



**Public Meeting #1**  
**KINGSTON TERRACE MASTER PLAN**  
**Monday, March 15, 6-7:30pm**

**MEETING SUMMARY**

**Webinar Panelists**

- City of King City: Mike Weston, City Manager; Keith Liden, Planner; Kenneth Gibson, Mayor
- 3J Consulting: Steve Faust; Anais Mathez

Mike Weston welcomed panelists and attendees. Mayor Kenneth Gibson gave opening remarks and thanked participants for their time.

**Project Overview**

Steve Faust, 3J Consulting, reviewed the agenda and provided an overview of the project. The City completed the *Concept Plan for King City Urban Reserve Area 6D*, which ultimately 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 consistent with the 2040 Growth Concept, Urban Growth Management Functional Plan, and the Metro conditions of approval for the UGB decision.

**Project Process**

Steve described how the Master Plan will refine the Concept Plan by more specifically identifying land use and development parameters. The Master Plan will conduct additional planning, design, and coordination with partner agencies regarding public facilities and infrastructure, including transportation, water, sanitary sewer, stormwater, parks, civic uses, and schools. It will also create a phasing plan for development and public facilities and refine the financing mechanisms.

Steve noted that the Master Plan will guide the necessary amendments to the King City Comprehensive Plan and Community Development Code (CDC). The project will be funded largely by a Metro 2040 Planning and Development Grant. The Master Plan will be coordinating with the city's first Transportation System Plan (TSP) to create a transportation plan that will be fully integrated with existing and future land use. The TSP is anticipated to be completed prior to the Master Plan. However, TSP adoption will be delayed until the Master Plan is completed to allow for any final adjustments to ensure consistency between the two plans. The Master Plan is also closely coordinating with the City of Tigard on planning for River Terrace to the north.

Steve reviewed the project schedule, noting the key phases of work and an anticipated completion date of December 2021.

**Public Involvement**

Key objectives for the public involvement through this process include:

- Inform the community with timely, transparent, and accurate information

- Educate community members about planning and decision-making processes
- Engage the community through early, broad-based, and ongoing opportunities
- Strive for community consensus
- Make a focused effort to engage historically marginalized populations
- Coordinate and cooperate with agency and jurisdiction partners

Steve reviewed a preliminary list of stakeholders to engage and their interests, as well as key engagement activities and tools to be used throughout the process. He noted that Spanish and Korean interpretation and translation would be provided upon request.

Steve reviewed the Stakeholder Advisory Committee (SAC) composition and explained that they were selected to represent a range of interests and neighborhoods within King City and the expansion area.

### **Existing and Planned Conditions**

Steve presented the Concept Plan's existing vision for the Kingston Terrace Master Plan area. He then reviewed existing and planned conditions for each of the four planning frameworks: natural systems, land use, mobility, and infrastructure.

### **Opportunities and Challenges**

Preliminary opportunities and challenges were identified across each of the four planning frameworks. Key points from the Concept Plan that remain fixed for the Master Plan include:

- Continued sensitivity to the Tualatin River and surrounding natural areas.
- Of the 528 overall acres in the planning area, 318 acres are developable.
- 50,000 square feet of commercial uses can be accommodated within a 10- to 20-year horizon.
- 3,576 dwelling units can be accommodated within the planning area across four districts: Main Street/Town Center, Beef Bend Neighborhood, Central Neighborhood, and Rural Character Neighborhood.
- A spectrum of housing types will be accommodated, with a focus on middle housing types. High density residential housing will be clustered near transit
- A pedestrian and bike network will be in place.
- The planning context remains, i.e. Tigard River Terrace, existing bicycle-pedestrian connections, including connections to regional trail systems.
- Opportunities for micro-mobility transportation options.
- Bridges will cross the narrowest point of the drainages perpendicularly to limit cost and minimize impact.

