



KINGSTON TERRACE EAST/WEST CIRCULATION STUDY | OPEN HOUSE

May 12, 2022

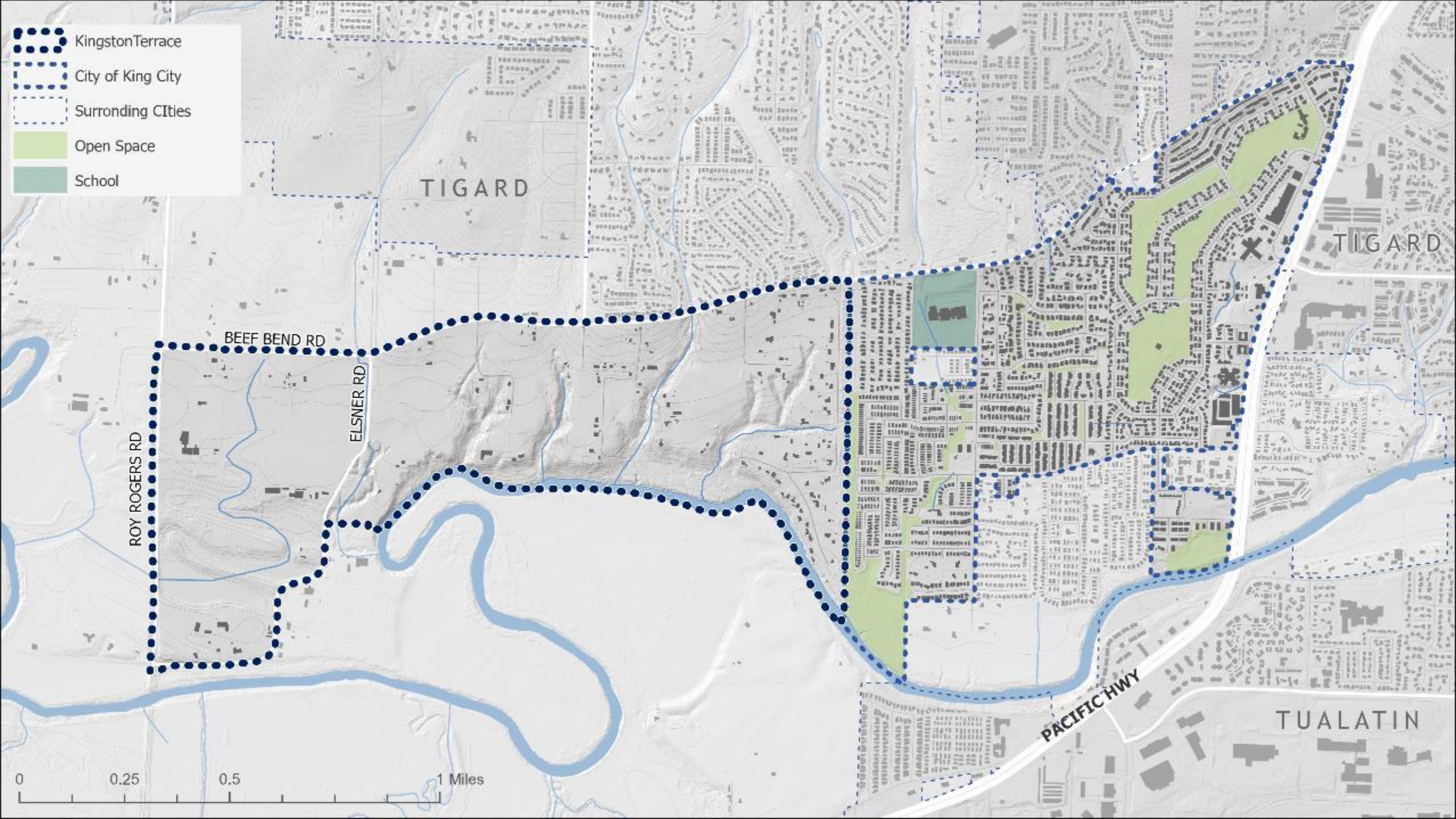


WELCOME!

Today's Agenda:

- Introduction
- Project Background and Status
- Circulation Study - Evaluation Factors
- East/West Circulation Alternatives
- Clean Water Services
- Next Steps
- Open House / Online Questionnaire

Project Background and Status



2018 Concept Plan



Master Plan



- Baseline Conditions
- Community Vision
- Preliminary Design Considerations

- Additional development detail
- Vision implementation



King City TSP

Tigard and County TSPs

Tigard River Terrace Planning

Comprehensive Plan
and Development
Code Amendments

PROJECT OVERVIEW: *Putting the pieces together*

OPPORTUNITIES AND CONSTRAINTS

What remains fixed?

- Sensitivity to the Tualatin River, ravines and surrounding natural areas
- Approximately 318 developable acres
- Accommodation of 50,000 SF of commercial uses
- Accommodation of minimum of 3,300 dwelling units within four distinct neighborhoods
- High density residential near transit
- A spectrum of housing types
- Pedestrian and bike network connectivity

OPPORTUNITIES AND CONSTRAINTS

What is not fixed?

- Parallel vs. perpendicular main street
- Future development of select parcels (e.g., Bankston property, airfield)
- Future east-west connections
- Circular pattern vs. orthogonal for local street alignments
- Drainage areas/topography
- Gravity sewer pipelines across drainages
- East/west crossings – bridges vs. culverts

OUTREACH AND ENGAGEMENT

- **Public Meeting** on March 15, 2021
- **Online Open House** live from March 1-31, 2021
- **108 community members** participated in the Public Meeting and Online Open House
- **Spanish** materials and translator
- Outreach to the **Korean**-speaking community
- **Ten** stakeholder interviews conducted in March and April 2021 (property owners, community members, and partner agencies)

Invitations and information were shared with the following organizations:

- Tigard Tualatin Aquatic District
- Tualatin River Keepers
- Ride Connection
- King City Lions Club
- Free Food Ministries Food Pantry
- St. Anthony's Catholic Church
- Tigard Senior Center
- Tigard Covenant Church
- Korean First Southern Baptist Church
- Unite Oregon (Washington County)
- King City Civic Center Clubhouse
- 1000 Friends of Oregon

NOVEMBER 2020 – FEBRUARY 2021

OUTREACH AND ENGAGEMENT

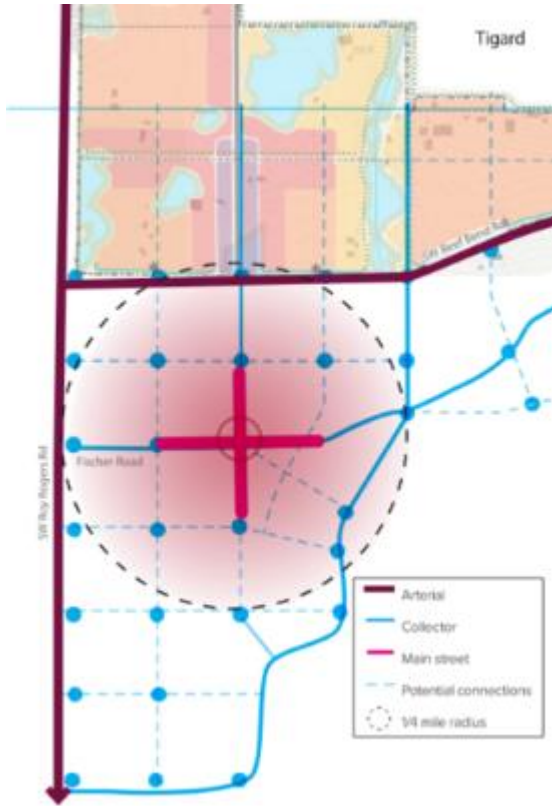
- Feasibility of infrastructure and associated costs, particularly related to drainage crossings.
- Protection and enhancement of natural resources.
- Character of adjacent neighborhoods.
- Rate of growth and development.

