



KINGSTON TERRACE EAST/WEST CIRCULATION STUDY | SAC MEETING #3

April 5, 2022

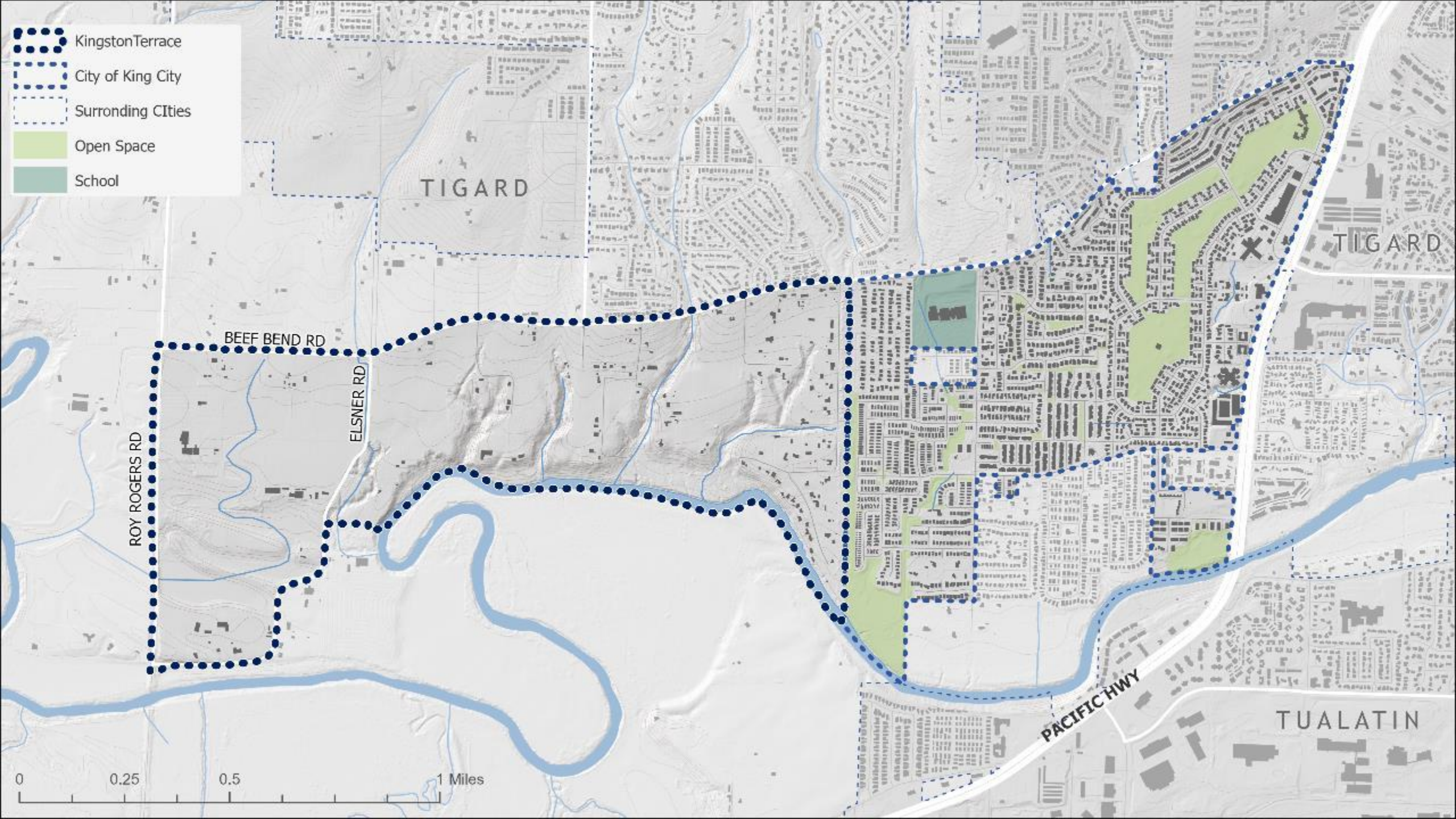


WELCOME!

Today's Agenda:

- Introduction
- Project Background and Status
- Circulation Study - Evaluation Criteria
- East/West Circulation Alternatives
- Public Comment
- Next Steps
- Adjourn

Project Background and Status



2018 Concept Plan



- Baseline Conditions
- Community Vision
- Preliminary Design Considerations

Master Plan

- 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

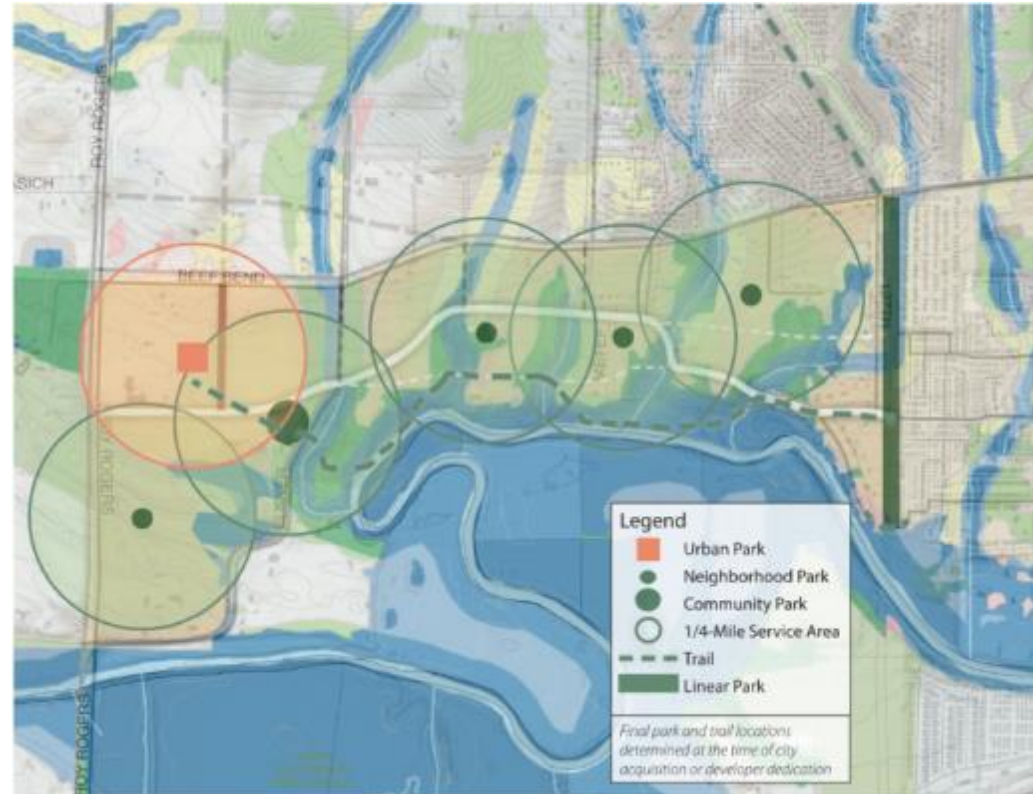
NOVEMBER 2020 – FEBRUARY 2021

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 Criteria 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 criteria from the following categories:
 - Land use and community design
 - Mobility
 - Public utilities and services
 - Natural resources
 - Cost and implementation considerations

