



# **KINGSTON TERRACE**

# **MASTER PLAN**

## **ROUND 3 COMMUNITY OUTREACH**

## **COMPILATION**

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July 2022



## May 12 Hybrid Public Meeting

All meeting materials can be found on the project website at [www.kingcitymasterplan.com](http://www.kingcitymasterplan.com).

- What is the actual meaning of the regulatory requirements for connectivity (i.e., OAR and Metro plans)? Do they have the force of law, what do they really mean in this context, and what are the consequences of ignoring them?
- Do we actually need a collector road through this area? We don't want a thoroughfare through our community.
- In favor of "Alternative 5," which provides a collector street between Elsner and 150<sup>th</sup> and then uses Beef Bend Road for the remainder of the journey east.
- The analysis might be biased because several of the alternatives cross at or near the Bankston Easement to reach Fischer Road. This is problematic since any impacts to Bankston should eliminate the viability of that alternative.
- Please be clear about the purpose of the meeting. I thought we would be giving public testimony like a public hearing.
- I think someone should open a restaurant in this area as it would have great views of Mt. Hood.
- You need a better room for Zoom meetings. There is too much echo.
- There are potential changes to the Transportation Planning Rule at the state level that could particularly impact parking requirements (i.e., eliminate parking minimums).
- I own land in the town center and along Beef Bend Road and am enthusiastic about the planning process in general.
- I live just north Fischer Road and west of 131<sup>st</sup> and am concerned about traffic volume increases along Fischer Road.
- The Rivermeade neighborhood retained legal counsel, Kellington Law Group to evaluate King City's Draft Transportation System Plan ("TSP"). The Kellington legal document was submitted to you on April 6, 2022 and I encourage you to thoroughly evaluate it. The Kellington's legal brief describes in detail our concerns about the City's TSP and in particular our concerns related to any proposed roadways that would traverse through the Rivermeade neighborhood. Additionally, the City is also in the process of creating a master plan for the Kingston Terrace area, including amendments to the City's comprehensive plan and land use regulations. To the extent that process involves considerations of the proposed roads, the Kellington's legal analysis applies equally to that process as well, not just the adoption of the TSP.
- There are numerous development constraints including natural streams in steep eroding ravines, the Tualatin River which contain sensitive and essential fish and wildlife and streamside habitat. Additionally, the Bankston Family Nature Preserve is a 12-acre riverside property that is protected by a conservation easement held by the Columbia Land Trust. The Meyer's Riverside Airport, a small, private use airport is located within the area. The City's draft transportation project proposes that roads will cross the airport property and runway that may contravene Oregon's statutory standards.  
There is also a BPA-PGE corridor which contains both high voltage electrical transmission lines and towers as well as smaller distribution lines and poles. This corridor also contains an underground petroleum pipeline. The City must determine whether it is safe and feasible for the proposed roads to be developed over the pipeline, especially given the proximity to the Tualatin River and sensitive areas as well as the safety of not only the Rivermeade neighborhood residents but residents of King City more generally.

The proposed roads would involve the remove of important streamside vegetation, including native vegetation on the Bankston Property that has undergone extensive restoration which will exacerbate erosion of these deep ravines in which streams are located and further destabilize banks and harm water quality of increased sediment from erosion. The inclusion of the proposed roads pursuant to Killington legal evaluation would violate numerous state, regional, and local approval standards.

- Rivermeade is an active neighborhood community and any roads through our community would harm the integrity of our neighborhood. I oppose the alternatives in the Draft TSP and to the extent applicable the City's comprehensive planning amendments or process that includes any roads through our neighborhood. The City's Draft TSP and proposed roads is inconsistent with numerous state, regional and local standards.
- A legal document from the Kellington Law Group, representing the Community of Rivermeade, was delivered to Mayor Fender and members of the Council in early April. Yes, it is lengthy but quite detailed and I strongly urge all of you to read it.

There are numerous goals and standards set forth in Local, Regional, and State documents concerning King city's Long range Capital Project List and TSP. and it also points out that King City's plan is not consistent with many of these.

One core issue is the Metro Ordinance 18-1427 which they, Metro, inserted as a condition of approval of your expansion plan. As you know, it states that King City shall work with the Columbia Land Trust to protect to the maximum extent possible, the 12+ acres that the Columbia Land Trust covers. As you all know from walking the area yourselves, the N.E. corner of this property is on the north side of the ravine that runs from 137th behind all the homes on that side of River Ln. into the Land Trust acreage. You seem to be ignoring this conditions set forth by Metro, and continue to plan more than 1 route that runs directly into and thru this area. Its obvious that most, if not all development is planned to occur to the west of 150th. One reason as you point out, is that 200 of the 528 acres annexed, are unbuildable due to ravines, stormwater runoff, etc. This 200 acres start at the end of River Ln. and right where the 12 acres of Land trust start.

A large number of homeowners and citizens between 131st and 150th would be greatly impacted by a Fischer Rd. extension and they are emphatically against it, and should be listened to.

