



KINGSTON TERRACE MASTER PLAN PUBLIC MEETING SUMMARY

February 8, 2023



Introduction

The Kingston Terrace Master Plan (KTMP) will be used as a tool to manage development of Kingston Terrace and it will further refine the King City Urban Reserve Area 6D Concept Plan that was adopted in 2018. This plan provides additional development detail and implementation strategies and will be coordinated with the Transportation System Plan. The Master Plan includes four frameworks in which base conditions, policies, and implementation strategies will be discussed. The frameworks include:

- Land Use
- Mobility
- Natural Systems
- Public Utilities and Services

Land Use and Neighborhood Design

Many things stayed the same in regard to land use in the 2018 concept plan. HB 2001 was adopted, and the city set aside land for affordable housing types and encourages a wider variety of housing types to be developed. This includes approximately 20 units per net acre. As the neighboring River Terrace develops, it will complement Kingston Terrace. Policies include:

- Neighborhoods integrated with nature: natural resources preserved, integrated in all neighborhoods
- Parks and natural areas for everyone: parks and trails accessible to all residents
- Mixed-income neighborhoods offer a wide variety of housing options: Each neighborhood will feature a mix of housing
- Neighborhoods transition from west to east, development follows property owner decisions

Implementation strategies include having a master plan for neighborhoods. It will work with supporting neighborhood development, connectivity of streets and through block sizes. Housing includes a range of housing types such as plexes, townhomes, and cottage clusters due to density requirements. The parks plan will be included within the neighborhood, with two parks planned for the area. Land use will also be coordinated with the TSP.

Background: Following King City's completion of the *King City Urban Reserve Area 6D Concept Plan*, Metro approved the inclusion of King City Urban Reserve Area (URA) 6D into the urban growth boundary (UGB) in 2018. The Concept Plan started the planning processes necessary to urbanize URA 6D, including a series of baseline reports addressing housing, land uses, transportation routes, parks and open spaces, public facilities, governance, and infrastructure costs for the area. The Concept Plan process also engaged the public to create a community vision and preliminary design considerations for the area. The *Kingston Terrace Master Plan* builds on the Concept Plan to provide additional development detail and implement the community vision resulting in Comprehensive Plan and Community Development Code amendments.

Mobility

Updates through the TSP will include the East-West Alignments study from 2022. An internal system of streets and paths will be refining the maximize connectivity, safety, meet regional goals, and serve local infrastructure. The preferred alternative from this study is alternative 2 that is identified in the E-W study. Policies include:

- Context-sensitive: Streets transform to match neighborhood character of different zones (example: (4) rural character cross-section below)
- Connected: Fine-grained network
- Safe and slow: Narrow streets and traffic controls tame cars, protect pedestrians, reduce cut-throughs
- Streets for everyone: micro-mobility, active transportation, and universal design built in
- Big Streets connect not divide: SW Beef Bend Rd and SW Roy Rogers Rd are safe to cross, and interesting and safe to bike and walk along with facades facing the street

Implementation strategies include creating a master plan for street and path types, including functional classifications and context sensitive design characteristics in the Transportation System Plan, creating street and path dimensional design characteristics, and creating a backbone street system.

Natural Systems

Wetland, riparian, stream, and upland habitat quantity and quality is greater closer to the Tualatin River within this area. The Kingston Terrace Master Plan included a refined review of natural resources and an analysis of upland habitat for its base conditions. These natural resources are also regulated at the time of development by various groups such as the Army Corps of Engineers and the DEQ for water bodies and wetlands, Clean Water Services (CWS) for water body and wetland buffers, and regulatory local ordinances for upland habitats.

Policies include:

- Adopt a conservative approach to protecting natural areas.
- Improve the quality of natural resources through development.
- Feature natural areas and bring nature into the neighborhoods.

Implementation strategies include enacting regulations to protect natural resources, providing a network of trails, and reducing runoff and healing existing erosion damage.

Public Utilities and Services

Public utilities and services were identified within the plan. Sanitary sewer is projected to connect to CWS regional sanitary sewer system, with River Terrace South Pump Station serving the western portion of the plan area. The Regional Sanitary Sewer Concept Plan is in progress and CWS is looking to collocate infrastructure. It was also identified that natural drainage ways are susceptible to erosion and degradation and is proposed that future development should coordinate with upstream planning efforts to mitigate high-flow events and prevent further degradation.

Policies include:

- Coordinate co-location of utilities with infrastructure
- Reduce runoff and heal erosion

Implementation strategies include coordinating with the City of Tigard to ensure sustainable and efficient water provision and to gain more information from the CWS study and implement strategies based on issues identified.