Key Concerns

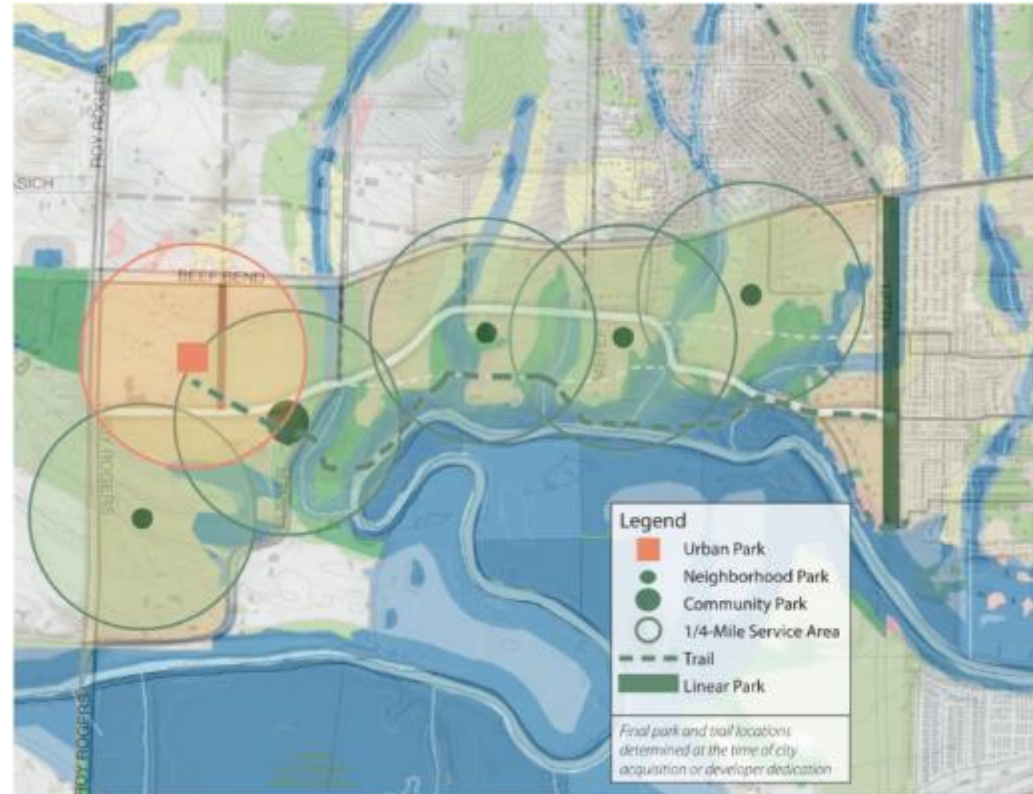
NOVEMBER 2020 – FEBRUARY 2021

OUTREACH AND ENGAGEMENT

Town Center /
Main Street Designs



Park and Open Space Types and Locations



Street Types



MARCH – MAY 2021

Why is having a continuous east/west collector street important?

- Integrates King City through quality circulation from one end of town to the other, offering connectivity and accessibility.
- Supports proposed land uses and development in Kingston Terrace to achieve the vision.
- Reduces vehicle miles of travel (VMT) and enhances community sustainability.
- Provides a range of mode choices for residents and visitors and offers opportunity for the quickest travel times by all modes.
- Is supportive of potential future transit that touches the heart of the community.
- Supports better emergency vehicle travel times.
- Spreads the traffic burden throughout the network.

**STUDY CURRENT
CONDITIONS**

**GOALS AND OBJECTIVES
LAND USE CONCEPTS**

DRAFT MASTER PLAN

**DRAFT MASTER PLAN CONT'D
IMPLEMENTATION STRATEGY**

**MASTER PLAN
ADOPTION PROCESS**

**TRANSPORTATION NETWORK
ALTERNATIVES**

Fall 2020

Winter 2021

Spring

Winter 2022

Fall


Community Meeting


TAC/SAC Meeting


Community Meeting


TAC/SAC Meeting


Community Meeting


TAC/SAC Meeting


Community Meeting







TAC/SAC Meeting


Planning Commission
and City Council
Meetings

PROJECT SCHEDULE

East/West Circulation Study Evaluation Factors for Alternatives

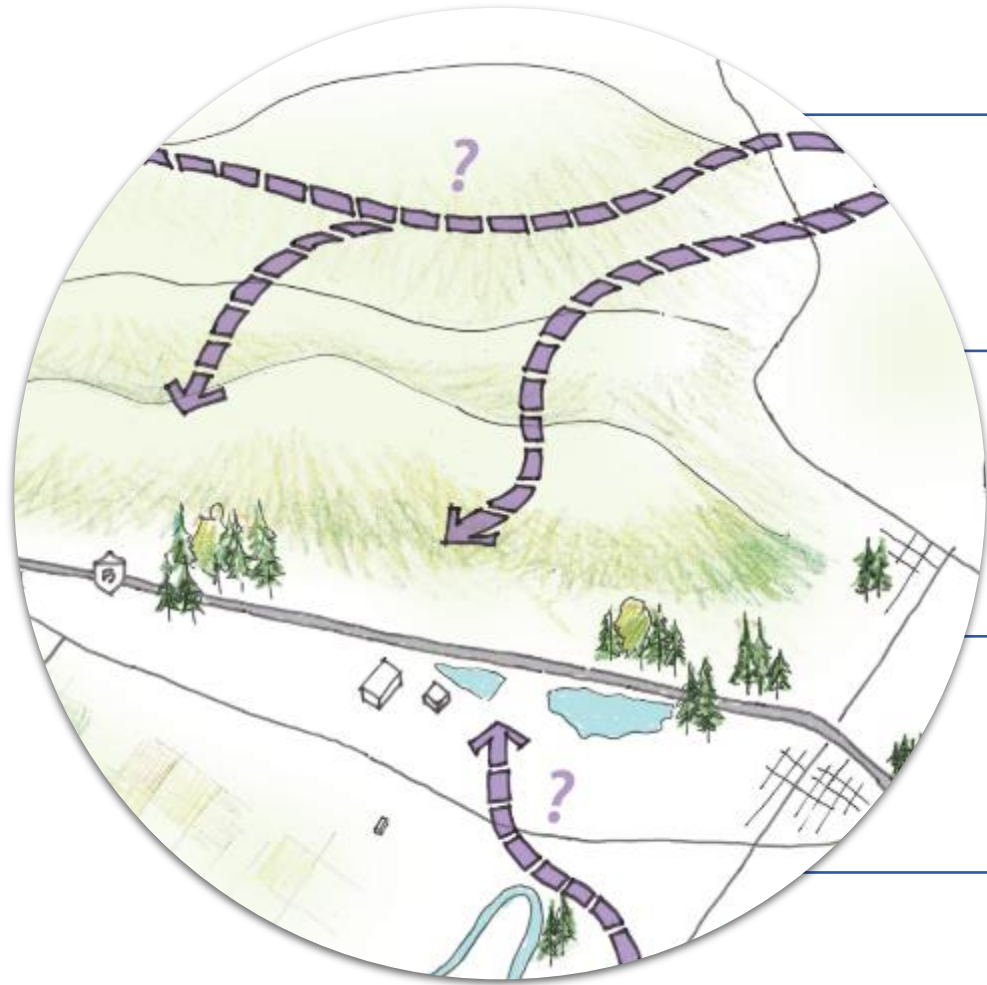
- Build on Vision and Goals of the Draft TSP and previously adopted Concept Plan.
- Identify and use factors that show differences among alternatives.
- Consider key factors from the following categories:
 - Land use and community design
 - Mobility
 - Public utilities and services
 - Natural resources
 - Cost and implementation considerations

- Quantitative or Qualitative evaluation based on data – focus on the **differences** and consider “**order of magnitude**” effects.
- Scored based on assessment of:
 -  Most positive effect
 -  Positive effect
 -  Neutral
 -  Negative effect
 -  Most negative effect
- Compare alternatives and identify best performer.
- Primary objective is to identify the key multimodal east/west corridors.

Impact Categories/Criteria	Alternative 1	Alternative 2	Alternative 3
	<Insert performance score on scale of 1 to 5 with 5 being highest benefit/least impact>		
Land Use/Community Design	0	0	0
- Support planned land use patterns			
- Existing neighborhood cohesion			
- Minimize splitting existing parcels			
- Serves those with greatest transportation needs and least resources			
- Impacts to disadvantaged or marginalized population groups			
- Historic/cultural impacts			
- Effect on quality of access to and impacts on recreational sites			
Mobility	0	0	0
- Quality of bike/ped connections			
- Connectivity/out of direction travel			
- Level of service/delays			
- Travel times/VMT effects			
- Ability to meet spacing standards/ block size goals/limit on cul-de-sacs			
- Transit supportive			
- Provides one continuous connection from Town Center to existing city			
- Supports providing a seamless connection to existing/planned infrastructure in existing King City and surrounding communities			
Public Utilities and Services	0	0	0
- Stormwater and water quality impacts			
- Effect on steep slopes and erosion potential			
- Accommodation of emergency services, transit and school bus routing			
- Effect on public utilities such as water, sewer, gas, etc.			
Natural Resources	0	0	0
- Wetland impacts			
- Impacts to streams and riparian areas			
- Impacts to upland habitat			
- Impacts to wildlife corridors			
Cost and Implementation	0	0	0
- Order of magnitude cost estimate			
- Potential for TDT or other public funding vs developer funding			
- Order of magnitude construction and O&M cost estimates for public utilities			
- Effects of expected transportation system phasing			
TOTAL SCORE	0	0	0

APPLICATION AND SCORING OF EVALUATION FACTORS

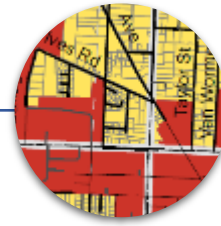
Development of East/West Circulation Alternatives