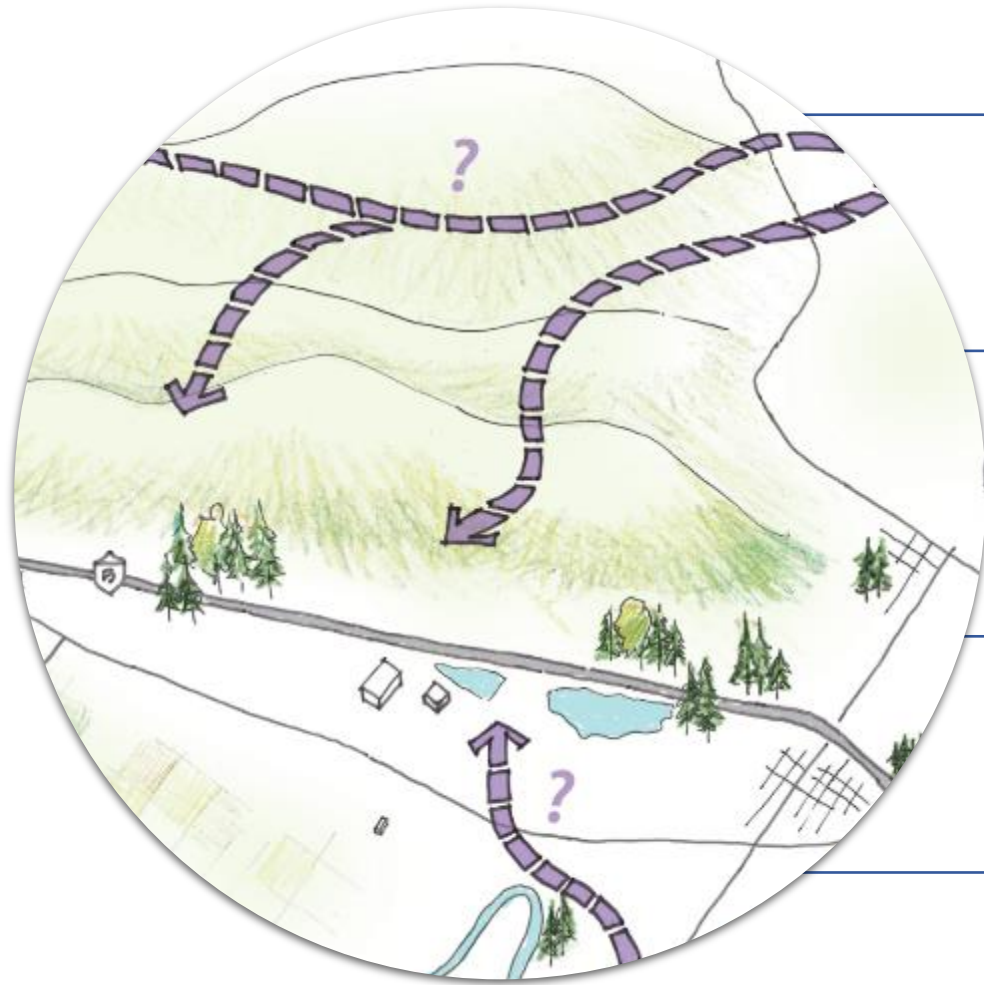
- Quantitative or Qualitative evaluation based on data – focus on the **differences** and consider “**order of magnitude**” effects.
- Scored based on assessment of:
 - Most positive effect (5 points)
 - Positive effect (4 points)
 - Neutral (3 points)
 - Negative effect (2 points)
 - Most negative effect (1 point)
- Total scores and compare alternatives.
- 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>		
<u>Land Use/Community Design</u>	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			
<u>Mobility</u>	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			
<u>Public Utilities and Services</u>	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.			
<u>Natural Resources</u>	0	0	0
- Wetland impacts			
- Impacts to streams and riparian areas			
- Impacts to upland habitat			
- Impacts to wildlife corridors			
<u>Cost and Implementation</u>	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 CRITERIA

Comments and Questions about Evaluation Criteria and Process

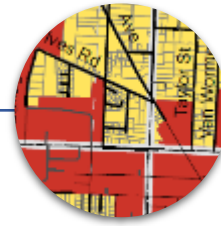
Development of East/West Circulation Alternatives



Development-Driven Investments



Local/Regional Transportation Access and Connections



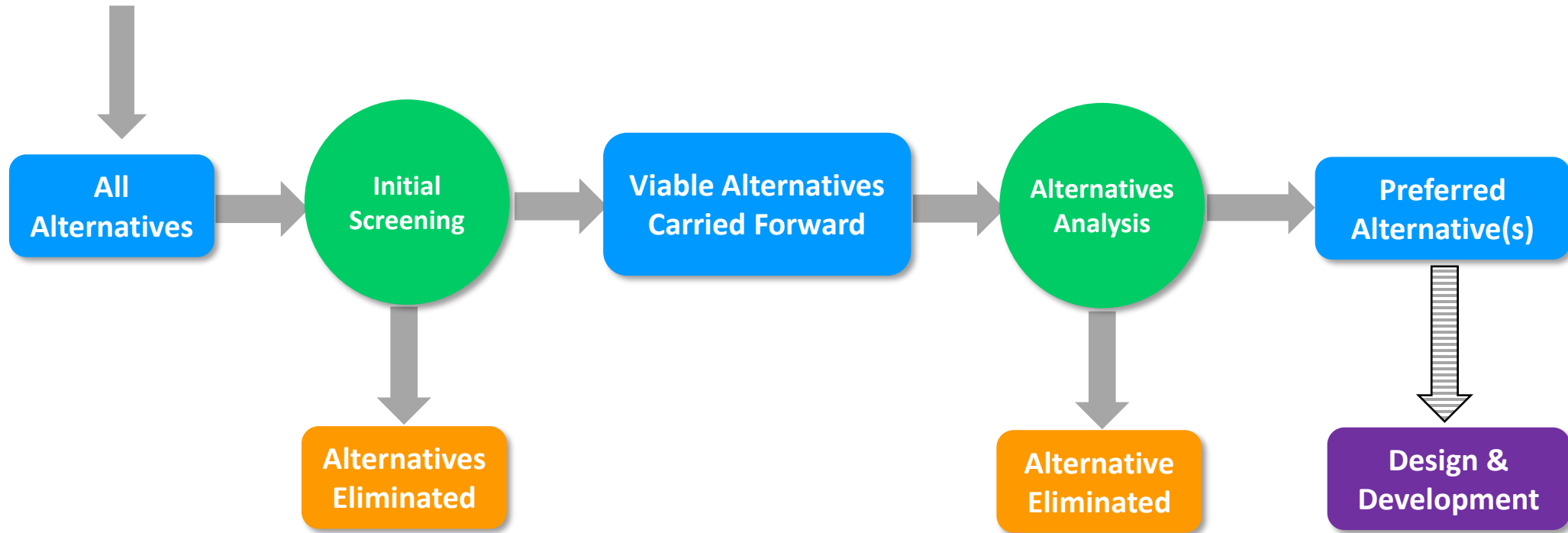
Built & Natural Environmental Considerations



Infrastructure Requirements

CONSIDERATIONS IN DEVELOPING A NEW TRANSPORTATION SYSTEM

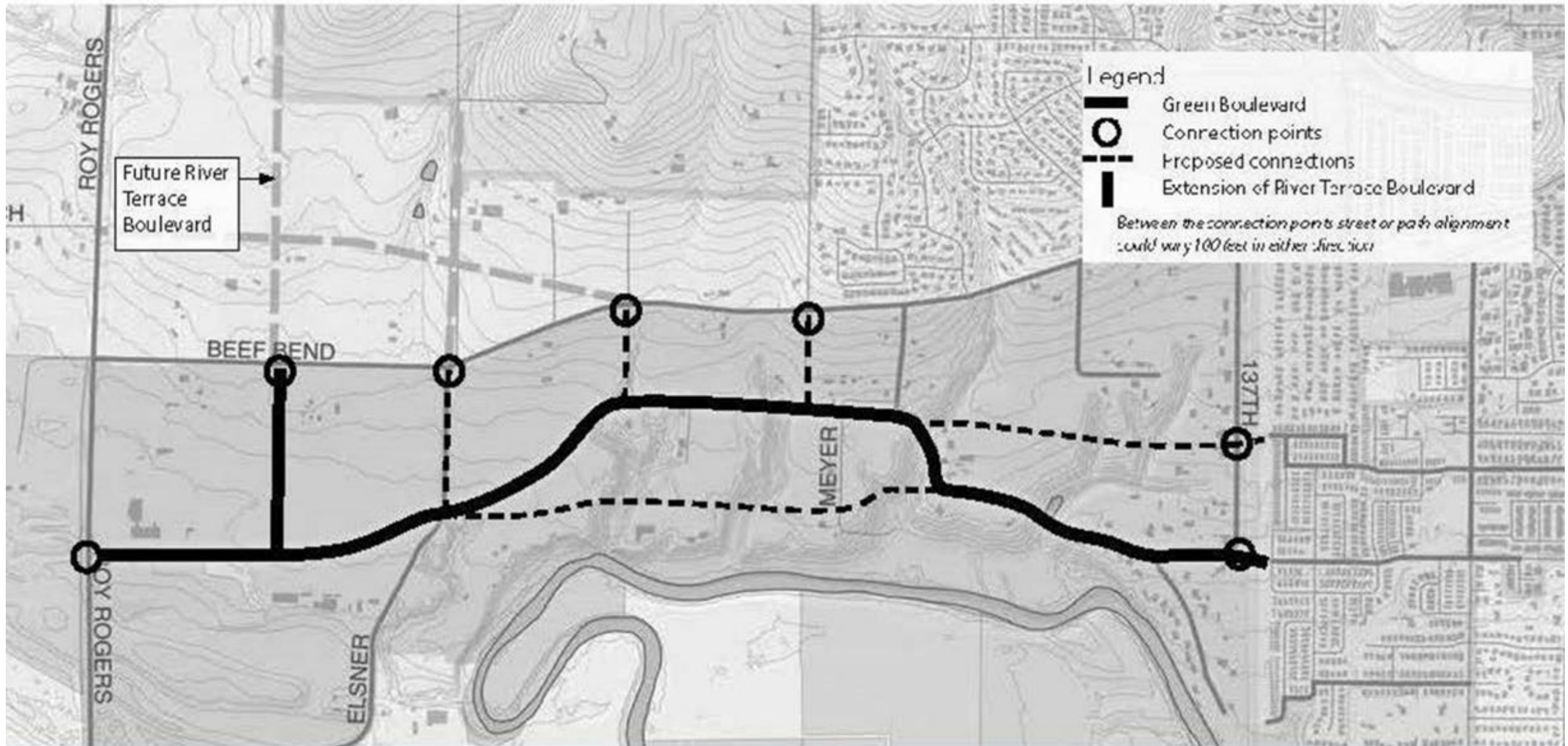
**Public and Stakeholder Engagement
To Define East/West Alternatives and
Connections to Existing City**