Funding Strategy

The funding strategy for these various strategies was also discussed. The funding strategy for transportation focused on working with Washington County and Metro to prioritize improvements, to analyze projected tax revenue, and to consider a TSDC surcharge. Funding for parks, sewer, water, and stormwater included possible citywide SDC for parks, to conduct an urban renewal feasibility study and finance plan, to have a developer or CWS pay for upfront costs and gain credits for capital facility improvements, and to partner with Tigard to finance water supply and transmission mains through funding from rates and SDCs.

Public Comment

A Question & Answer session followed the presentation. A summary of community questions and comments are listed below. Comments from City staff and consultants are written in italics. The majority of neighbors in attendance are opposed to any street connections from existing King City to the Kingston Terrace area due to concerns such as traffic, noise, safety, quality of life, and environmental impact.

- The proposed road going through Columbia Land Trust is not ideal, warned of being an ecological disaster and that the road going through conservancy will have a large environmental impact. Reminded everyone that here are other options that would be less impactful and proposed a solution and compromise about the road being changed.
- The King City TSP had more alternatives for east-west connecting roads, alternatives would eliminate the extension of Fischer Road to 137th Avenue. The initial study was biased toward the outcome that favored the TSP and it did not consider protected ravines in ecological area, such as the buffer zones around ravines. The planning map shows all 4 options, including Fischer Road going through ravines. Is this considered sound engineering? Residents submitted a counter engineering report that was ignored. Costs for bridges were overlooked and the city cannot afford these roads. I expect developers will need to pay for them and they may never be created because of costs. Will King City grant public access to all raw data used by the consultant and their specific math/calculations? Will you grant public access to your data, calculation variables, method, and cost model used to calculate the estimated road costs, specifically focused on road 7 and 9? How did you account for water, sewer, bridges, and eminent domain? Is King City prepared to circumvent the protection of environmentally sensitive riparian land? Is King City required to create a report indicating the negative effects of environmentally protected land, climate, and wildlife?
- To be contiguous, development should start at the city boundary and move westward. On page 115, Beef Bend Road is considered a county road. If it's a city road, could you state the connection? How do you plan to annex it and maintain the connection? *We would use a cherry*

stem annexation toward 150th. Proposed a delayed schedule of TSP adoption until August and wait for June completion of the Clean Water Services' studies in order to make any revisions necessary. Changes will be needed before the adoption, especially on Page 83- drainage and topography. CWS will have their own process and public comment. The CWS studies have not been given as much thought, and there is not much time to wait until the study is finalized. Figure 6.2 on page 84 shows gravity lines to the west and east from 146th. There are three pump stations to go to those gravity lines, we do not need to cross environmental conservation lines in order to utilize pump stations. We should collocate a gravity sewer line instead. The map shows that it is possible to include pump stations there. It is the preferred way to serve the area. CWS is looking at this route to serve the area to see if the gravity is enough and pump stations are not required. This is ideal and this would have benefits. We are trying to be transparent. The goal is to serve the area with gravity, but we need the CWS results. CWS mentioned that the River Terrace pump station could not serve more land. That was referred to earlier. 150 to 155 ft at the Fischer intersection is needed in order to dump into the 131st gravity line. We need to stay at a certain amount of feet above sea level. We cannot have a sewer line above 40 ft. The gravity line should follow a gradient all the way down. We do not know the exact route and it will be determined closer to the time of development. We do not want to build on the conservation easement and are making attempts to minimize the impacts. I would like to see the detailed cost estimates and would like to see why two is lower cost than three. I am a resident and member of KCCA and will be running for mayor.

- I am a steward and director of the Columbia Land Trust conversation easement. It is an important piece of the ecosystem. We must protect the conservation easement to the highest extent possible. The analysis today does not fully evaluate the alternatives. We should protect the integrity of the easement; the Metro condition requires protection in order to expand. Several alternatives ignore the easement, alternative three north avoids the easement and meets the Metro condition. All alternatives do not get the same treatment. Alternative #3 north and south are ideal alternatives.
- My home also appears as a traffic circle on the planning map. I am concerned with the environmental impacts of decision. My home security camera shows wildlife coming up the ravine daily. The three planned roadway crossings along a short stretch avoid Metro's title 13 for regulatory requirements to protect Class 1 riparian areas. The plan needs to show both the need of people and nature. How can the streets be 600 feet apart when along 147th they are planned for less than 400 feet? *Backbone streets are 600 feet and smaller streets will be located in the grid.*
- How many east-west backbone streets are by 142nd? *Smaller blocks of local streets. 600 feet account to where they intersect with Beef Bend. These are Washington County spacing standards of connecting to an arterial. When we are not connecting to Beef Bend, we can connect more frequently than 600 ft.* I am confused about the three connector roads and why there needs to be three going though Edgewater. *They will be connector roads from 131st. The roads already exist.*
- I enjoyed the sections about traffic mitigation and living/housing. Please consider adding the Land Trust as a protected area. It should be added to the list, it is added under Metro's list when the area was assessed. I thought they could do the plan without any eminent domain needed; this is proving to not be true. The Land Trust contains white oak, otter, beaver, deer and all are natural to the area and an important resource for the city. If CWS decides on pump stations, then we should consider making this area protected to reduce harm to the natural environment.