Key items that will be reviewed in further detail and may be considered as alternatives in the Master Plan include:

- The location and orientation of the town center.
- East-west road connections.
- North-south transit connections.
- Type of ravine crossings (bridge versus culverts).
- Future development in the Bankston property and airfield area.
- Local street alignments.
- Drainage area and alignments for sewer pipelines.

## Discussion

The following questions, comments and clarifications were received from the community. Some questions or comments that were received live through the video platform are paraphrased. Project team responses follow in italics.

- I found it difficult to figure out/access the link for tonight's meeting on the website. I would imagine I was not the only one. Can you please add upcoming events or links to these kind of events on the website landing page please or tab it? Thanks!
  - *I apologize for the issue and am glad you were able to navigate to the meeting tonight. In the future we will try to do a better job of raising the prominence of links to public meetings.*
- Please post the website addresses so we can see them. Thanks!
  - [www.kingcitymasterplan.com](http://www.kingcitymasterplan.com) and [www.kingcitytsp.org](http://www.kingcitytsp.org)
- Thank you all for your hard work and good, clear presentation. Will this project set aside land for a community Church?
  - *This is a good point; we have not addressed that yet.*
- How will you strive for community consensus?
  - *Hopefully through a robust community outreach program and activities such as these. We have a lot of competing issues, interests and needs that we need to weigh and balance in order to find the best path forward for the future of the city and residents.*
- What is SHPO?
  - *SHPO is an environmental review process that stands for: State Historic Preservation Office. It includes Environmental, Cultural, and Historic Reviews.*
- Any upscale eateries in the works?
  - *We have considered several options for the commercial core and fine dining is definitely on the list. I believe the City Council and Staff would love to see some fine dining in the area.*
- Why are you proposing a major roadway through conservation property?
  - *"Major" or "Arterial" Roadways proposed for the planning area include Roy Rogers and Beef Bend. I do not believe there are other "Major" roadways. Fischer Road, however, would be considered a local road. I am not sure of what that alignment will look like at this time, or what status it will play.*
- Have any of the planning commission or consulting team walked the area, or are you doing everything from maps?
  - *Several of us toured the area a few years ago and walked through the different areas. Another tour may be in order.*
- How will Edgewater on the Tualatin neighborhood be impacted? How is the anticipated increase of traffic on Beef Bend and 99 and Fischer and 99 and 131st and Fischer being handled? There is already a lot of traffic and cars speeding through these intersections.
  - *These items are transportation related and being addressed by our transportation engineers. I'm not sure what these answers or the preferred alternatives will be at this time. I expect we will have better information soon.*
- Is Steve and those leading the project aware of the strong opposition to Fischer Road being extended?
  - *Yes, everyone is aware of the opposition to the Fischer Extension.*
- How does the communication flow between the TAC & SAC committees? Will there be a summary report of both committees on the King City website?
  - *Through the consultant team.*
- How many folks are attending this?