Development-Driven Investments



Local/Regional Transportation Access and Connections



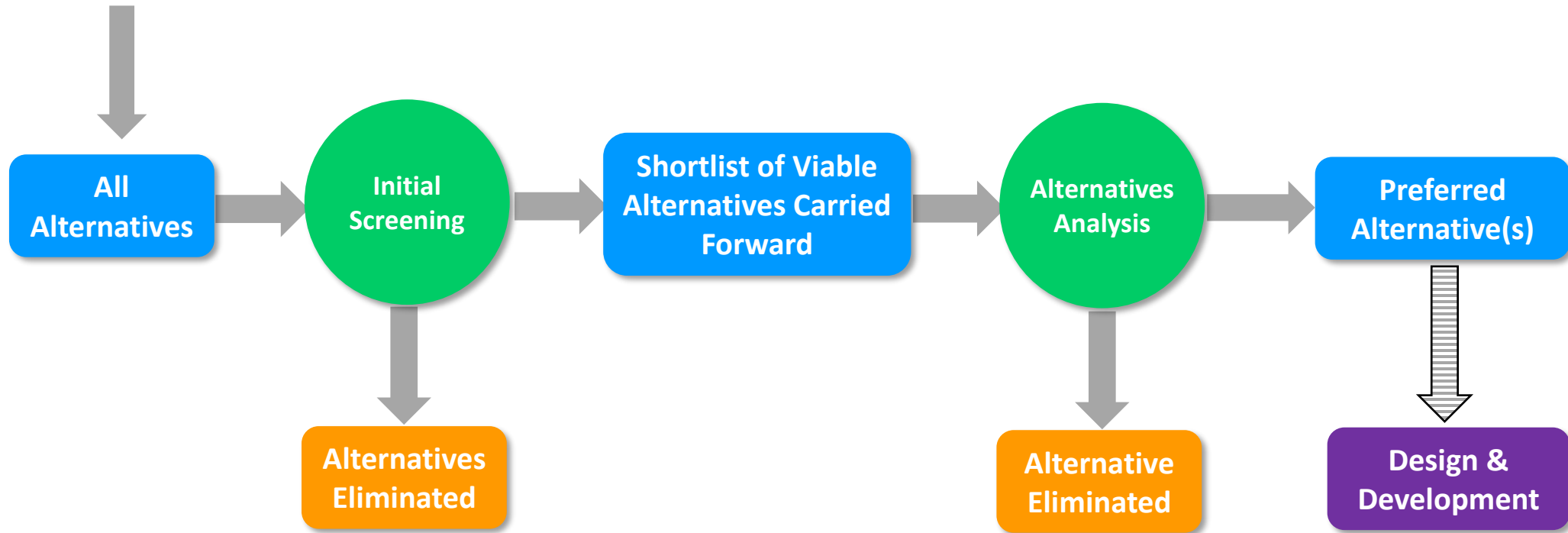
Built & Natural Environmental Considerations



Infrastructure Requirements

CONSIDERATIONS IN DEVELOPING A NEW TRANSPORTATION SYSTEM

**Public and Stakeholder Engagement
To Define East/West Alternatives and
Connections to Existing City**

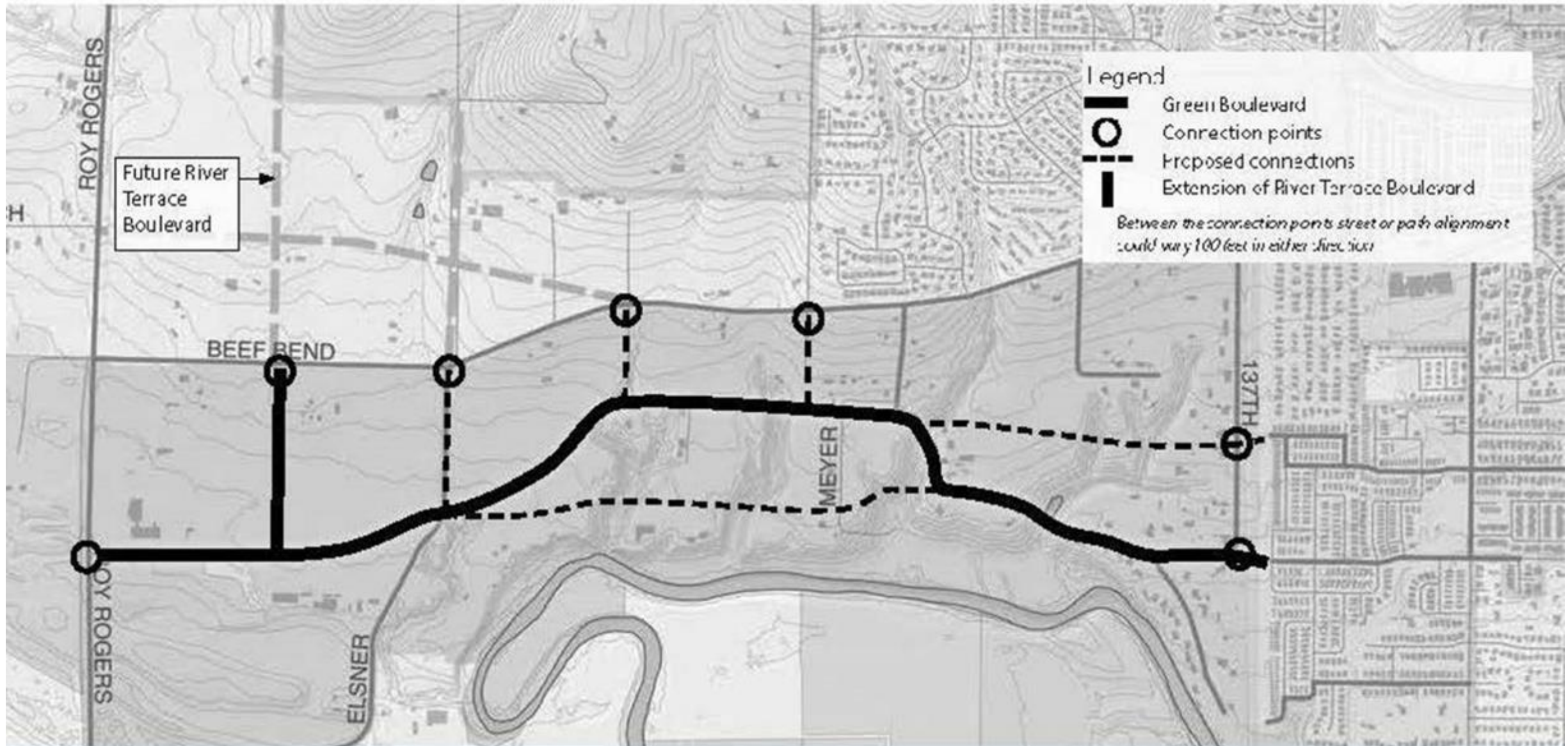


Apply Evaluation Factors that speak to Kingston Terrace Development Goals

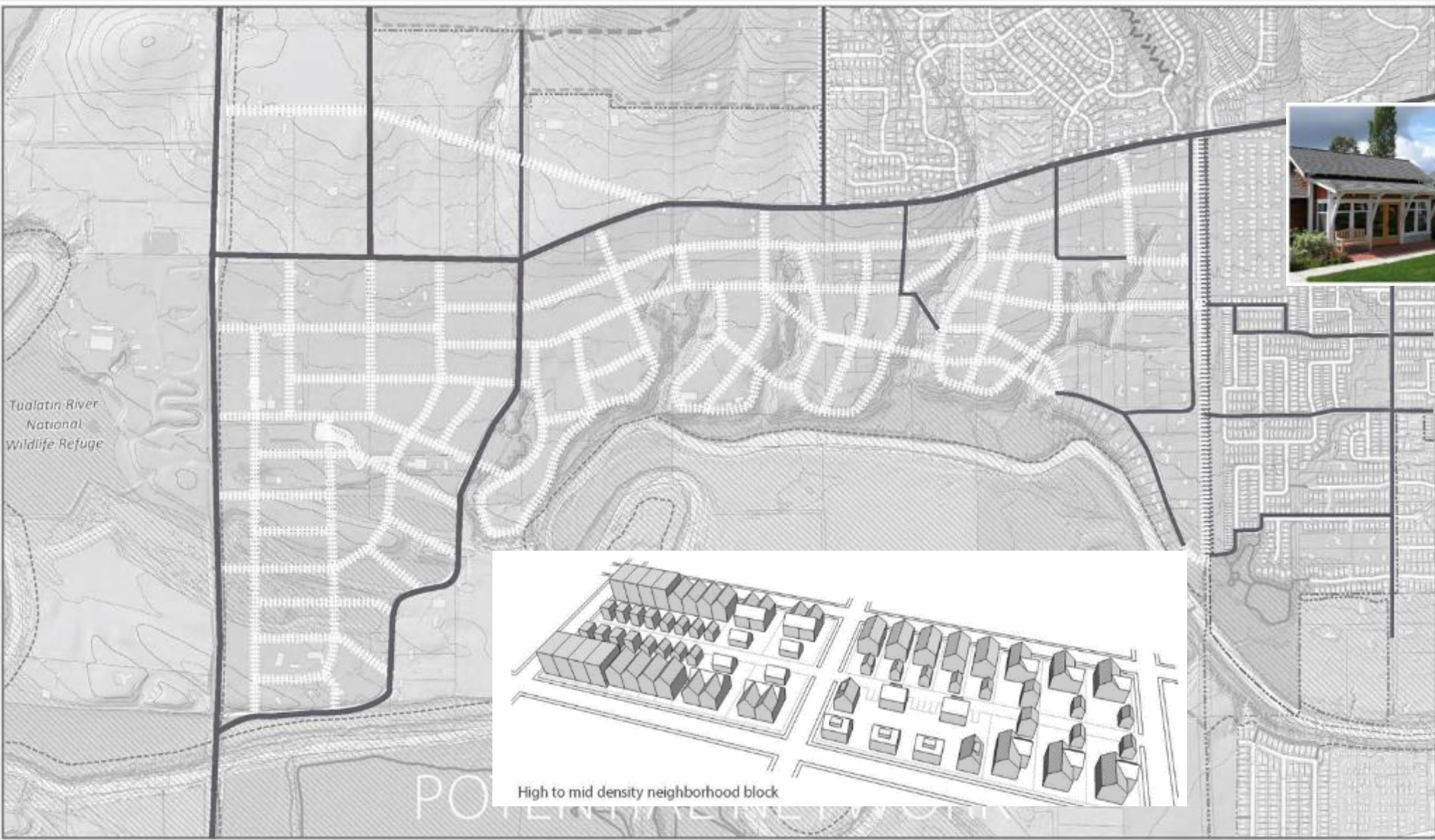
QUALITATIVE

QUANTITATIVE

DEVELOPMENT AND EVALUATION OF ALTERNATIVES



CONCEPT PLAN – BACKBONE MOBILITY SYSTEM



High to mid density neighborhood block

CONCEPT PLAN – STREET SYSTEM THAT SUPPORTS THE LAND USES

What are we Trying to Achieve with this study?