Metro Regional Transportation Function Plan, Title 1: Transportation System Design 3.08.110.C Street System Design says: "City shall incorporate into its TSP, connector streets at a ½ mile and should in itself remove any need for any connector road thru this area.

For these and several additional reasons pointed out in the Kellington document, alternative #5 makes the most sense and your endeavors should be concentrated to that area.

- Impact of Transportation Option 3 to wetlands less than 200 feet below crossing of Capulet east of 137th. How is it documented that impacts will account for typical regulatory and conservation principles of "first avoid impacts" per page 6 of the evaluation factors document dated 9 May 2022? Cordelia Street between Sebastian and Capulet is a private street requiring mitigation of traffic patterns for Option 3.
- [Rivermeade] is a unique neighborhood that embodies the true meaning of a community. We look out for each other and participate in park clean up, 4th of July celebrations, and provide charitable donations to a variety of local organizations.  
The Rivermeade neighborhood retained legal counsel, Kellington Law Group to evaluate King City's Draft Transportation System Plan ("TSP"). The Kellington legal document was submitted to you on April 6, 2022 and I encourage you to thoroughly evaluate it. The legal brief documents

concerns about the City's TSP and in particular related to any roadways proposed to run through the Rivermeade neighborhood.

The proposed roads would involve the removal of important streamside vegetation, including native vegetation on the Bankston Property that has undergone extensive restoration which will exacerbate erosion of these deep ravines in which streams are located and further destabilize banks and harm water quality of increased sediment from erosion.

Rivermeade is an active neighborhood community and any roads through our community would harm the integrity of our neighborhood. I oppose the alternatives in the Draft TSP that includes any roads through our neighborhood because the inclusion of the proposed roads according to Killington legal evaluation would violate numerous state, regional, and local approval standards.

- I would like a competitive sized swimming pool. Community gathering spaces and a recreation center. Bike and pedestrian trails.
- I did an informal safety survey along 136<sup>th</sup> Avenue north of Cordelia where kids walk on their way to the park. There are large amounts of kids going to the park which is a safety concern. Also, the roads are narrow so you can't get two cars through with on-street parking which harms visibility.
- I'm not happy about alternatives going through the easement of CLT.
- I'm not against expansion, but King City is a small town. Not like Tigard. I am not in favor of alternatives that can hurt the community's safety.
- Beef Bend Road is the right road to connect from east to west. Fischer Road is not. There is no way the road can handle the extra traffic.
- I am disappointed in the meeting format as I was told we would be able to give testimony. I am against the Fischer Road expansion.
- The City is not taking us seriously. We will ramp up our efforts.
- There is definitely pushback on the proposed roads, but also how will the area be served with sewer?
- Plan for something that works.
- There is already a problem with congestion at Hwy 99 and Fischer Road where there are apartments and a gas station. People queuing for the gas station block traffic and adding more cars and driveways to that route would make it worse.
- There are a lot of kids in Edgewater. I can't see it being safe to add more traffic.
- The impact of transportation option 3 to wetlands less than 200 feet below the crossing of Capulet east of 137<sup>th</sup>. How is it documented that impacts will account for typical regulatory and conservation principles of "first avoid impacts" per page 6 of the Evaluation Factors document dated 9 May, 2022? Cordelia Street between Sebastian and Capulet is a private street requiring mitigation of traffic patterns for option 3.
- Completed comment form indicates preferred park types in six locations:
  1. Community park south of Town Center near Roy Rogers Road
  2. Community park in the Town Center
  3. Urban park southwest of the Town Center near the river
  - 4-6. Nature parks in the three locations east of Elsner Road.
- Do not extend Fischer Road except of bicycles and pedestrians. Do not raise our taxes. Do not damage our community. Listen to the residents.  
Do not extend Fischer Road except for bicycles and pedestrians. There are too many natural high value areas and deep ravines too. Do not raise our taxes. Do not damage our community. Listen to the residents. Please consider strongly the 5<sup>th</sup> proposed route in yellow. Thank you.

## June 14 Virtual Public Meeting

You can view a full recording of questions and answers [here](#). All meeting materials can be found on the project website at [www.kingcitymasterplan.com](http://www.kingcitymasterplan.com).