- *Currently 63.*
- Who may I call to discuss why a town of this size needs a nearby church, especially for our seniors who do not want to drive long distances but would be able to attend a church with nearby access? (Contact: dennisbeatty@netzero.com 928-713-2458).
  - *Steve and I would be happy to discuss this with you. I believe you can submit comments to the Consultant Team or myself, and we would be happy to forward your inputs.*
- What is the cost of the Green Blvd? How much will property owners be required to pay for the roadway? Developers?
  - *Costs for improvements were projected to be paid by System Development Fees associated with the development.*
- I have a few [comments] related to Concept Plan and Master Plan specific to the transportation and sewer system options costs: The Concept Plan indicated that the Master Plan would conduct additional design for many things, including transportation and infrastructure. The drainages that would constitute one subdistrict have a heavy price tag and do not have an optimal alignment. Washington County Commissioners have agreed that each drainage crossing would be a considerable cost. In addition, the cost estimates for a gravity system versus a pump system are too generic and do not consider all the complications for the site. Option 2 in the original Concept Plan provided the fewest issues for the lowest cost. [I hope] these costs are being carefully calibrated and reviewed in the master planning process.
- Are other throughways being seriously considered outside of expanding and cutting through Edgewater on the Tualatin via Fischer? If so, what are they?
  - *We need to figure out how to diffuse the traffic. If it captured by only one arterial it fails. The idea is to build on a grid and diffuse impacts on one specific community or roadway. As we look at alternatives and the TSP process, there will be a couple of options.*
- [I agree that] a grid of streets within the community would diffuse traffic and keep traffic to a dull roar on any individual road.
- How we pay for the improvements? At several points in the master plan it states the importance of equitably sharing the costs of infrastructure development. Early in the process, Mike Weston stated that no King City residents or current landowners would see any increased taxes or fees. How do the costs of development come into play?
  - *The improvements are paid through SDCs or supplemental fees. There are a number of ways for cities to apply this to developments that come in.*
- Are you working with Washington County for any improvements on the north side of Beef Bend since I believe that is in unincorporated county? Such as the turnarounds planned at specific intersections such as 150th? And what has been their response?
  - *The TSP is looking at the Beef Bend road alignment and design. Correspondence with Washington County has been positive about ways to develop Beef Bend to service the area. Neither King City nor Tigard want to see Beef Bend turn into HWY 99 to the point that it becomes unpassable and a barrier between neighborhoods. We are still looking at ways for traffic to flow through, potentially including a traffic signal or circle. Washington County is open to that concept while limiting number of connections to their arterial street.*
- I understand the need for connectivity, but can one do so without creating a boulevard for the purpose to move traffic from one end to the other? Beef Bend should be the end to end connector or road of choice to leave the area.
- Will current landowners be forced to sell their land?
  - *No. You can hang on to your land all you want. Some people decide to sell because of the value.*

- Don't the system development charges increase the cost of the developed property, thus affecting the "affordability" of the property? Doesn't that negatively affect your goal of providing for low-income housing?
  - *We are not talking about low-income housing but affordable housing. There are other options to promote [subsidized] low-income housing through other means. We want to ensure that whatever we do pays for itself and does not burden current residents.*
- This "affordable housing" will bring the value of our homes down. The current homeowners and the impacts of them should be greatly taken into consideration.
- What happened to the proposed commercial/residential development on the northwest corner of Fischer Road and 131st? Is that moving forward and is there a traffic light being considered at this intersection?
  - *This went through Planning Commission approval, but the project ran into some financial constraints and it has not moved forward. A traffic light was considered in the Concept Plan and SCJ Alliance mentioned that signalization of that intersection may be necessary in the future. The Traffic Study is Appendix J in the Concept Plan.*
- Why is there more rural development on the east end next to the existing developed area?
  - *There is more rural development on the east side because there are more private lots that are already divided up. Those areas tend to develop at a slower rate over a longer period of time. We still have large lots in other areas in the Metro region, even though they've been in the UGB for some time. We project that area will be very slow to develop, maybe through generational turnover over 20-40 years. In addition, areas to the west are already serviced by major thoroughfares like Roy Rogers.*
- I just noticed today the tag Kingston Terrace. How did that come about? Was the community involved in that naming process?
  - *We've been talking about this for years but never moved forward with any decisions. In speaking with the Mayor over the last few months, we were tossing around Kings Town, (condensed it to Kingston) and River Terrace to the north, so "Kingston Terrace" reflected both of those ideas. We also want to stay close to the original identity.*
- Mike Weston said King City has never done a forced annexation and has no plans to do so in the future. Is that still the official stance?
  - *That is still our position. Forced annexations are not an ideal situation.*
- Cities cannot annex via cherry stem, but only through contiguous annexation. How does the City propose moving forward with development, especially with Mr. Weston's comment that the east end of the planning area will develop more slowly?
  - *There are enough interested property owners that we won't need to "cherry stem" development (i.e. over 1000 ft away).*
- Are there any plans for development of the existing King City footprint, and how might that affect the overall city plan?
  - *We don't see a lot of redevelopment in King City because a lot of it is already in good shape. There are only a few properties that are available for redevelopment. We did do a town center plan that involved our commercial area along 99W that allows for more mixed-used redevelopment.*
- Does the Master Plan allow for bike lanes on Beef Bend from Roy Rogers to HWY 99? Recent work on Beef Bend has resulted in patchwork for these lanes as well as repainting of turn lanes.
  - *It's a big push, but the City is trying to work with the team to pitch for separated, multi-use paths that are connected, including to the Westside Trail system. As far as Washington County*