- Support Concept Plan land uses and urban design structure in principle including a lot of connections to accommodate bike/ped travel.
- Integrate King City by providing at least one continuous, multimodal connection through to serve community traffic.
- Ideally provide more than one east/west alignment to spread out the traffic and provide convenient walking and bicycling routes.
- Reduce Vehicle Miles of Travel and enhance sustainability.
- Work with topography and avoid high value natural resources.
- Accommodate needs of public utilities, particularly gravity-fed sewer.

Planning Requirements that affect Kingston Terrace

- Connectivity:
 - Oregon Administrative Rules (OAR 660-012) speak extensively to the need for multimodal system connectivity and pending amendments are even more explicit.
 - OAR also requires that local adopted TSPs or street plans comply with Metro's street connectivity requirements in the Urban Growth Management Functional Plan (Title 6, Section 3).
 - The Urban Growth Management Functional Plan requires street mapping showing internal street connections and connections to adjacent urban areas. More specific requirements are included in the Metro Regional Transportation Functional Plan.

Planning Requirements that Affect Kingston Terrace

- Metro’s Regional Transportation Functional Plan (RTFP) requires mapping that *“shall identify street connections to adjacent areas to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs ...”*
- Block Sizes and Spacing:
 - RTFP and King City Code = 530-foot minimum block spacing (maximum block size) to minimize out-of-direction travel for peds and bikes
 - Washington County Code – 600-foot intersection spacing on Beef Bend Road, 330-feet for bikes and peds
 - RTFP and King City Code = 200-foot maximum length of cul-de-sacs or serving less than 25 homes

East/West Transportation Corridor Ideas and Initial Screening

Initial qualitative screening using high-level factors:

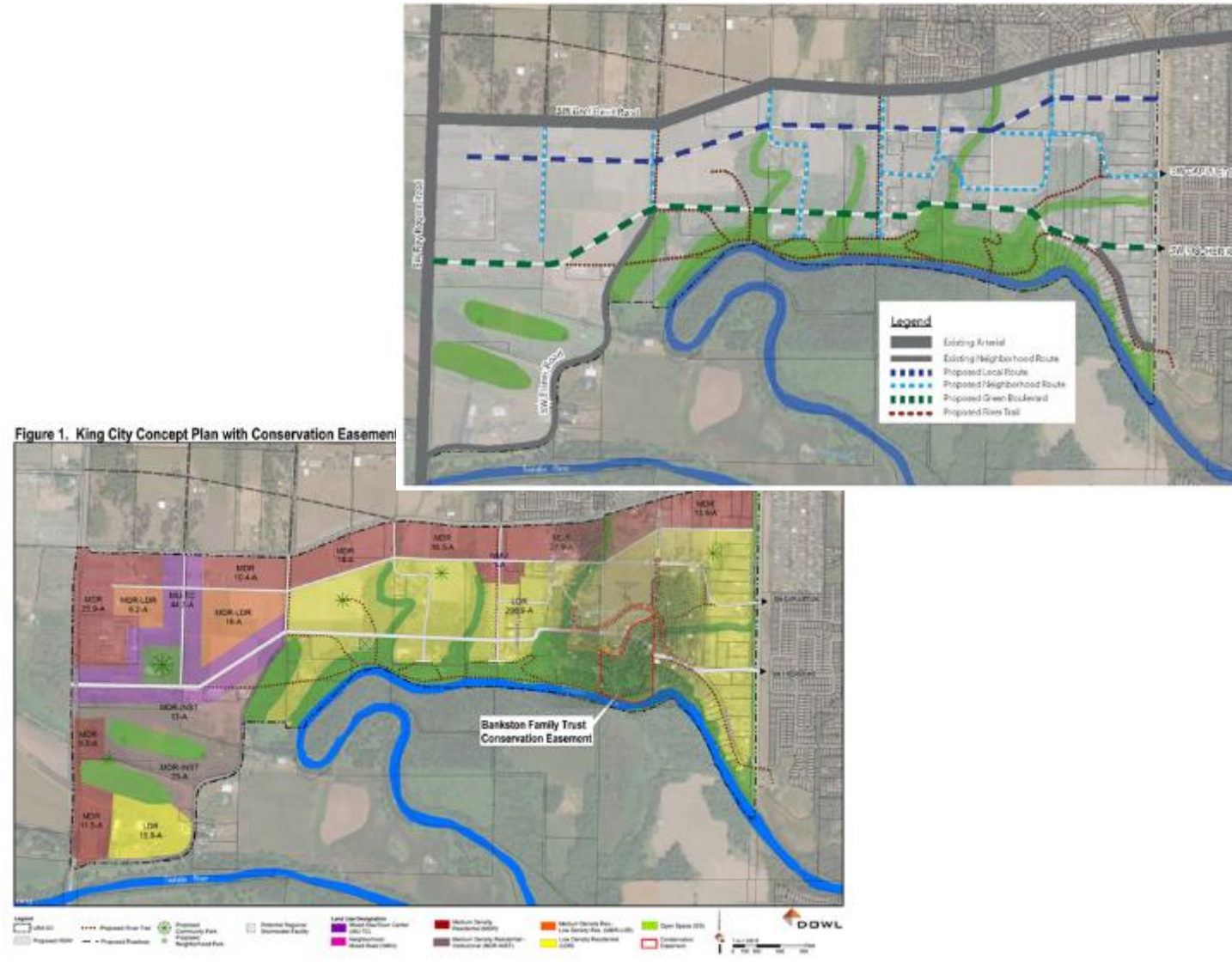
- Consistency with Concept Plan principles (connectivity, encourage bike/pedestrian and other multimodal travel, support land use patterns, etc.)
- Multiple east/west alignments to spread out the traffic.
- Separation from Beef Bend Road so no one facility carries the full traffic load.
- Work with topography and avoid high value natural resources.
- Accommodate needs of public utilities.

Identify range of alternatives for more in-depth analysis.

REFINE EAST/WEST CORRIDOR ALTERNATIVES

Observations:

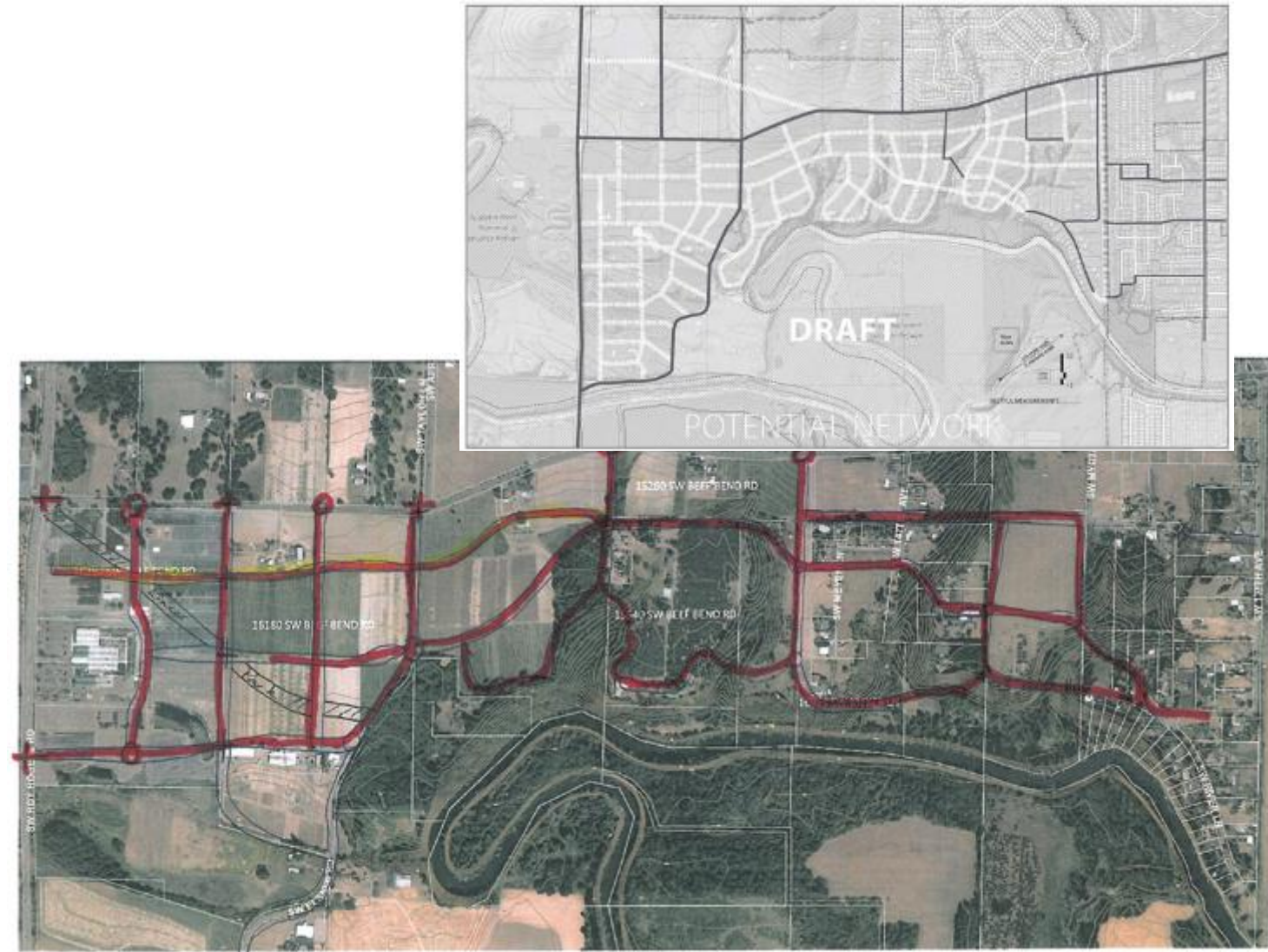
- Northerly alignment meshes with some of the planned circulation system but is insufficient on its own:
 - Doesn't connect to existing city
 - Would not provide cross-circulation past ravines
- Southerly alignment connects to city but also crosses numerous ravines