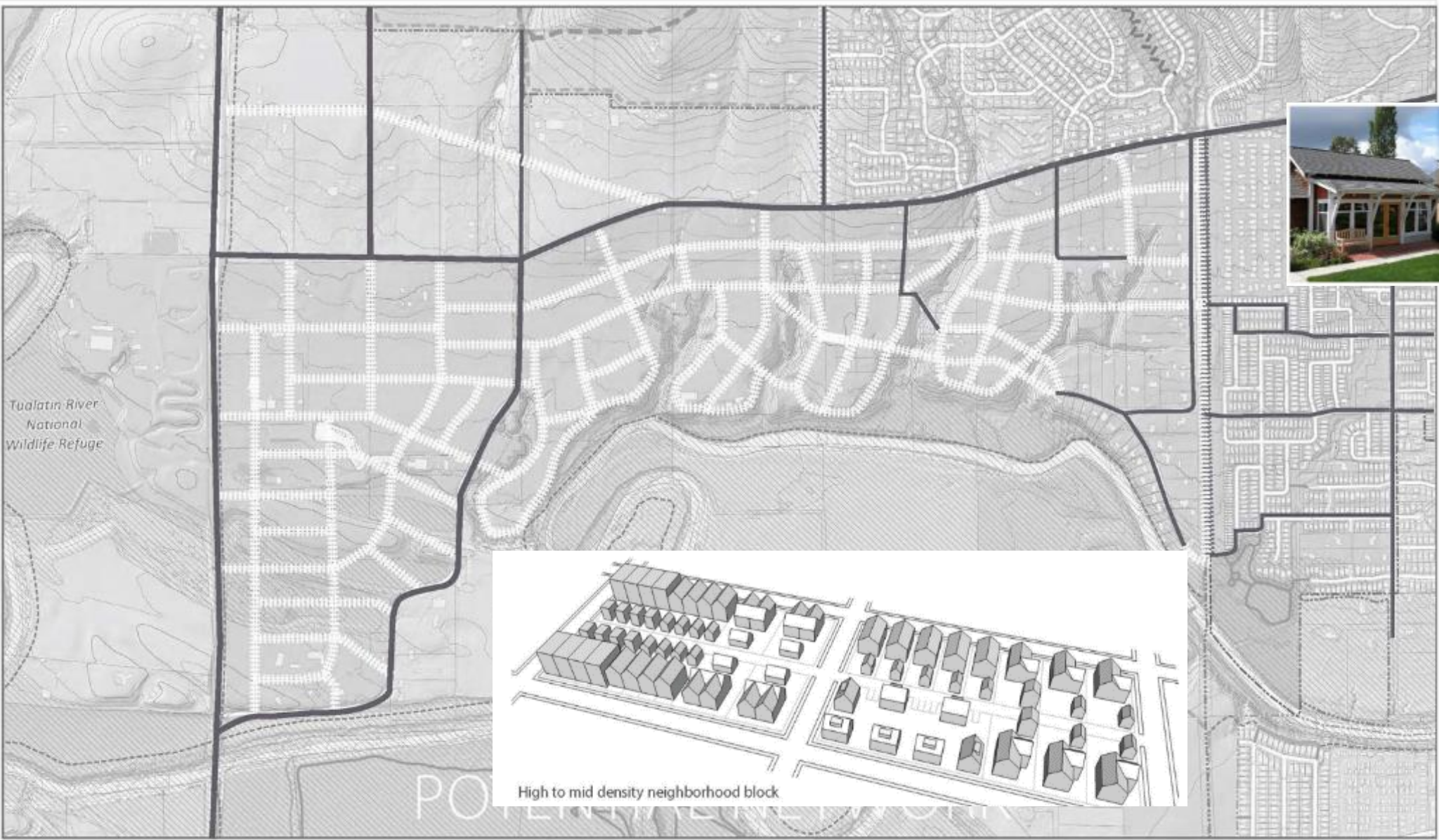
Apply Evaluation Criteria that speak to Kingston Terrace Development Goals



DEVELOPMENT AND EVALUATION OF ALTERNATIVES



CONCEPT PLAN – BACKBONE MOBILITY SYSTEM

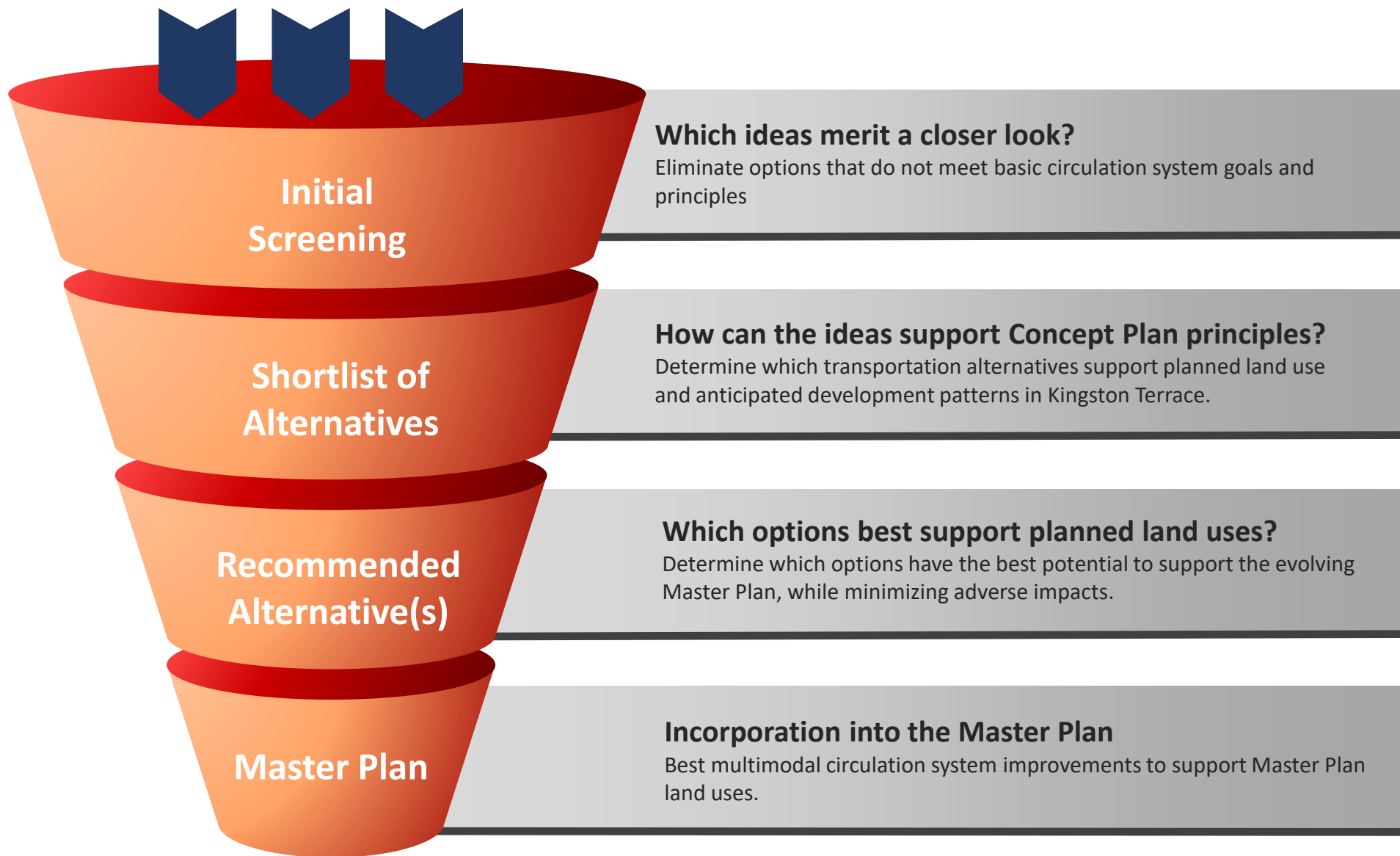


CONCEPT PLAN – STREET SYSTEM THAT SUPPORTS THE LAND USES

- 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.