*is concerned, a minimum design standard would be to have bike lanes on the street, but a better situation would have these lanes separated from traffic.*

- The proposed acreages for the community park and neighborhood parks are much smaller than community and neighborhood parks in Tigard and Tualatin. Based on the 3300-3500 new homes and up to 10,000 new residents, how were these formulations determined?
  - *There are already 200 acres of natural area in the planning area. Also, on the other side of Roy Rogers there's a chunk of property that is designated for ball parks and football fields that the city of Tigard bought 10-15 years ago. When that area comes into the UGB, that would be adjacent to King City. In addition, we will have pedestrian connections across the river to the Tualatin Wildlife Refuge, which is a Metro/Washington County regional project.*
- I would like to take this opportunity "for the record" to voice the majority of Edgewater on the Tualatin's views on this project and the impact to our neighborhood, specifically Fischer Road. As a community we have come together and raised these concerns with you on a number of occasions. We did not buy into this neighborhood to have a throughway cut right through our neighborhood. I am taking this opportunity to voice these concerns again so you all can take this into SERIOUS consideration. We as a community do not feel our legitimate concerns are being seriously considered. Some of the major concerns are speeding, increase in crime, home values off Fischer being negatively impacted and the Edgewater homeowners overall. There are environmental impacts to the bodies of water, wildlife, vegetation and more. We are respectfully pleading that you seriously consider other options. Thank you.
- Running the Fischer road traffic through Edgewater would be devastating to that community and not what was anticipated when purchasing homes there.
- Have we thought of future schools with this increase in population?
  - *Yes, the Concept Plan identifies institutional uses.*
- Is Rivermeade Park going to become a public park?
  - *There are no plans for this. Currently the park is owned by a corporation.*
- Are there any plans to disconnect Elsner Rd from Roy Rogers? What about a Tualatin River Park south or east of Elsner Road?
  - *There are no plans to disconnect Elsner. I believe the Tualatin River Park is Metro-funded, which will also be a feature in our area.*
- Metro has appointed a new independent oversight committee for the regional government's park and natural areas. Is King City planning to access these funds to increase park and natural area size based upon the \$475 million bond measure passed in 2019?
  - *The City was pretty discouraged by Metro's proposal, which left out all of the southern Washington County cities out of the loop on these funds. The City is looking at all means to raise funds for our trail projects.*
- Does the Master Plan number of 3500 residential units include what is proposed for the corner of 131st and Fischer development?
  - *No.*
- Will survey results (past and future) be posted to the project website?
  - *Yes. The advisory committee meeting summaries are also posted. All the comments received tonight will be posted too, as well as interviews and the online open house.*
- How can we weigh in on Plan Alternatives this month and next?
  - *In addition to the activities that we will conduct through this process, we recommend providing comment through Planning Commission and City Council meetings,*

**Next Steps**

Upon conclusion of the Q+A, Steve announced next steps. An Online Open House is available on the project website and will be live through early April. Stakeholder interviews and focus groups are ongoing. The next step in the process is to develop Plan Alternatives. The Technical Advisory Committee (TAC) and Stakeholder Advisory Committee (SAC) have a meeting scheduled for mid-April.

The Mayor provided closing comments. He encouraged continued participation and expressed excitement for the future of King City. The meeting adjourned at 7:30pm.