VARIATIONS ON CONCEPT PLAN STREETS

Observations:

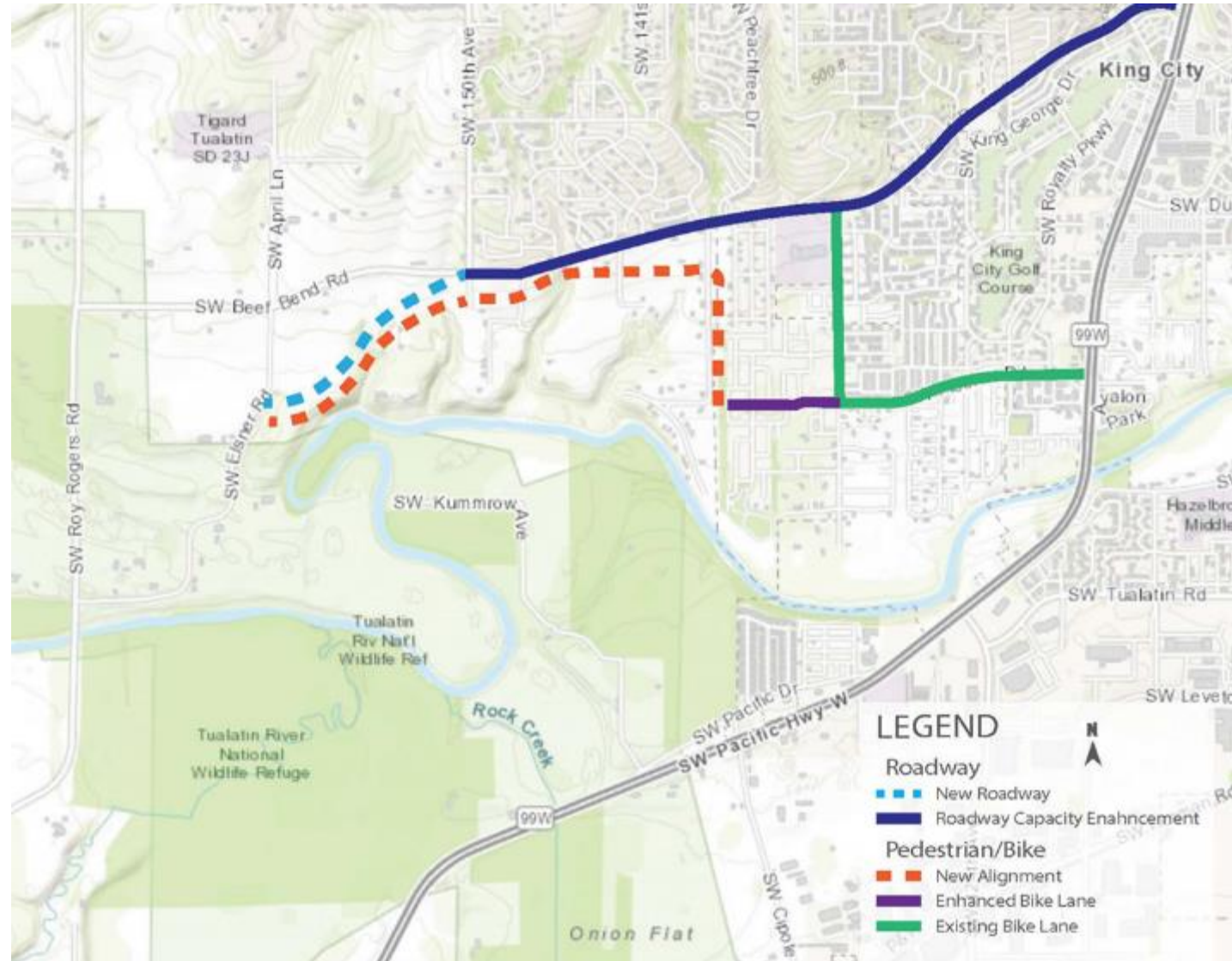
- Provides good coverage of the planning area.
- Attempts to avoid steepest parts of some ravines.
- Connects to existing city collector street but offers no other connections.
- Modifies Concept Plan street system.



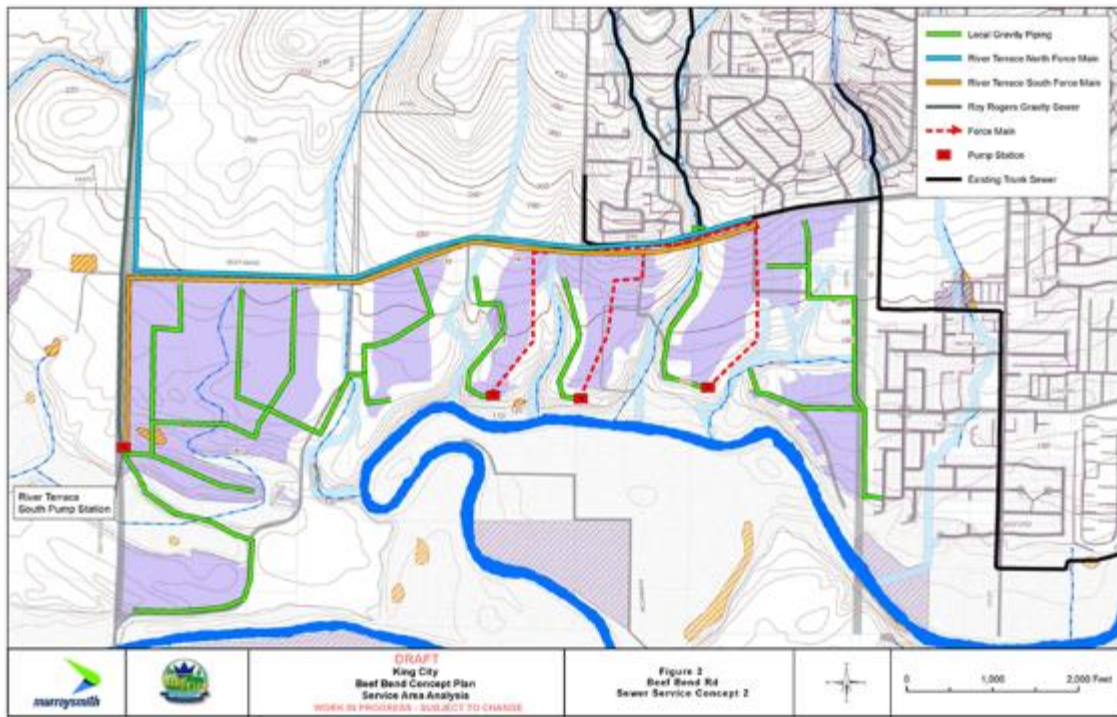
VARIATIONS ON CONCEPT PLAN STREETS

Observations:

- No functional relief of volumes on Beef Bend Road, may require widening.
- Would result in long cul-de-sacs to serve areas between ravines.
- A lot of out-of-direction travel to get to development.
- Avoids high value natural resource areas and ravines.

