



# KINGSTON TERRACE MASTER PLAN

## FREQUENTLY ASKED QUESTIONS

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March 1, 2023



The following is a list of frequently asked questions about the Kingston Terrace Master Plan (KTMP) and process, and responses to those questions. This is not an exhaustive list and the document will evolve over time as we add more questions and responses. The intent of this document is to explain the KTMP process and key decisions that have been made during its development. More nuanced questions will be addressed through the public process.

## **OVERVIEW**

### **Where is Kingston Terrace?**

Kingston Terrace is a 528-acre area bounded by the current King City city limits to the east, Beef Bend Road on the north, the Tualatin River/Elsner Road on the south, and Roy Rogers Road to the west. The area was previously designated by Metro as Urban Reserve Area 6D.

### **Why are we planning for growth in Kingston Terrace?**

In Oregon's 50-year-old [land use planning system](#), areas are slated for urban growth while others are reserved for agricultural use, no development, or natural areas. Our state and our region are growing. Also, there is a dire housing shortage in Oregon and across the country. It is a housing crisis in which many members of our community can't afford housing, including our own children.

Recognizing an approaching shortage of developable urban land for future residential and employment growth in the Portland region, Metro and the region's cities and counties began to evaluate suitable urban reserve areas in 2009. In Washington County, the study area included over 170,000 acres closest to the existing Urban Growth Boundary (UGB). Land within this area was analyzed for suitability as rural reserves, land to continue in resource use, and urban reserves, land most suitable for urbanization within the next 40 to 50 years. Part of the evaluation included an assessment about how much future urban development could be accommodated within the existing UGB.

Following a planning and public involvement process involving Washington County, cities, Metro, and the Oregon Land Conservation and Development Commission, it was determined that the existing UGB could not accommodate all of the anticipated future urban development and that additional land would be necessary for homes, businesses, and public facilities. Because of its overall suitability to support urban development, Urban Reserve Area 6D (Kingston Terrace) was one of many areas designated as Urban Reserves in 2011.

### **What has happened since the area was designated as an Urban Reserve Area?**

King City sponsored a Concept Plan to consider how this area might develop when Metro determines it is needed to accommodate growth. The process to develop the Concept Plan began in September 2016 and concluding in April 2018. The planning process was iterative giving the public, stakeholder and technical advisory committees, and city officials an opportunity to influence the planning process and outcome at several key stages of its development. In 2018, King City adopted the [King City Urban Reserve Area 6D Concept Plan](#), which created an initial vision to urbanize the area. Metro approved the plan and expanded the Urban Growth Boundary to include the Urban Reserve 6D Area. This led to the current Kingston Terrace Master Plan process.

### **Why did King City decide to sponsor the Concept Plan?**

King City saw URA 6D, directly adjacent to the city, as its only opportunity for future growth as it is otherwise surrounded by other cities. Growth into URA 6D presents the ability to provide residents with new amenities, such as a town center, recreation center, and network of parks along the Tualatin River, while bringing in additional revenue for the city. Taking responsibility for planning the area also allows King City to control the destiny of this land and plan for it with community members as an extension of the existing city rather than leaving the planning to neighboring jurisdictions.

### **What is the vision for Kingston Terrace?**

- A vibrant, walkable, and complete community where every day needs are easily accessible.
- Housing choice and affordability for all current and future residents.
- Safe, efficient, convenient, and reliable transportation choices to enhance connectivity and minimize automobile dependency.
- Protection of environmentally sensitive lands and retention of healthy ecosystems.
- The efficient and equitable provision of infrastructure and associated costs.

### **What were some of the key elements of the King City Urban Reserve Area 6D Concept Plan?**

Key elements of the Concept Plan that have been carried forward to the Kingston Terrace Master Plan include:

- The Kingston Terrace area has between 300 and 400 acres of developable land.
- Kingston Terrace will accommodate 3,300 to 3,600 dwellings within four distinct neighborhoods.
- Kingston Terrace will accommodate approximately 50,000 square feet of commercial uses within a 20-year horizon.
- Sensitivity to the Tualatin River and surrounding natural areas is a key consideration for

future development.