EAST/WEST CIRCULATION SYSTEM PRINCIPLES

East/West Transportation Corridor Ideas and Initial Screening



Kingston Terrace East/West Corridor Screening Process

Moving from universe of ideas to a preferred approach

Initial qualitative screening using high-level criteria:

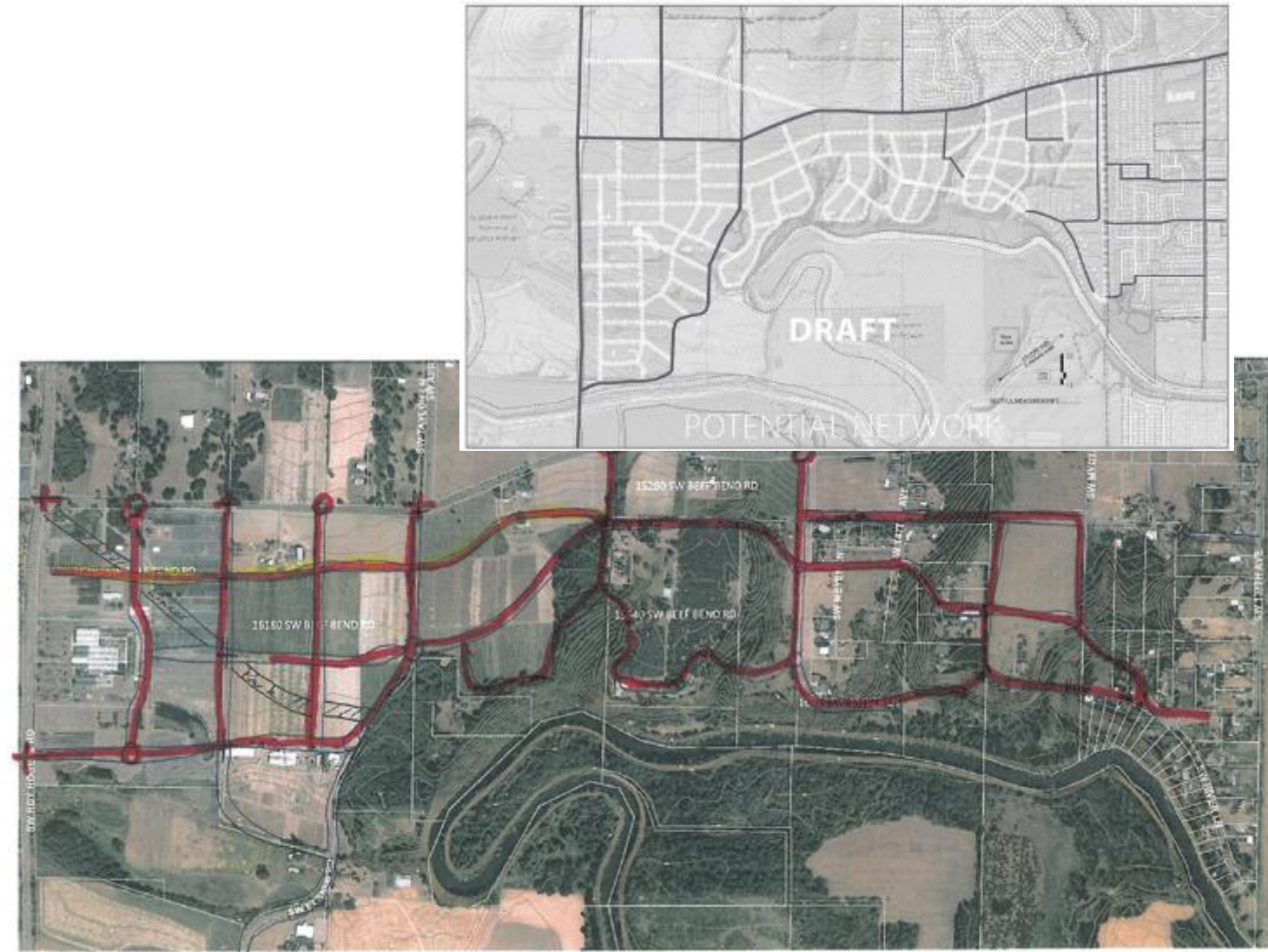
- Consistency with Concept Plan principles (connectivity, encourage bike/pedestrian and other multimodal travel, support land use patterns, etc.)
- Multiple east/west alignments to spread out the traffic.
- Separation from Beef Bend Road so no one facility carries the full traffic load.
- Work with topography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

Identify range of alternatives for more in-depth analysis.

REFINE EAST/WEST CORRIDOR ALTERNATIVES

Observations:

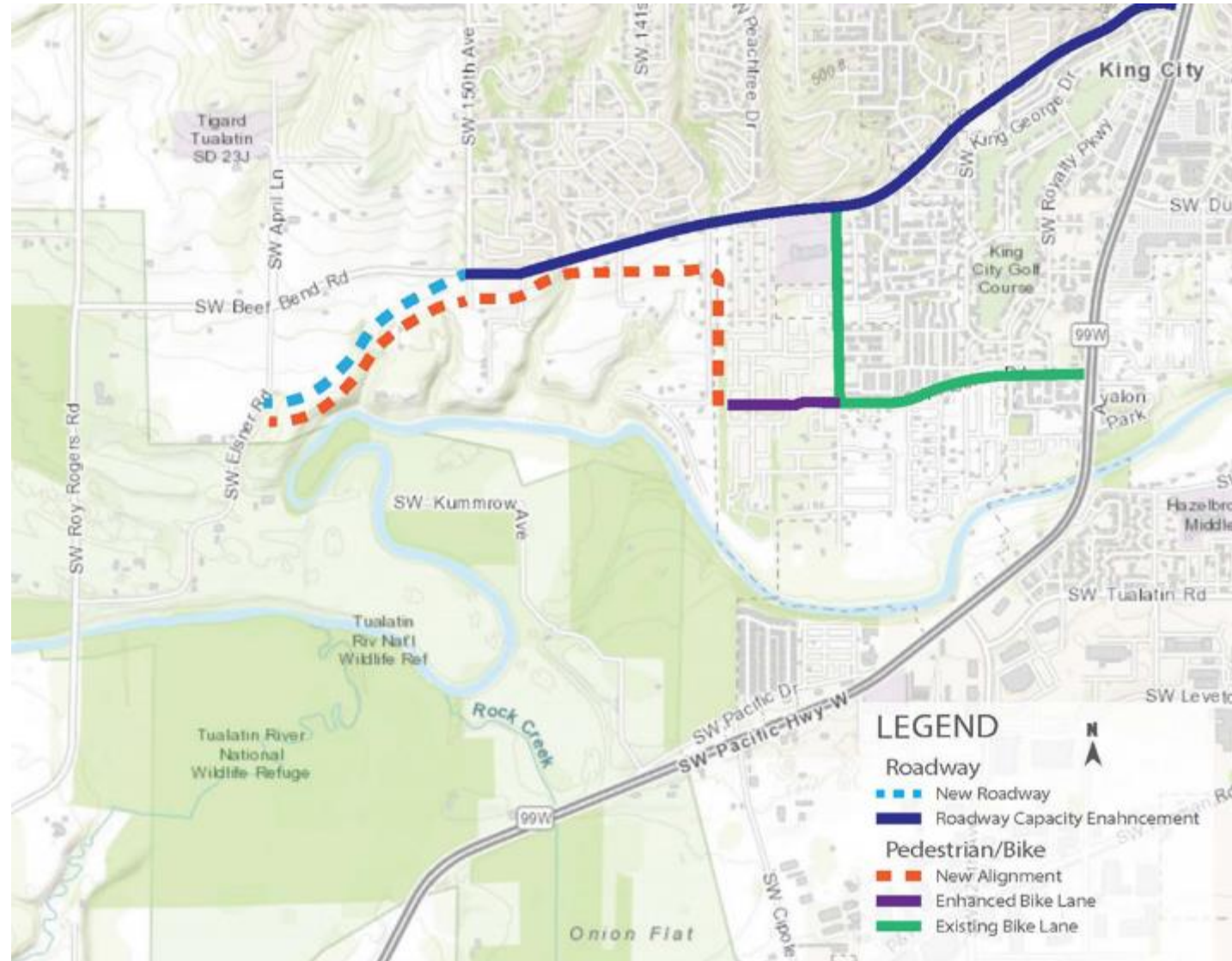
- Provides good coverage of the planning area.
- Attempts to avoid steepest parts of some ravines.
- Connects to existing city collector street but offers no other connections.
- Modifies Concept Plan street system.