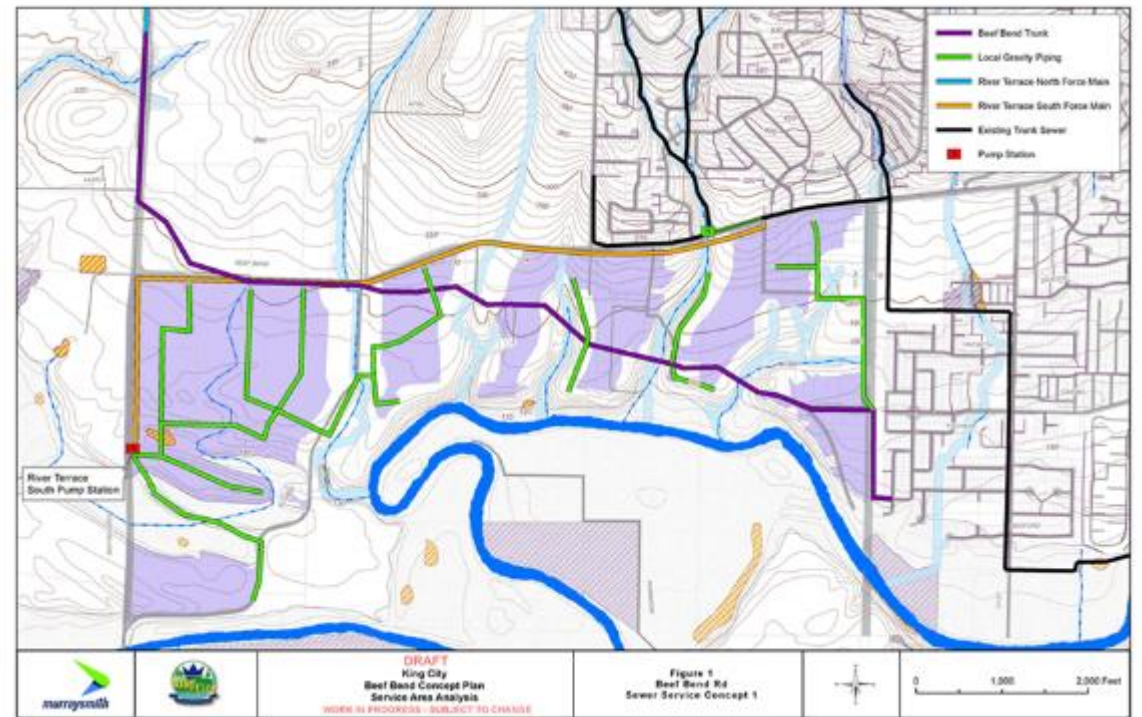


VARIATION ON CONCEPT PLAN STREETS - Community Alternatives



Where street system is largely near Beef Bend Rd:

- Lacks east/west transportation corridor.
- Requires 4 pump stations with long-term O&M costs.
- Results in long cul-de-sacs requiring out-of-direction travel and auto dependency.

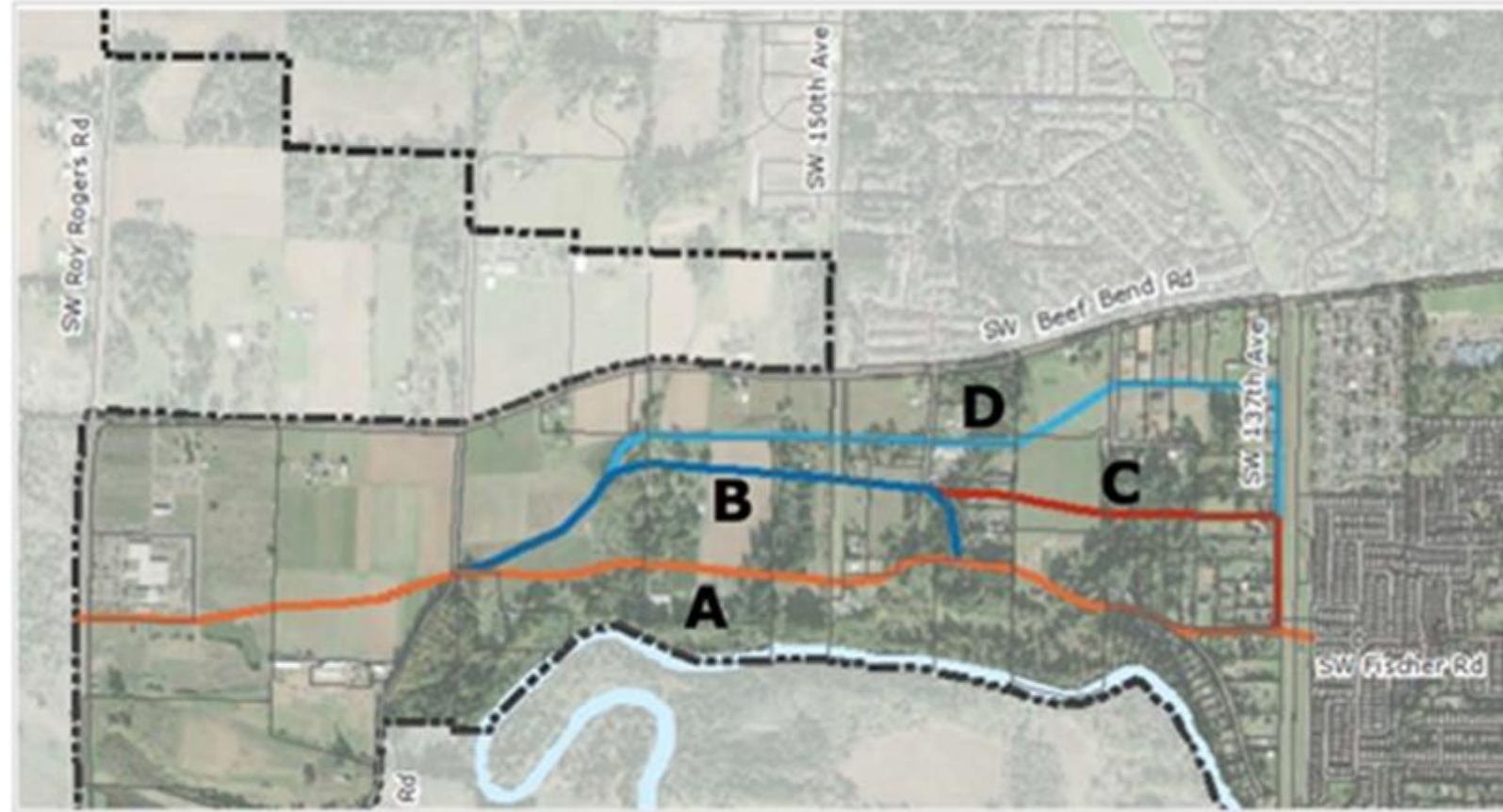


With internal street system:

- Follows terrain above 160-170' to permit gravity flow of sewage.
- Clean Water Services prefers approach to reduce long-term costs of pump stations.
- Provides connectivity through the study area.

EFFECT OF SEWER ALIGNMENT ALTERNATIVES

- TSP considered earlier work and suggests offering northern, middle and southern alignments with connections to city.
- More than one option could be chosen.



TSP ALTERNATIVES WITH MULTIPLE CONNECTIONS TO EXISTING CITY

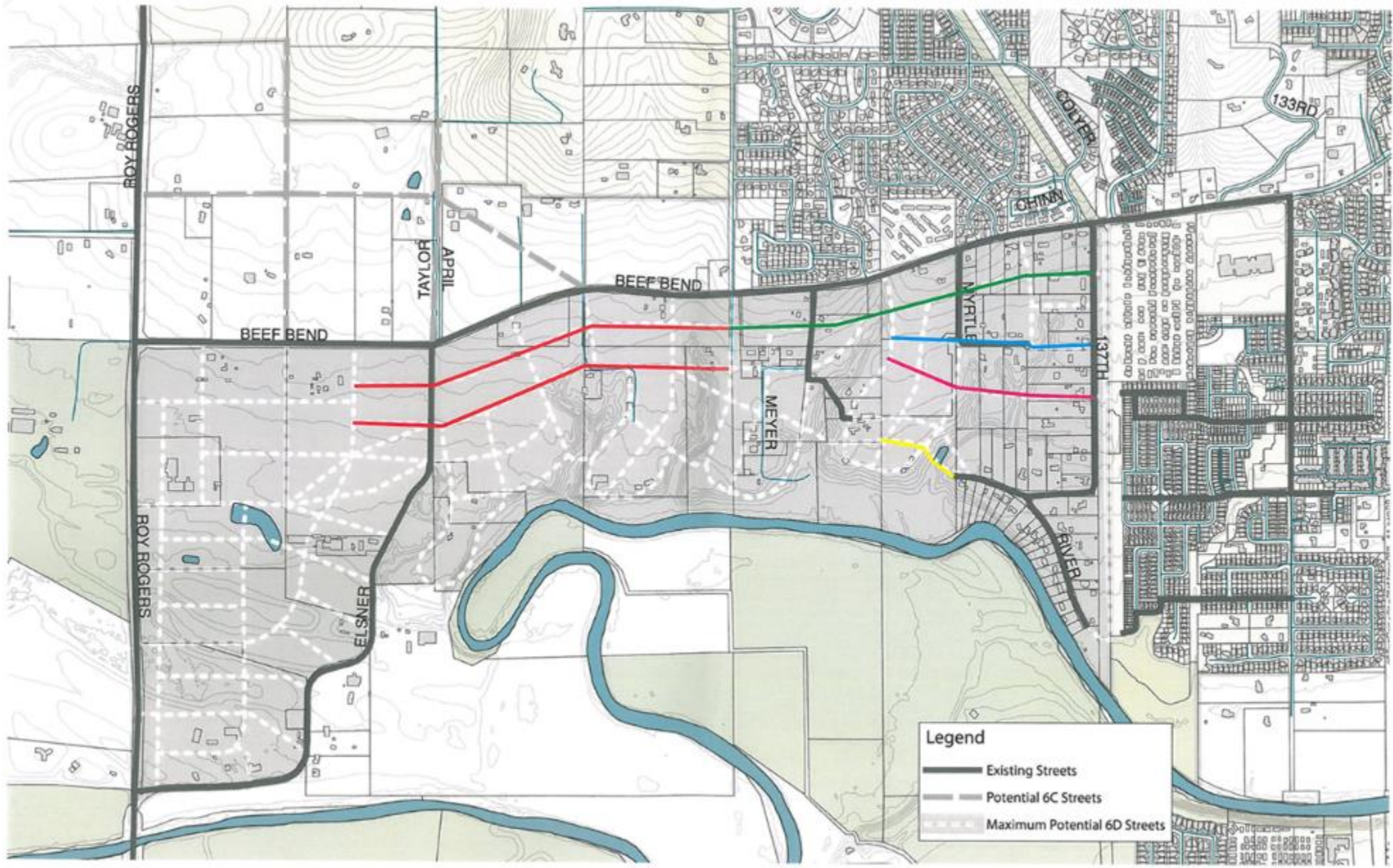
Where does this lead us?