- Pedestrian and bicycle connectivity will be a priority for the transportation network.
- Residential development will include a variety of housing types and concentrate higher densities in the town center and along SW Beef Bend Road.

### **What is the Kingston Terrace Master Plan?**

Funded by a grant from Metro, the purpose of the Kingston Terrace Master Plan (KTMP) is to implement the vision that was established in the King City Concept Plan. The KTMP will include Comprehensive Plan and Community Development Code amendments, a finance and phasing plan, and other implementation measures.

### **What is the KTMP Planning Process?**

The KTMP process started in August 2020 and was expected to be completed in December 2021. Due to a variety of factors, the Plan is now expected to be completed in spring 2022. The KTMP process has included several elements thus far:

- A review of the Concept Plan and study of existing conditions
- A refinement of the vision and goals established in the Concept Plan
- A discussion of key design elements, including the town center main street, area parks, and collector street design
- A study of east/west collector street alternatives

The draft KTMP is available for review on the project website at <https://www.kingcitymasterplan.com>.

### **What opportunities are there for public participation?**

There have been a variety of in-person and online opportunities to participate throughout the process. You can find the results of these activities on the [project website](#).

- Two committees were appointed by the City to help guide development of the KTMP. The Stakeholder Advisory Committee (SAC) is made up of community members, property owners, and other stakeholders with diverse perspectives about future growth and development in King City. The Technical Advisory Committee (TAC) is comprised of representatives from local, county, regional, and state agencies and nonprofit organizations. The SAC and TAC have met four times thus far.
- Interviews were conducted with a variety of key stakeholders, including elected officials, King City and KTMP study area and property owners and developers.
- Six public meetings have been hosted by the City thus far. A virtual public meeting in March 2021, an online open house in (English and Spanish) in March 2021, an outdoor public meeting in June 2021, two public meetings (one in-person and one online) in May

and June 2022, one in-person public meeting in October 2022, and a final in-person public meeting in February 2023.

- Online surveys were developed to accompany each phase of the process.
- Additional outreach was conducted with Korean-speaking community members.

### **Will there be more opportunities to get involved? How can I participate?**

There will be many additional opportunities for community members to get involved in the KTMP process. You can follow the KTMP process on the project website at [www.kingcitymasterplan.com](http://www.kingcitymasterplan.com).

There will be additional opportunities to provide comments through the formal adoption process, expected to begin in March 2023.

### **What type of information is included in the KTMP?**

The KTMP is organized around four frameworks: Land Use, Mobility, Natural Systems, and Public Utilities and Services.

## **LAND USE**

### **What do the Concept Plan and KTMP say about Land Use?**

The Concept Plan assumes a range of development opportunities for property owners who want to develop and property owners who want to develop slowly and incrementally or not all. It is assumed that more immediate development will occur on the west side and more incremental development over a longer period on the east side. More intensive and mixed land uses will occur to the west. A mix of housing will accommodate a wide range of household types, incomes, and needs. Development will fall into four neighborhoods:

- Main Street/Town Center. Located in the western area of Kingston Terrace, it will include the majority of commercial and mixed use residential uses. This neighborhood will contain the densest development and possible civic uses such as a new city hall, library, and public plaza.
- Beef Bend Neighborhood. Directly adjacent to SW Beef Bend Road between SW 137th Avenue and SW Elsner Road. This neighborhood will have the second highest density with attached and detached homes and a small amount of neighborhood-scale commercial uses.
- Central Neighborhood. Central to Kingston Terrace, it includes two smaller neighborhoods separated by a ravine, but connected by a small number of east-west streets and a trail system. The neighborhood will include attached and detached

dwellings, neighborhood parks and wild natural areas along the ravine and river edges.

- **Rural Character Neighborhood.** The eastern-most section of Kingston Terrace, connecting to SW 137th Avenue and including the Rivermeade neighborhood. It includes lower density residential uses. Natural areas are prominent on the edges of development and within neighborhoods.

### **How will schools accommodate additional children?**

The Tigard-Tualatin School District believes that existing and planned schools have the capacity to accommodate children in Kingston Terrace. Therefore, a new school in Kingston Terrace may not be needed. However, a new school could be included in the Town Center neighborhood.