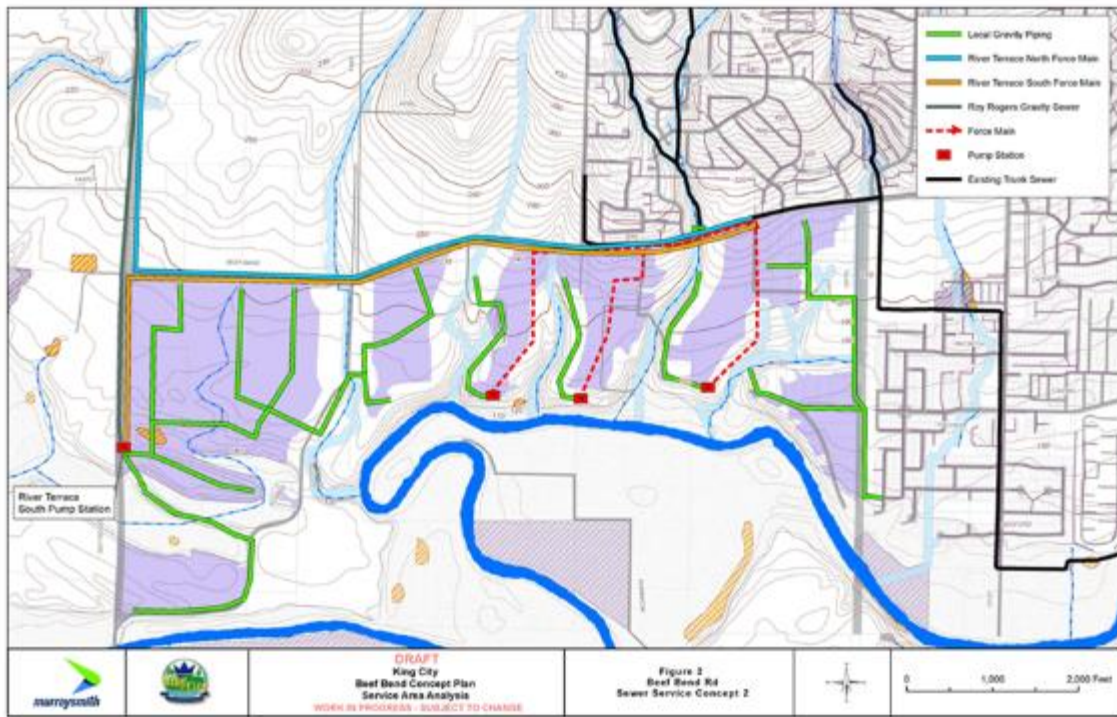
VARIATIONS ON CONCEPT PLAN STREETS

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.

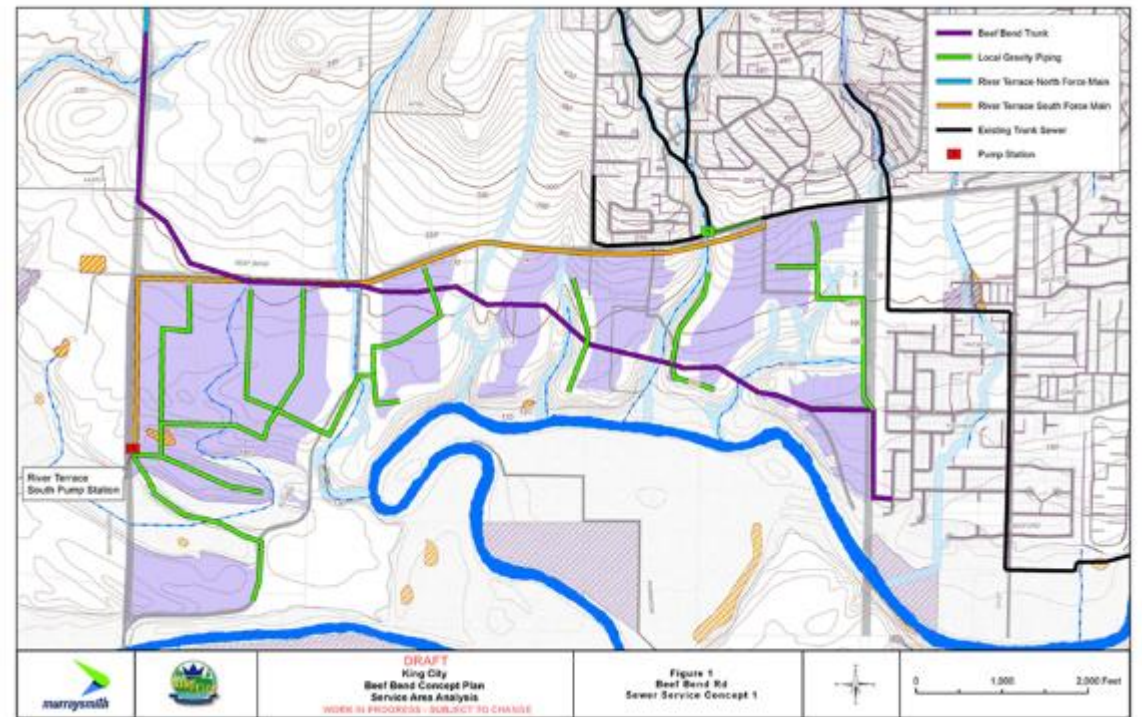


VARIATION ON CONCEPT PLAN STREETS - Community Alternatives



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.

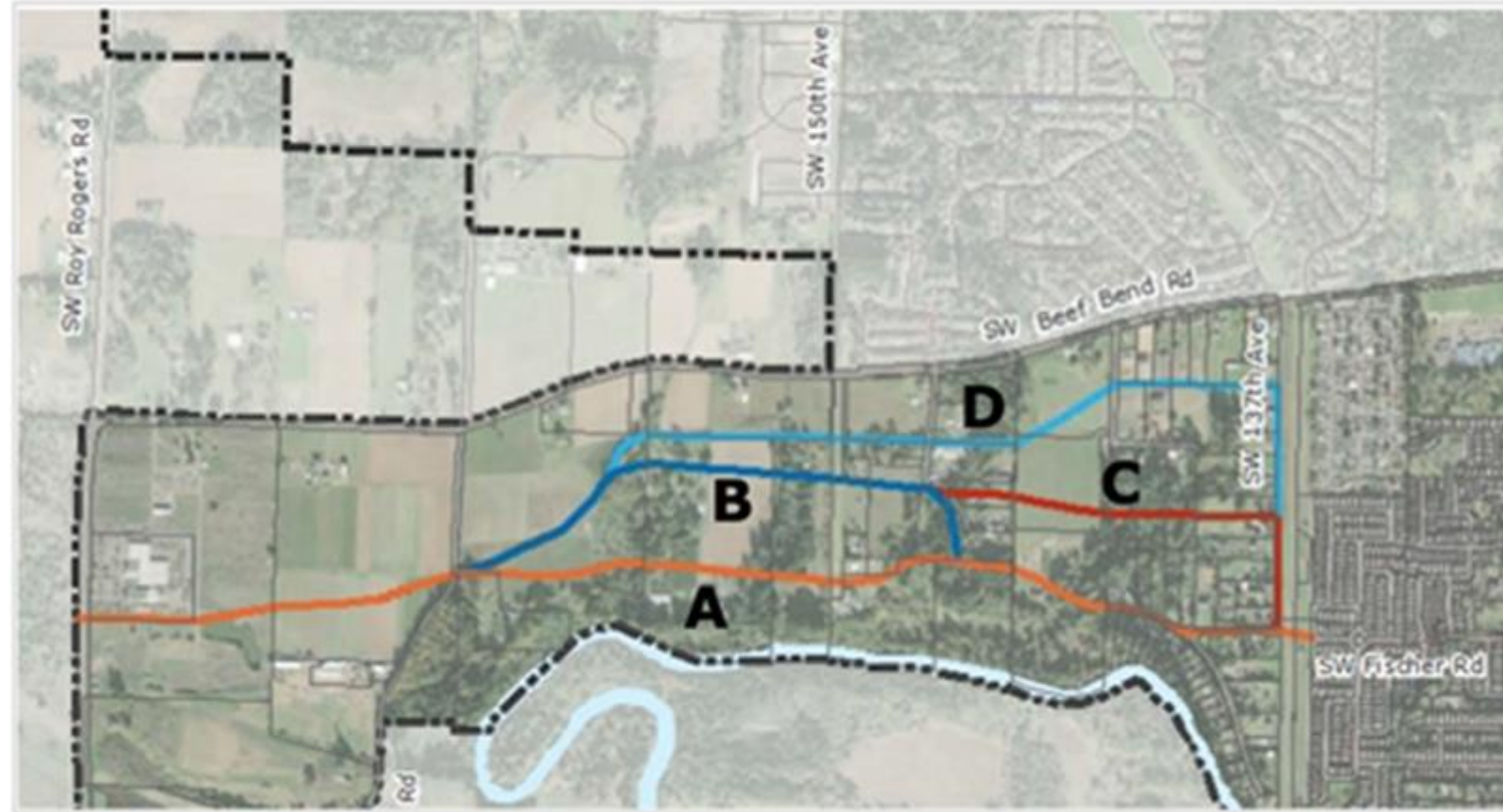


With internal street system:

- 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

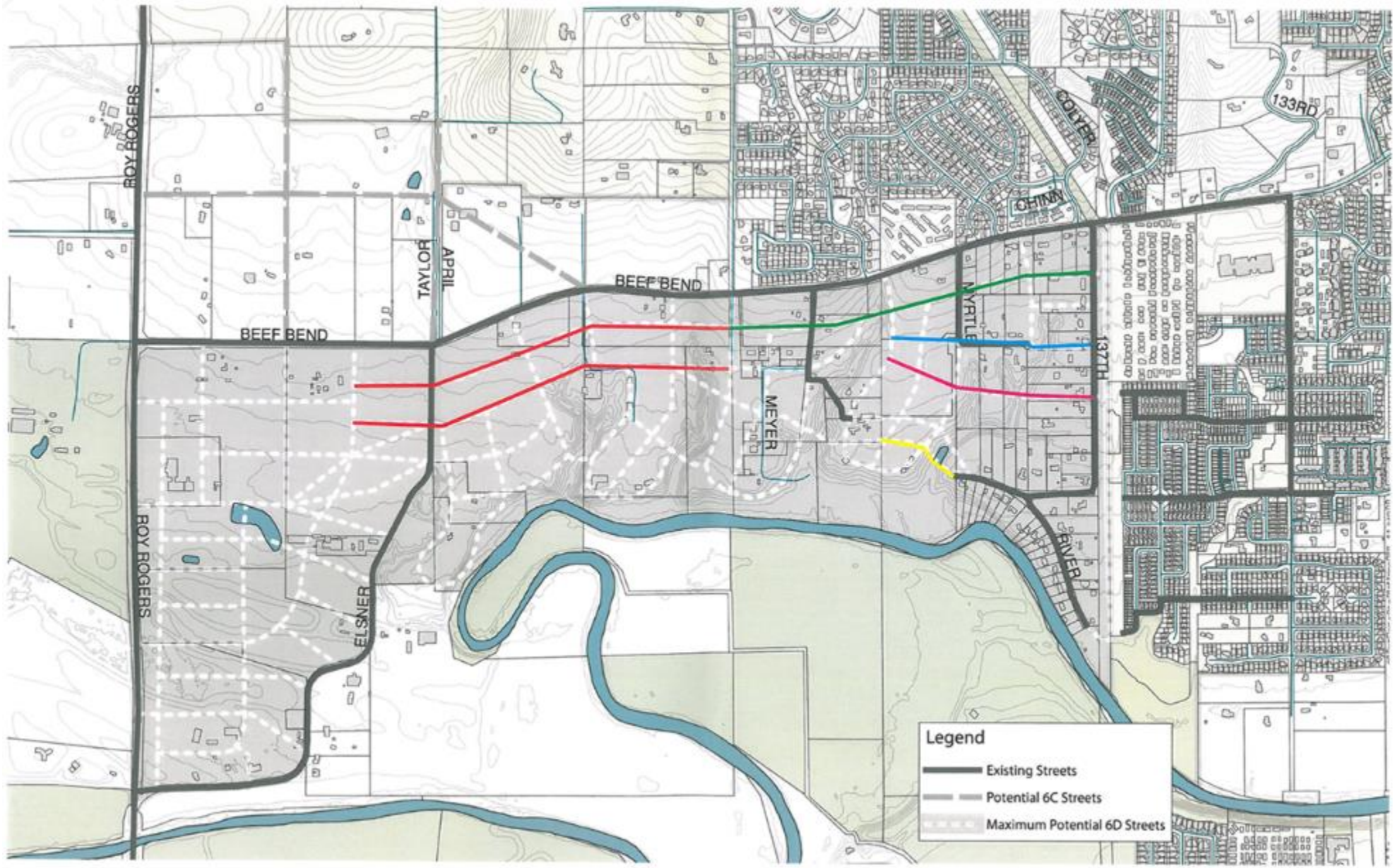
Where does this lead us?



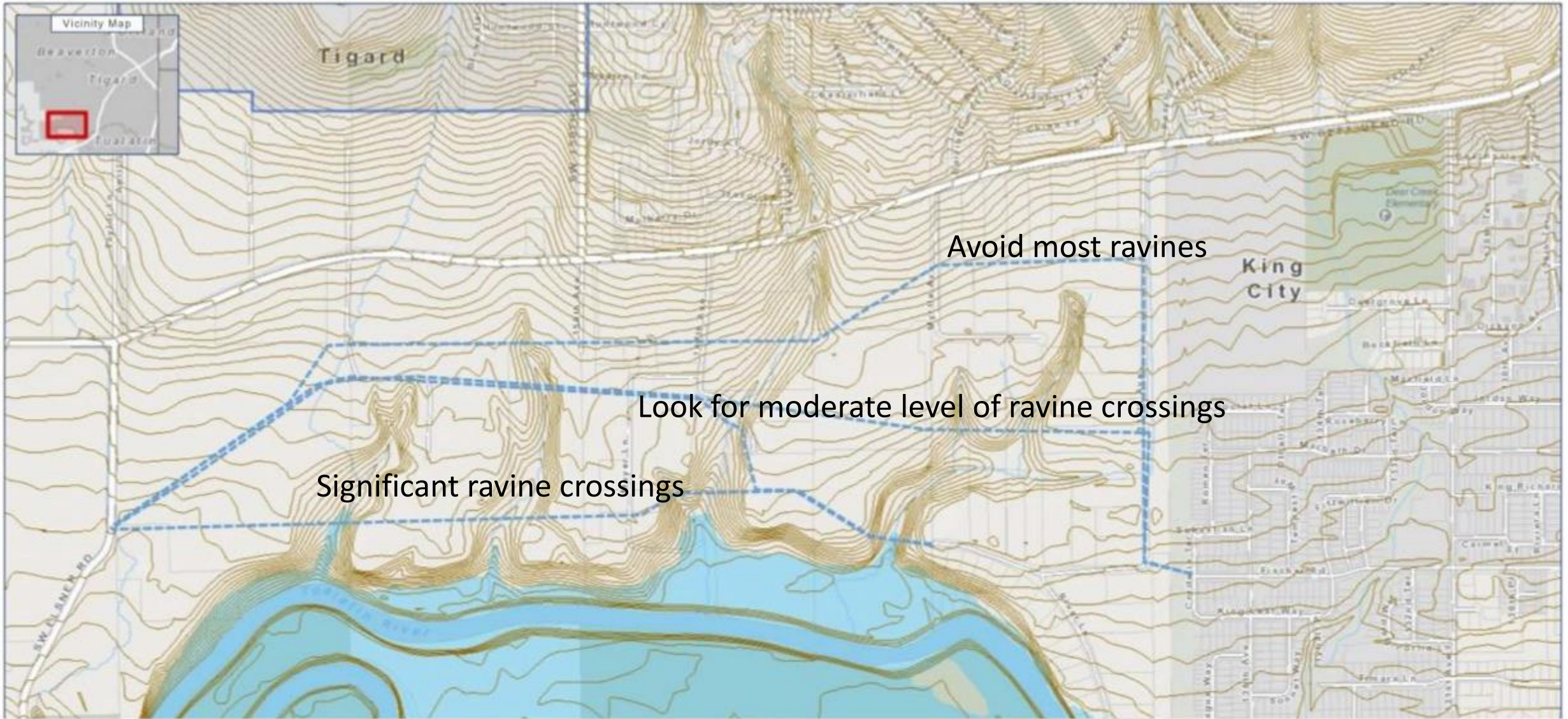
Observations:

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

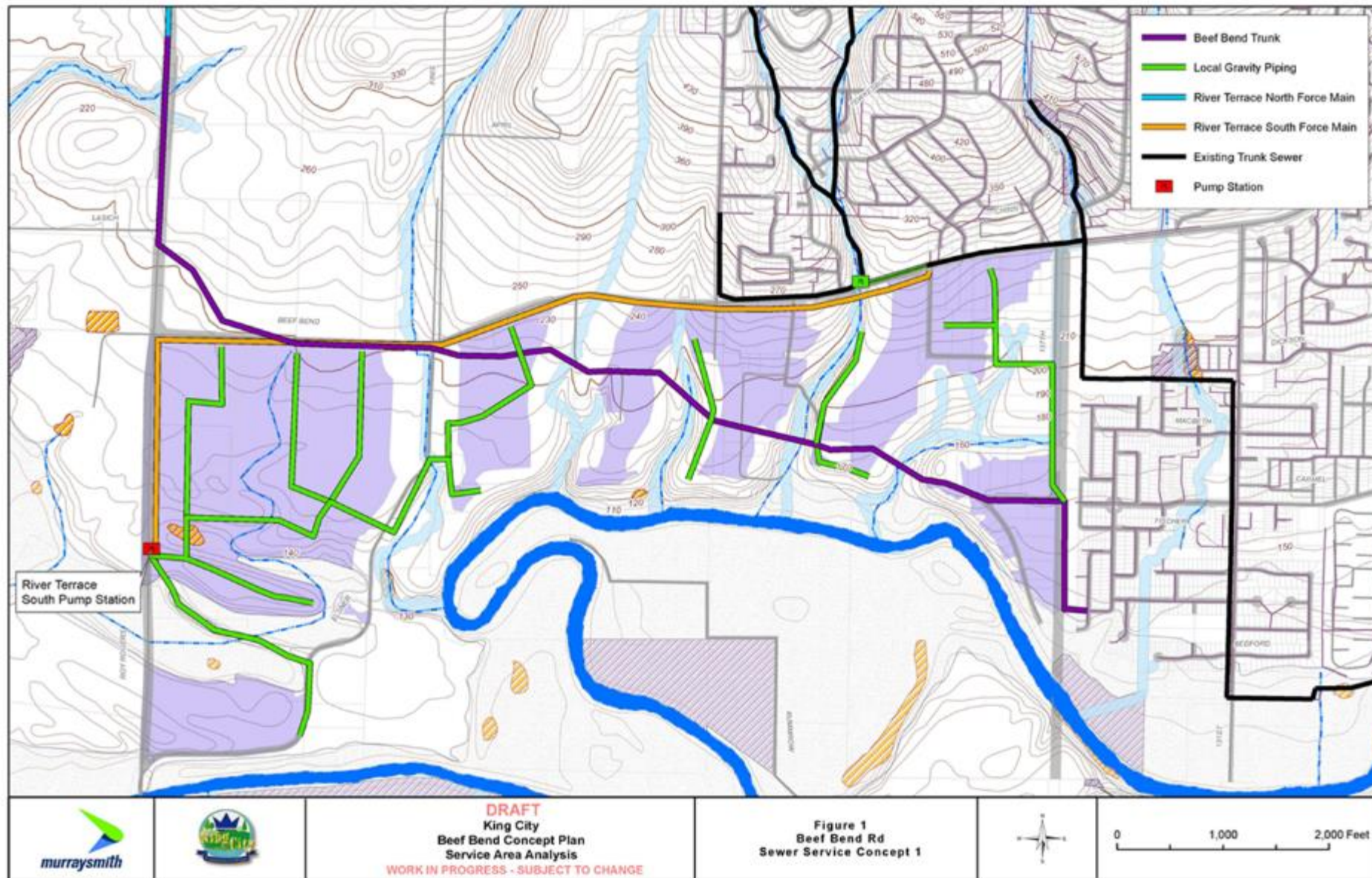
WHERE THIS LEADS US – Support Concept Plan Network & Land Uses



WHERE THIS LEADS US – Spread Out Parallel Routes



WHERE THIS LEADS US – Consider Topography

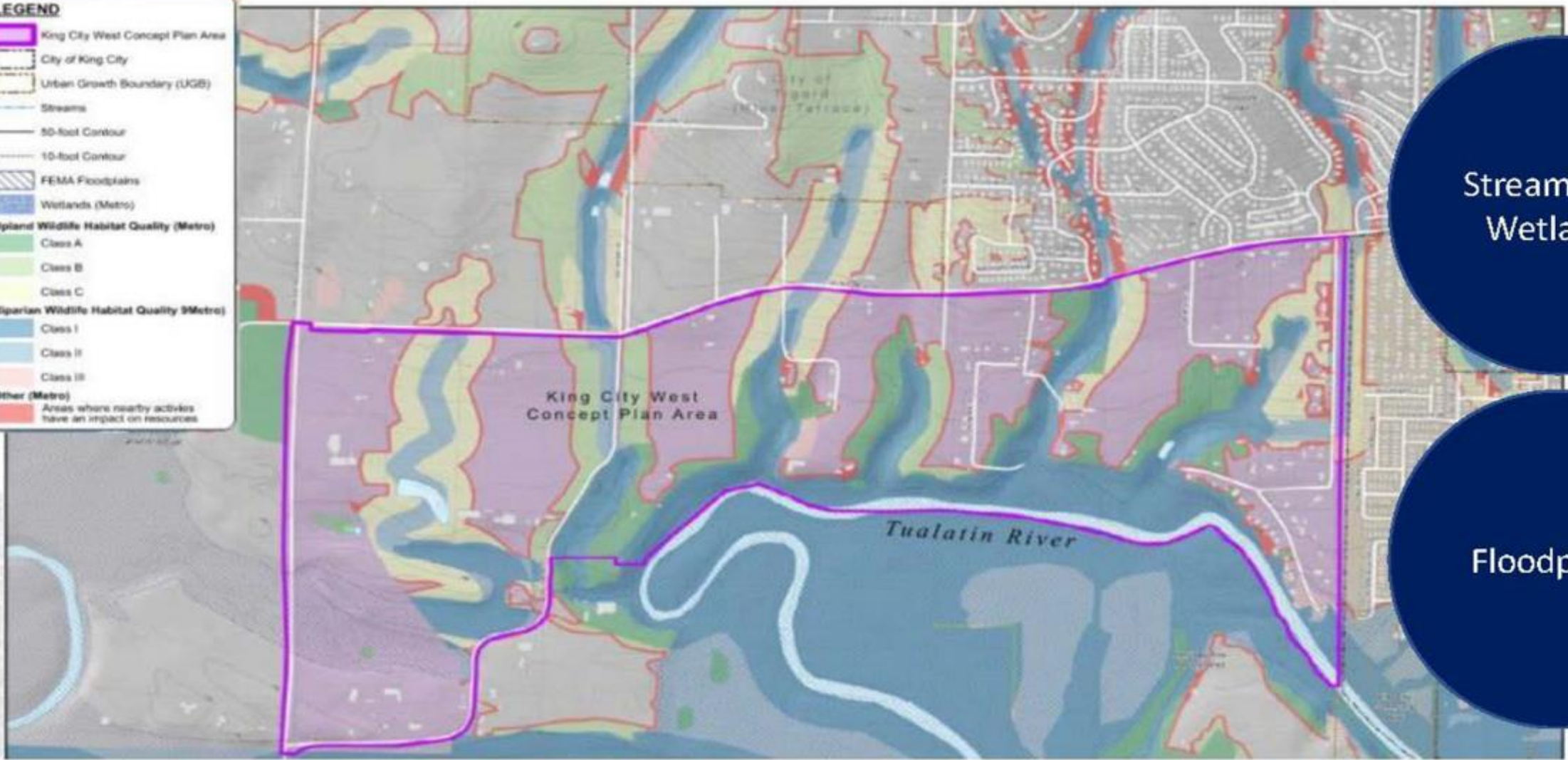


		<p>DRAFT King City Beef Bend Concept Plan Service Area Analysis <i>WORK IN PROGRESS - SUBJECT TO CHANGE</i></p>	<p>Figure 1 Beef Bend Rd Sewer Service Concept 1</p>		
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WHERE THIS LEADS US – Integrate with Optimal Sanitary Sewer Alignment

