/Less intensive office-civic uses set back		

OPPORTUNITIES AND CONSTRAINTS: *Comparison of Town Center Alternatives*

Town Center/ New Urbanist Community examples

Example

Birds Eye

Street Level

Ion, South
Carolina



King Farm,
Maryland



OPPORTUNITIES AND CONSTRAINTS: *Town Center Examples*

Town Center/ New Urbanist Community examples

Example

Birds Eye

Street Level

Kentlands
Maryland



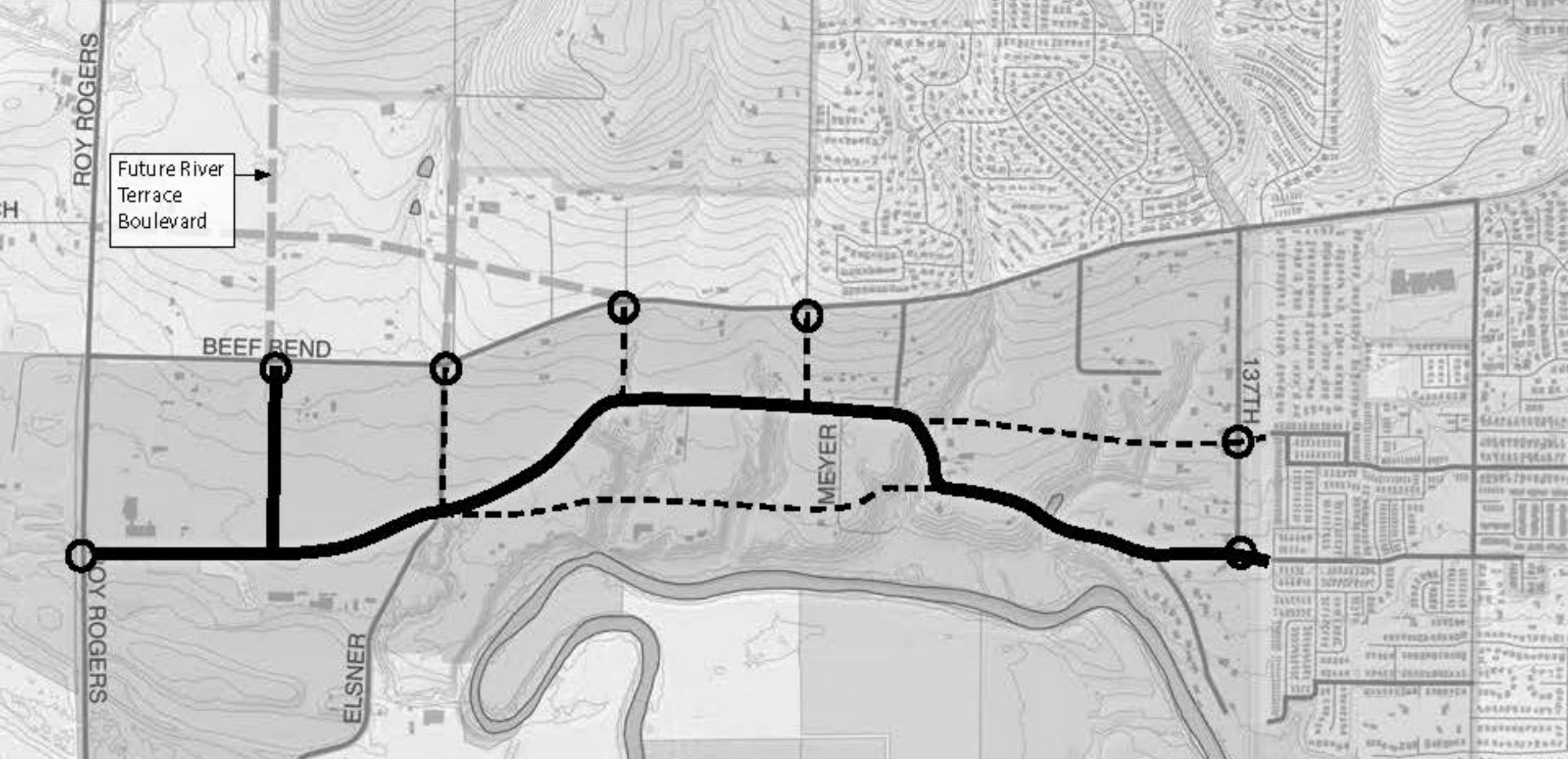
Orencia,
Oregon



OPPORTUNITIES AND CONSTRAINTS: *Town Center Examples*



OPPORTUNITIES AND CONSTRAINTS: *KCMP Alternatives*



OPPORTUNITIES AND CONSTRAINTS: *KCMP Alternatives*

PUBLIC COMMENT?

Next Steps:

- Stakeholder Advisory Committee – *February 2021*
- Online/Virtual Open House – *February 2021*
- Stakeholder Interviews/Focus Groups – *February 2021*

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Plan Consistency Analysis					█											
Final Master Plan and Implementation Strategy					█											

TAC/SAC Meetings ■

Planning Commission/City Council Meetings ◆

Public Workshops ★



THANK YOU!

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