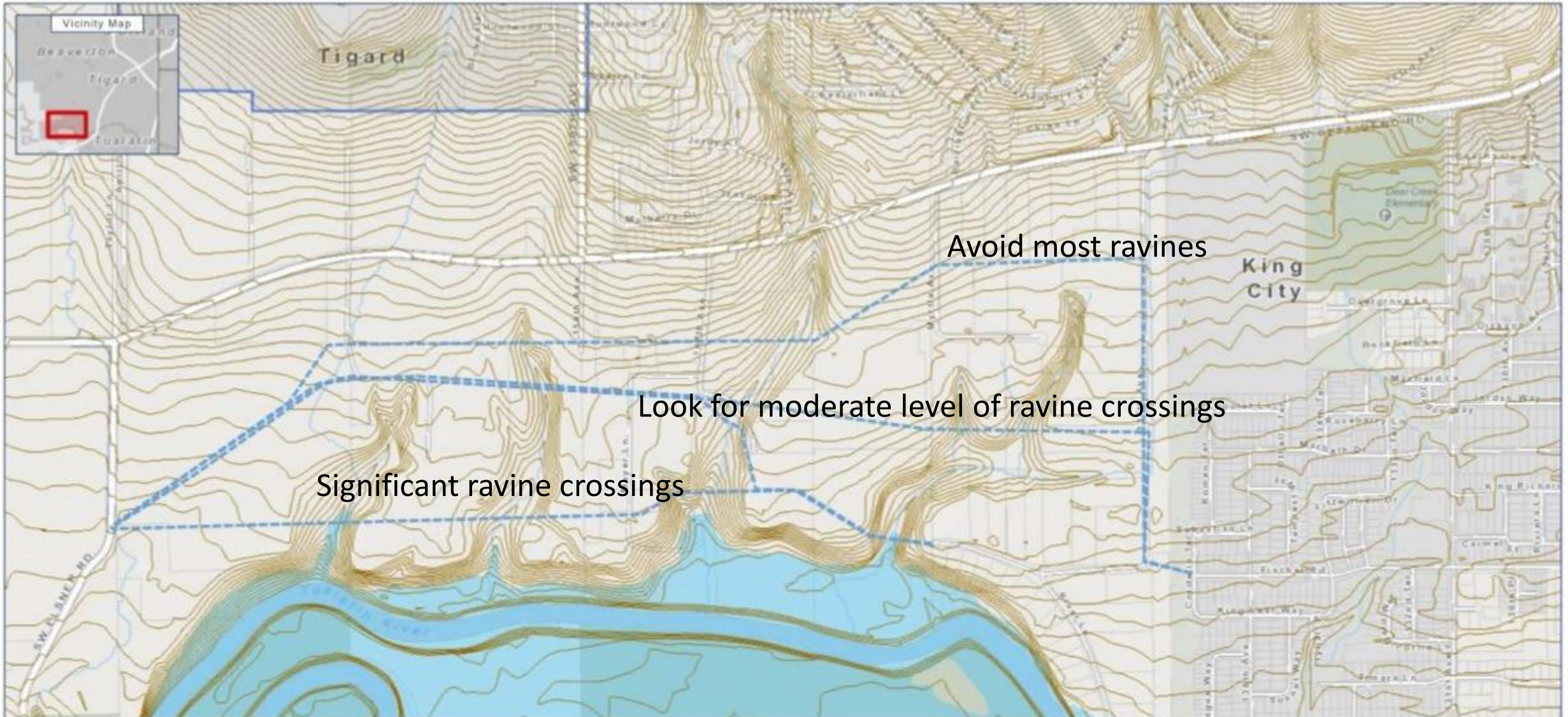
Observations:

- Meshes with the planned street system.
- Offers redundancy and separation from Beef Bend Road.
- Ravine crossings/potential resource impacts.
- Connections to existing city.

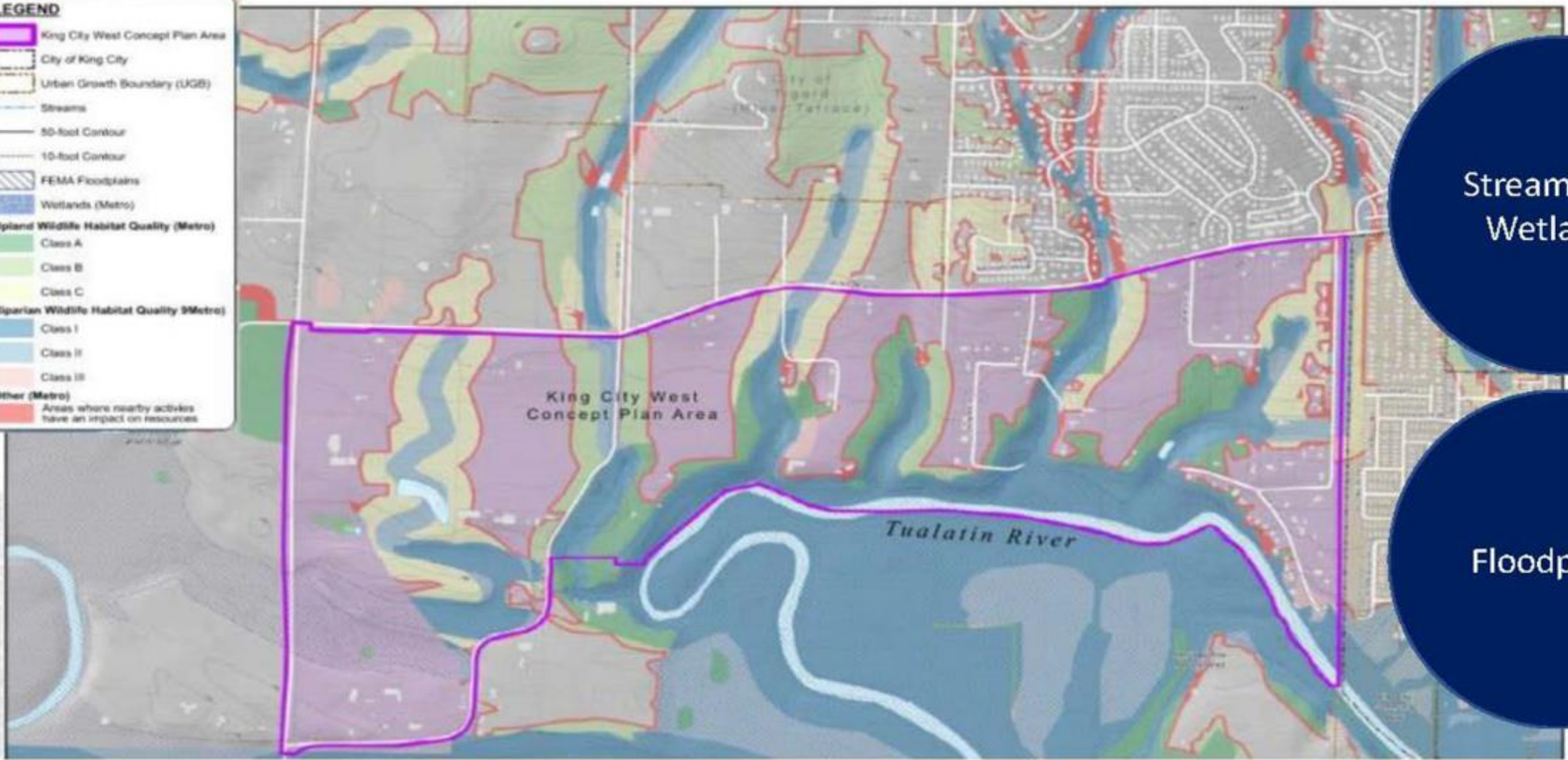
WHERE THIS LEADS US – Support Concept Plan Network & Land Uses