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



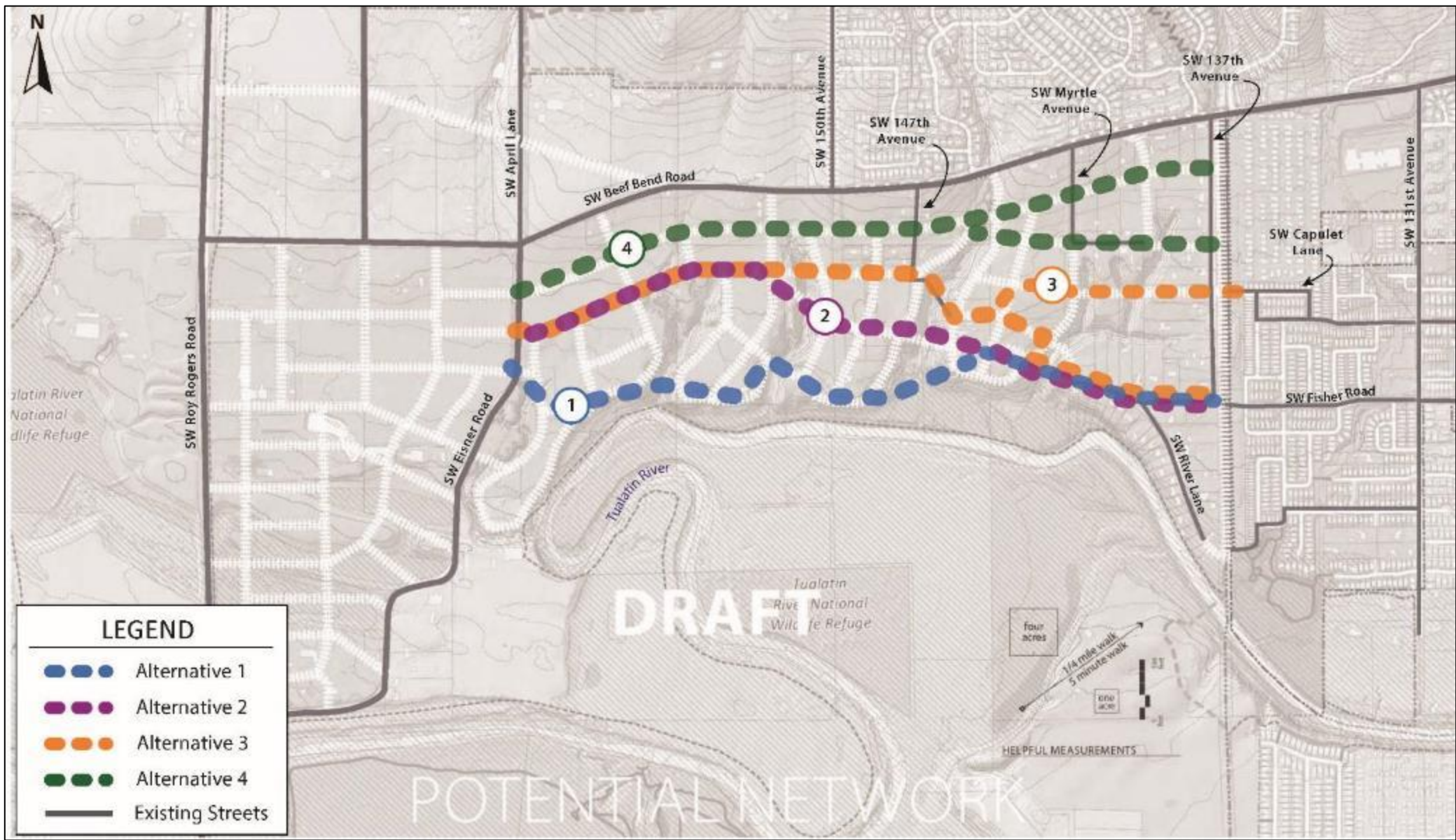
Streams and Wetlands

Floodplains

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 criteria.
 - 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.

RECOMMENDED ALTERNATIVES TO BE CARRIED FORWARD



RECOMMENDED ALTERNATIVES TO BE CARRIED FORWARD



Rural Street:
Eastern Areas



Neighborhood Route:
Central to Western
Kingston Terrace

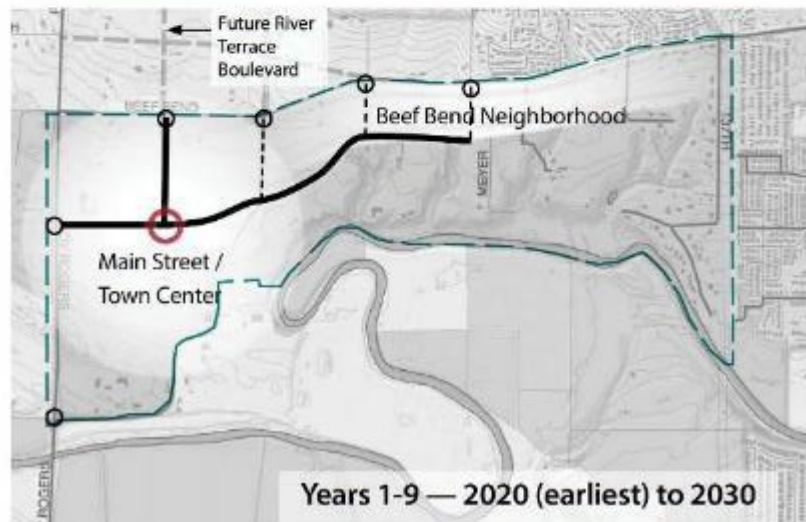
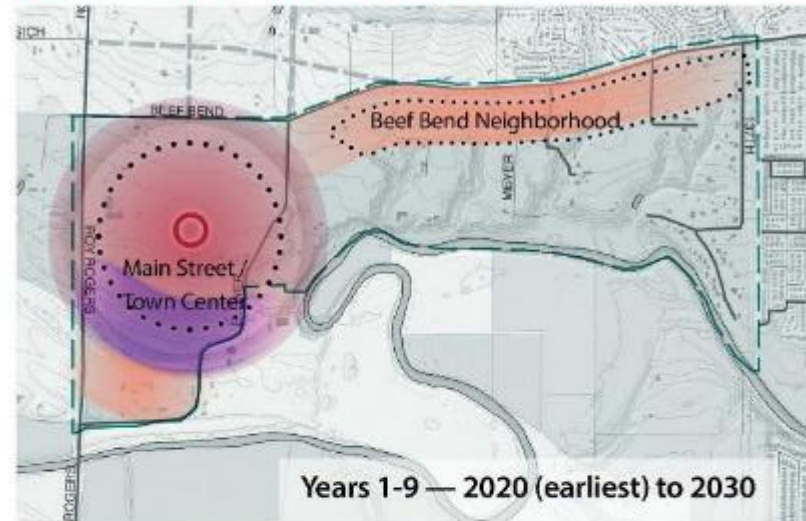


Neighborhood Route:
Eastern Kingston
Terrace

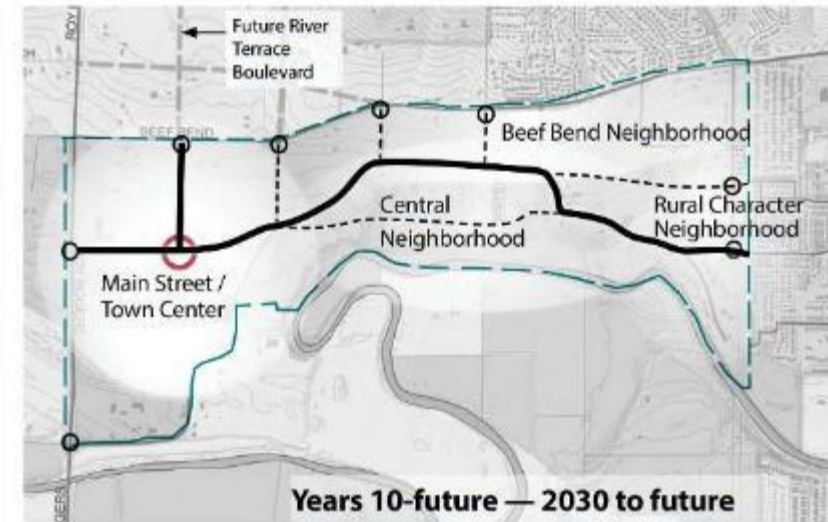
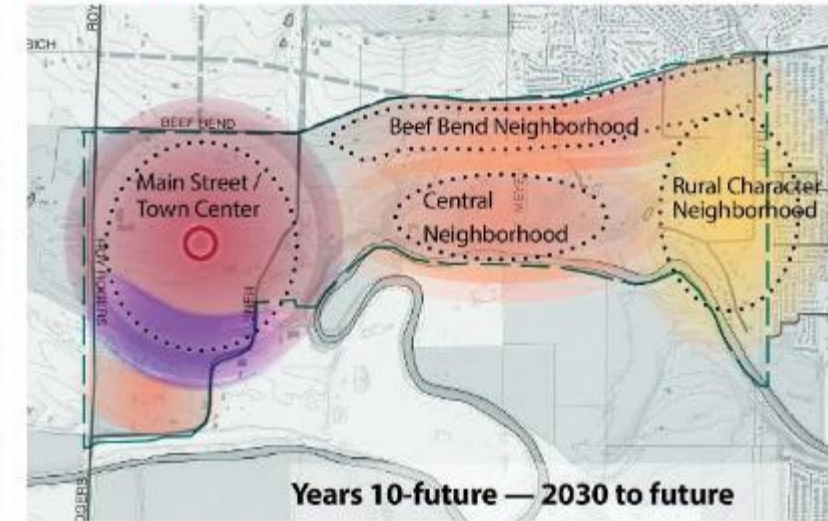
ENVISIONED STREET CHARACTER

- 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)

**Are these the Right Alternatives to
Carry Forward into Analysis?**

Next Steps

Next Steps:

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





**KINGSTON TERRACE EAST/WEST CIRCULATION
STUDY | TAC MEETING #3**

April 5, 2022