- This plan was originally proposed as a connection to the existing retirement community and now it feels like it is a direct connection from Beef Bend to Highway 99, more connectors will cause people to traverse the city rather than move within it. Analysis does not take into account River Terrace 2.0. traffic, I hope that you reconsider some backbone road networks.
- I want clarification on the backbone roadway maps. I am confused about the 600-foot spacing. *The spacing is approximate and relies on terrain. Blocks and streets are on the same pattern as the city.* The area is busy on the map and shows too many traffic circles and streets. *We developed a street network because we are trying to spread traffic among different routes and not have certain streets relied upon for all, we also focus on connections for bikers and peds. We need backbone roads and connection every 400-600 feet to support the grid network. Where roads end up have not been identified we are trying to get a general idea of what the city infrastructure needs, and the funding needed to do this.*
- The map does not show the new development alongside Kingston Terrace. We cannot get on Fischer Road or Beef Bend at certain times of day from where we live. We need to fix current problems.
- I want to see the numbers and where developers are projected to build bridges. The map shows 1-9 years for the TSP and planning, none of those years had anything that did not touch 137th. *The map shows tier 1, 2, and 3 facilities. We are hopeful that we will get grants. Tier 1 is regionally significant and includes various funding sources. Beef Bend, Roy Rodgers, River Terrace, Elsner, and Fischer are all tier 1. Tier 2 includes 150th, 137th, the Fischer extension and are projected to develop in 7-14 years. This will move up if they see significant development, if we see less then it will take longer. 137th to Fischer would not punch through for construction traffic, although if the westside trail segment gets developed then it will also get developed.*
- Montague Road is new. *King City has identified four connections from the new area to the city. These connections are Montague, Fischer, Capulet, and Avenue B (potentially). We have not taken this route before because they would push people out of their homes to create roads that connect. The only load-bearing road is Fischer. Montague, Capulet, etc. are small. Fischer is the most capable of connection.* I am worried about the connection that would go through the private park.
- I am worried about safety. What are you going to do to Fischer Road in current King City to make it safer? Is there a plan to reduce speeds? There is a similar issue with 131st. *We are going to coordinate between the city and Washington County. We will also provide a bike and ped trail that would cut through the region. We are concerned about Washington County designs that make sidewalks smaller and would like to change this.*
- Our natural resources are not valued enough. I am concerned that the east-west connection will destroy the environment. Fish are located in the stream, such as pacific lamprey. The city wants to add an easement along the riparian area and heavy metals and trash are likely to go into the stream. Washington County identifies this as a significant resource area. I am concerned for animals will not have nexus to move through the area.
- Will you commit to extending the adoption dates of the TSP and Kingston Terrace Master Plan until after they have been revised to include the CWS study? *We cannot wait based on another agency's timeline, contract, and scope. Funds will run out before. Timeline with constraints of both scope and budget is occurring.*
- I would like to get more information on parks in the area and plans for them. *The master plan identified parks going in a general area. Low-lying Park areas and a trail path connecting these areas to the planned parks are projected. We will give you contact information.*

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- I live in Edgewater and am worried about our neighborhood taking the brunt of traffic. I disagree with Fischer Road extension.
 - No one wants the Fischer Road extension; it is frustrating that city council is not listening.
 - I am part of the planning commission and have a question for the group. HB 2001 implies that many people will use mass transportation as development occurs. How many people use TriMet? *About two people raised hands initially, some drive to TriMet stops*
 - TriMet will not run anything through Beef Bend and many other routes. They do not serve the area.

Next Steps

Next steps include the Transportation System Plan and KTMP adoption processes, which includes amendments to the comprehensive plan. The King City Community Development Code amendments and the system development charge (SDC) methodology will also be adopted through a subsequent process.