### **What is House Bill 2001 and how does it affect the KTMP?**

HB 2001 requires King City to allow duplexes, triplexes, fourplexes, cottage clusters, and townhouses in single family residential areas. It also established a minimum density for Master Planned areas within King City of 20 dwelling units per net acre.

### **How will King City respond to the Metro condition "To reduce housing costs, King City shall, in its comprehensive planning, explore ways to encourage the use of manufactured housing in the expansion area."**

Manufactured homes will be one of the permitted housing types on lots in Kingston Terrace, along with the other middle housing types permitted by the middle housing code amendments (HB 2001). They will be subject to the same development standards (e.g., minimum lot size, setbacks) and the same design standards (e.g., façade transparently, primary entrance orientation) as other dwelling types. Within the Main Street / Town Center single-level manufactured homes will likely not meet the minimum density requirements, however, other forms of manufactured or prefabricated dwellings would be permitted as long as they meet the development and design standards that apply.

## **MOBILITY**

### **Did the City prepare a Transportation System Plan?**

Yes. A Transportation System Plan (TSP) describes a transportation system and outlines projects, programs, and policies to meet transportation needs now and in the future based on community aspirations. A process to prepare the city's first TSP began in 2020. A draft of the TSP was completed in the summer of 2022 and is available on the [KTMP website](#).

**How will the Kingston Terrace Master Plan coordinate with the King City TSP?**

The Draft King City TSP provides a policy direction to manage and improve the multimodal transportation system within the existing city and identifies a series of projects to establish a backbone transportation system for Kingston Terrace. The draft TSP will be updated with more detailed information for Kingston Terrace derived from the KTMP process. The TSP and KTMP will be adopted along similar timelines to ensure the two documents are consistent.

**What did the Concept Plan say about transportation?**

The 2018 Concept Plan prioritizes connectivity. An east/west transportation network will integrate with the existing city to accommodate local trips and relieve traffic pressures from SW 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 will be multi-modal and include walking trails and bike paths which should be separate from the road.

**What is the East/West Circulation Alternatives Analysis?**

The KTMP process includes further exploration of future transportation facilities identified in the Concept Plan to determine their nature, location, and connections. Local, regional, and state guidelines all require a complete and connected street network, among a variety of other requirements.

While there will be multiple street connections from the Kingston Terrace into existing King City, the Concept Plan established that a parallel collector street to SW Beef Bend Road is necessary for intracity connectivity and to avoid complete reliance on SW Beef Bend Road for east-west travel. The collector street will extend from Highway 99 to SW Roy Rogers Road. Its purpose is to gather traffic from the local streets and deliver it to the closest arterial streets, which are SW Beef Bend Road and SW Roy Rogers Road. It is intended that this east/west collector will:

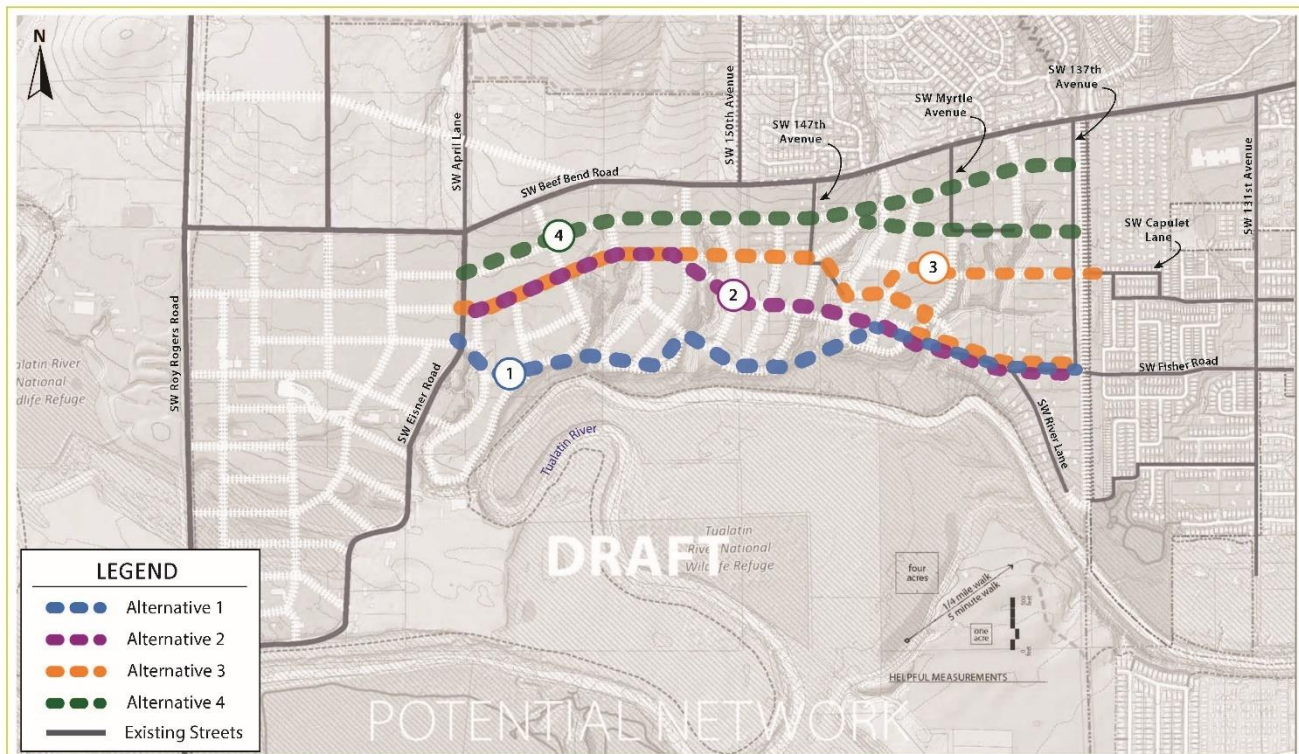
- Link neighborhoods and other destinations across Kingston Terrace with particular focus on connecting residential areas with the proposed Town Center.
- Connect Kingston Terrace to destinations within the existing city.
- Connect Kingston Terrace to Tigard's River Terrace via an east/west and north/south collector street system.

The [East/West Circulation Alternatives Analysis](#) explored several alternative routes across the Kingston Terrace area and looked at a variety of factors, including: land use and community design; bicycle and pedestrian mobility; vehicular mobility and accessibility; public services and utilities; impacts to natural resources, and cost and implementation. Each of the alternatives would connect to SW 137<sup>th</sup> Avenue and directly or indirectly to SW Fischer Road to carry traffic to

and from Kingston Terrace and Highway 99. Among the reasons why the connection to SW Fischer Road (directly or indirectly) is necessary are:

- It accommodates local east-west travel to remove those trips and avoid overburdening SW Beef Bend Road.
- It is the only street within King City with a profile that can accommodate increased traffic volumes.
- It does not require the demolition of homes as would be necessary with options to the north.
- It is eligible for Transportation Development Tax, RTP and MSTIP funding.
- It provides an alternative emergency access route.

The analysis identified a preferred corridor for the collector street that will be included in the KTMP and incorporated into the City's TSP. The East/West Circulation Alternatives Analysis and its appendices can be found on the [project website](#).





**What corridor was selected for the preferred east/west collector street? What were the reasons?**

The Alternative 2 corridor extends the existing SW Fischer Road west, through the Kingston Terrace to SW Roy Rogers Road. The preferred corridor is subject to change at the time of development. There are many reasons why this alignment was selected:

- It supports adopted Concept Plan vision and goals for connectivity due to its central location relative to other options
  - Alternative 4 does not provide the connectivity desired for vehicles, bicyclists and pedestrians and results in failures and excess congestion at SW Beef Bend Road and SW 131<sup>st</sup> Avenue, and SW Beef Bend Road and Highway 99W
- Its central location also improves timely access for emergency services and provides the best access to future parks, trails and natural areas.
- It crosses the ravines at their narrowest points and less frequently than other alternatives.
  - Alternative 1 crosses ravines at their widest points
  - Alternative 3 North crosses the eastern-most ravine three times
  - Alternative 4 appears to avoid most ravines, though it may require multiple crossing of the eastern-most ravine, and requires crossing a wetland
- It may provide the opportunity to co-locate other infrastructure, including sanitary sewer, which will reduce long-term costs for operations and maintenance of multiple pump stations. Other alternatives do not support the co-location of infrastructure facilities.
- It requires the least amount of right-of-way acquisition and will not require the demolition of homes that other alternatives may require.
- It is less expensive than some other alternatives and qualifies for state funding sources that other alternatives do not.
- It reduces traffic through the Deer Creek School Zone.
- It has the potential to serve as a local transit route.
- Alignment modeling suggests that this alignment results in the fewest vehicle miles traveled (VMTs).

**Why not just expand Beef Bend Road to accommodate local traffic?**

The Draft TSP and KTMP propose expanding SW Beef Bend Road from two to three lanes. However, transportation models show that, without a parallel collector street, SW Beef Bend Road will likely need to expand to five lanes. Acquiring the land needed to expand the road would require public condemnation of multiple residences between Highway 99 and SW 137th Avenue.

### **I'm concerned about traffic congestion and safety along Fischer Road. Does the city have plans to address these concerns?**

The primary purpose of the east-west collector is to accommodate intra-city trips. That said, there is no way to prevent non-King City residents using King City streets to travel from SW Roy Rogers Road to Highway 99. Therefore, the TSP and KTMP include measures to design the east-west collector in a way that deters cross-town trips.

SW Fischer Road is envisioned as a street that will carry a moderate amount of vehicular traffic, while maintaining an approachable park-like character. In some places the boulevard may have a planted median and a separated multi-use path. In other places, such as through the Rural Character Neighborhood, it will take on the character of a rural road or country lane, with planted areas between the sidewalk and the drive lane. Roundabout and traffic circle intersections are intended to maintain a two-lane road with one lane of travel in each direction.

## **NATURAL SYSTEMS**

### **What do the Concept Plan and KTMP say about Natural Systems?**

Priorities include protecting the Tualatin River, sensitive wildlife habitat, and other natural systems; reducing runoff and healing erosion; and integrating green spaces and wetlands into developed areas. King City will take a conservative approach to protecting natural areas. Naturally forested areas and ravines provide natural boundaries and definition of the developable areas. Development provides an opportunity to improve natural systems and the health of the Tualatin River.

### **Will environmentally sensitive areas, such as streams, be protected?**

Clean Water Services (CWS) will be the lead agency for protection of environmentally sensitive areas. Depending upon the circumstances, the Oregon Division of State Lands and federal agencies may also require protection of these areas. The KTMP requires significant protection and buffer areas along all stream corridors and other sensitive areas. The KTMP will facilitate a progression of physical transitions from south to north, between the river and developed areas. The most sensitive areas and highest quality wetlands found along ravine bottoms adjacent to the Tualatin River will be protected from development. In total, approximately 200 acres within the 528-acre Kingston Terrace will be protected from development. Resources to be protected include:

- FEMA floodplains
- Metro Wetlands
- Class A, & B Upland Wildlife Habitat
- Class I and II Riparian Wildlife Habitat Quality

- Local Wetland Inventory (LWI)
- Significant Natural Resources Inventory (SNR)

**The Kingston Terrace area currently suffers from significant problems of erosion due to stormwater runoff. Won't new development make these problems worse?**

Development north of SW Beef Bend Road has caused significant environmental degradation in the planning area. The KTMP calls for the most sensitive areas and highest quality wetlands found along ravine bottoms to be protected from development, maintaining the health of the Tualatin River and wildlife habitat. Development in areas with lower quality resources will be specially designed to prevent damage to the environment and active environmental repair will be built into the urban fabric. New development will play an important role in repairing the damage caused by earlier development and mitigating impacts from additional development.

**How will new development impact the Columbia Land Trust conservation easement located on the Bankston property in the southeast corner of Kingston Terrace?**

The proposed east/west collector street and associated infrastructure deemed to have critical importance to the KTMP area is projected to cross over the conservation easement via bridge at its northernmost and narrowest point, protecting the conservation easement to the maximum extent possible. The precise route of the collector street, a complete description of impacts, and any necessary mitigation will be determined during the street design phase, prior to construction.