WHERE THIS LEADS US – Spread Out Parallel Routes



WHERE THIS LEADS US – Consider Topography



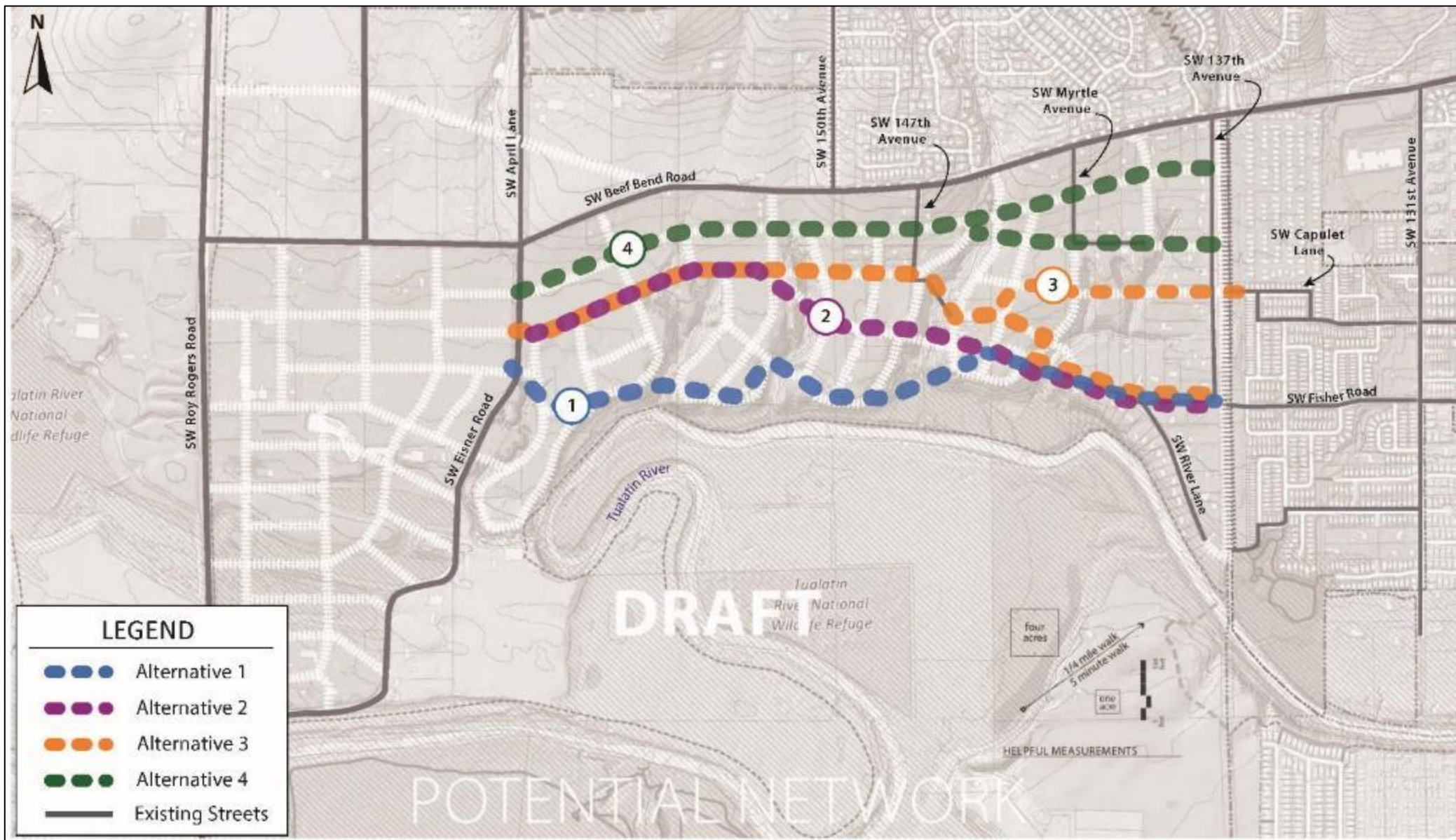
Streams and Wetlands

Floodplains

WHERE THIS LEADS US - Consider Natural Resources

- Conclusions from initial screening:
 - Consider all the inputs and wide array of earlier options from which we can choose the best options.
 - Identify 2-4 alternatives to carry forward to an analysis using research for each of the evaluation factors.
 - Alignment of alternatives is not fixed. They only show a broader corridor of intention that will be further refined in the next study phase and through design/development phases.
 - Final recommendations may be a hybrid of these earlier options based on overall performance, costs, and challenges

SHORTLISTED ALTERNATIVES TO BE CARRIED FORWARD



SHORTLISTED ALTERNATIVES TO BE CARRIED FORWARD



Rural Street:
Eastern Areas that
will meet
ped/bike
standards



Neighborhood Route:
Central to Western
Kingston Terrace

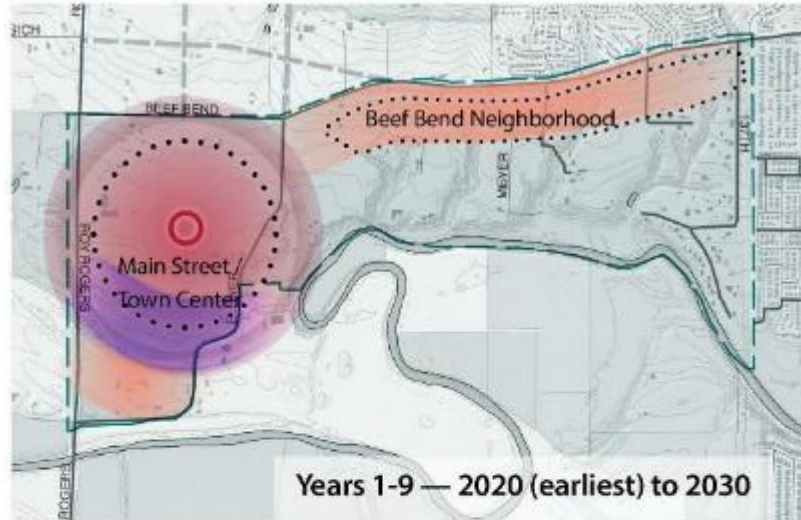


Neighborhood Route:
Eastern Kingston
Terrace

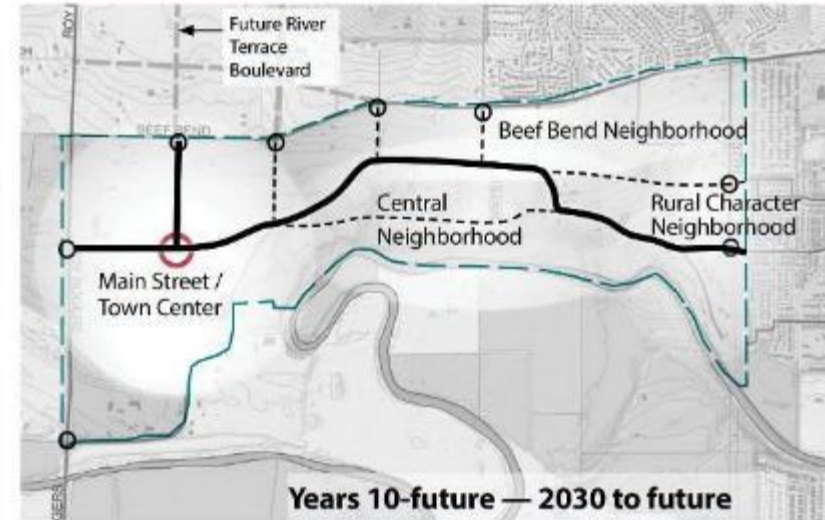
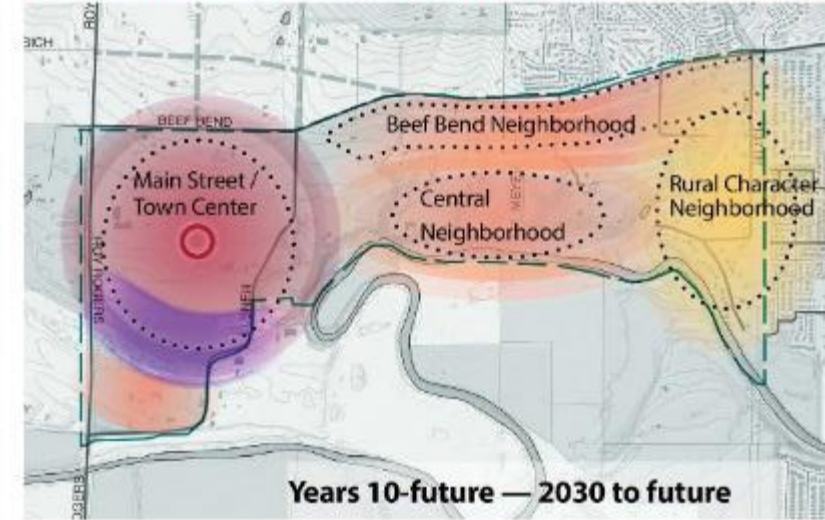
ENVISIONED STREET CHARACTER

- Western portion of the plan area has larger parcels and less ownership fragmentation.
- Western portion is likely to see larger scale development earlier than the central or eastern portions.
- Will happen as fast as property owners act.

PHASE ONE DEVELOPMENT PROGRAM



PHASE TWO DEVELOPMENT POTENTIAL



TIMING AND PHASING (From the Concept Plan – to be Updated)

Next Steps:

- Conduct analysis to identify preferred course(s) of action
- Next meeting (~July) to present analysis results and recommendations



Open House

<https://www.surveymonkey.com/r/KTMPalternatives>

<https://www.kingcitymasterplan.com/>

Clean Water Services

Open House

<https://www.surveymonkey.com/r/KTMPalternatives>

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