## **PUBLIC UTILITIES AND SERVICES**

**What do the Concept Plan and KTMP say about Public Utilities and Services?**

King City will plan for utility infrastructure service that can accommodate the two phases of development. Working with CWS, the City will integrate stormwater management throughout the area and in coordination with surrounding communities. Development will be designed to reduce runoff and heal erosion where feasible and use best practices for stormwater management and mitigation.

**How will water service be provided to the area?**

The City of Tigard provides potable water service to the City of King City and has committed to supplying water for the KTMP area. Tigard's existing water supply facilities are adequate to supply water to the KTMP area through 2050. The recommended strategy to serve the KTMP area includes main extensions and increased storage capacity. Large diameter piping will connect to the existing large diameter main in SW Beef Bend Road as well as planned large

diameter mains that will extend south from the future River Terrace South development north of SW Beef Bend Road.

### **How will sewer service be provided to the area?**

CWS is conducting a study of potential sanitary system alignments to allow for flexibility to meet the needs of the multiple jurisdictions. Options for potential alignments could include gravity service, multiple pump stations, or a combination of these approaches for sanitary service. Final alignments will be dependent on development patterns, timing for development, capacity needs, and other factors. CWS will look for opportunities to co-locate infrastructure, such as trunk lines and new streets, but this will not be the only factor considered. Other considerations will include but may not be limited to, social impacts, environmental impacts, initial costs, long-term maintenance costs and logistics, as well as land suitability to avoid impacts such as landslides and active erosion. This study and associated analysis are expected to be completed in June 2023.

### **How will stormwater be managed?**

CWS is responsible for stormwater management in the KTMP area, which consists of natural stormwater infiltration and conveyance through natural drainage ways and stream corridors that generally flow from north to south, ultimately discharging to the Tualatin River. The existing drainage ways are susceptible to erosion and degradation from high flows. New development within the planning area must meet CWS requirements detailed through their Design and Construction Standards (D&C Standards). Typically, this will entail stormwater facilities on individual lots and development sites, but does not preclude the use of larger “regional” facilities.

CWS is currently preparing a study and associated analysis to address current and future stormwater management challenges in Kingston Terrace and River Terrace South. The study is exploring, among other approaches, the option of regional facilities that would address multiple developments. CWS is also studying incorporating stormwater management into new and redeveloped roads, parks, and greenspaces to improve water quality.

## **NEXT STEPS**

### **When is development of the Kingston Terrace Area expected to occur?**

The rate of development is dependent upon the actions of property owners. The first phase of development is expected to take place in the western and extreme northern portion of the planning area. A second phase in the central and eastern portions of the area will likely take much longer to occur.

**How and when would infrastructure (e.g., streets, water, sanitary sewer) be available?**

Some major infrastructure improvements, which will serve areas inside and outside Kingston Terrace, may occur independent of any development within Kingston Terrace. Potential examples would include improvements to SW Roy Rogers Road or Clean Water Services sanitary sewer line and pump station facilities to serve River Terrace in Tigard. Developers would generally be required to provide the infrastructure needed to serve their projects.

**Does King City plan to use the right of eminent domain as a tool for development?**

King City does not prefer to use eminent domain as a tool for development because it is time consuming and costly. The general annexation concept is to work with agency partners and interested property owners to create a logical and cost-effective strategy for annexation and provision of necessary infrastructure, transportation facilities, and urban services to support development.

**Will property owners be forced to connect to or provide infrastructure?**

It is unlikely that property owners would be forced to connect to or provide infrastructure. Connection or provision of infrastructure are usually required when a property owner requests service or develops property, except in cases where existing septic tanks fail.

**When do zoning modifications come into play?**

Currently, Washington County zoning applies to the properties within Kingston Terrace. King City zoning designations identified in the KTMP will be applied when properties are annexed into the city. Land use regulations designed to support the KTMP are being developed and will be ready for review following adoption of the KTMP.

**Will property owners be forced to develop?**

No. The KTMP process enables property owners to request annexation if they wish to develop or redevelop their property.