- Can you explain how the consultants arrived at the four east/west alternatives and why three of the alternatives utilize Fischer Road through Edgewater?
- I've lived in Edgewater since 2005, my husband and myself. These are some thoughts about how we feel about the city extending Fischer Road to the new Kingston plan. Most importantly, the wildlife corridor, deep ravines, and protected green space will be dramatically impacted by the Fischer Road extension as we all know. If this is approved to extend Fischer Road, surely there would need to be a traffic light installed at the intersection of 131<sup>st</sup> and Fischer for the safety of children and families walking to the local school. I personally envision this being a nightmare of backed up traffic east and west during peak travel times flowing onto Fischer Road, a neighborhood street with homes without driveways allowing no safety for those living on Fischer Road. Children pass this road continuously north and south to the park. I see this becoming a new Durham Road. Even if choices one through four are chosen along with perhaps Capulet or Sebastian Lane being opened to the flow with Fischer Road, people will most likely take the fastest direct route, zooming down the alleyway area of homes backing the powerline area to connect to Fischer Road. I see the only logical choice is to flow the traffic down Beef Bend Road past 150<sup>th</sup> then connecting to the new developed area to maintain the safety and serenity of these already existing neighborhoods on both sides, Rivermeade and Edgewater. My question to the planning committee is has there been any discussion with the Tigard/Tualatin School District as to how these new schools to accommodate these new neighborhoods would be funded. It seems the only option would be a voter-approved bond for Tigard and Tualatin which would more than likely be impossible to pass with the current economy. New schools should be a priority for this planning process as the existing TTSD schools are extremely overcrowded. How are you as a Planning Commission planning on getting funding for these new schools that you envision.
- Roads around us like Bull Mountain Road, Durham and other high volume roads are two lanes. Why can't Beef Bend Road handle the extra traffic?
- I have a comment on the circulation analysis and after that I'll add three related questions. I want to know basically if you can give me any specific requirements by Metro, Washington County, ODOT or any other agency that requires King City to build a new east/west connection. My research did not find any. The 2017 King City URA Baseline Transportation Report by Anne Sylvester cited the Metro Regional Transportation Functional Plan requirement for collectors at half mile spacing while considering constraints for existing topography and the natural environment. Not only do we have huge topographical challenges including USGS identified slope instability at all the ravine crossings and natural environment conflicts with the Bankston Conservation Easement for your alternatives 1, 2 and 3, which was specifically called out by Metro's requirement to develop other alternatives, but where Kingston Terrace is only a half mile wide or less, the RTFP would not even require an east/west collector. And on top of all that, Metro exempted King City from all RTFP requirements. So there is no Metro requirement for a new east/west connection. King City Municipal Code 16.212 establishes criteria related to block size and access spacing and in Kingston Terrace to include to future local street connections at 137th and at the location presently occupied by the Mountain View Mobile Home Estates. And

most importantly, that the street system be designed to discourage motorists traveling between destinations outside of the neighborhood being served. So, not only is there no King City requirement for an east/west connection, but your own code says the system should discourage cut-through traffic, while the continuous extension of Fischer Road would clearly encourage cut-through traffic. Your alternatives 1, 2, and 3 all fail to meet your own code requirements. Only alternative 4 meets the current code requirements. Also, Tigard is not establishing any new east/west connection for River Terrace West or South. Tigard is planning far more homes than King City, but Tigard is relying entirely on the established road alignments. So there is absolutely no requirement for an east/west connection through Kingston Terrace, but City leaders continue to push against increasing public resistance to an extension of Fischer Road or any new full length east/west connection. Any emergency access or detours on Beef Bend which Anne mentioned earlier could be handled by the local street network under King City's current code given the required block size. If any east/west alignment is deemed necessary, then the public overwhelmingly favors alternative 5. So I have three questions: 1) Can anyone give me a specific legal requirement for a new east/west connection within Kingston Terrace? 2) When will the alternatives and circulation analysis be updated to include alternative 5, which is similar to the no direct connection except it includes a collector to service the western two-thirds of Kingston Terrace from Roy Rogers to 150th. 3) When will the public as well as the SAC and the TAC be able to review the draft circulation analysis apparently in August, but will they be able to comment on the draft scoring of the evaluation factors and review the draft planning level cost estimates prior to finalization of the analysis in the fall and before making a final determination of any requirement?

- I, one, want to express my appreciation to King City for holding this meeting. I was at the May meeting and a lot of turnout and I was disappointed with the lack of interaction, so I appreciate this. My recommendation though and my urging is that there were a lot of people that showed up in that meeting that I'm not sure that being an attorney I've finally gotten up to speed on Zoom and Teams and figuring out and it's way better than a conference call and I know that there's been technology issues. I have huge technology issues myself with clients where they're hybrids. But given the composition and demographics of the residents in King City, I really feel like a lot of people who showed up in person weren't heard so if you want to follow up with an in-person meeting I would recommend that. I think this is a good first step. I think a second step would be an in-person meeting or try a hybrid and at least you can accommodate people who are showing up in person. We've invited neighbors but you know the technology isn't right for everybody is all I'm saying and that's not your guys' fault. I appreciate this meeting. But I also think in my professional experience that the one thing Zoom and Teams doesn't do a very good job of is the public synergies of hearing each other and brainstorming and really being involved in the public process to be able to come up with constructive suggestions for King City in this process. So I think it's not just an opportunity for the citizens to be heard I think it's an opportunity for King City to hear from its people who are local experts about possibilities of improvements in the process so one a thank you and two a plea.
- 28 streets feed into Fischer over its one mile from 99W to Cordelia where Fischer dead ends. 25 streets feed into Beef Bend over its three miles from 99W to Roy Rogers. So why would Beef Bend itself not be a better choice over Fischer for the thoroughfare since Beef Bend can accommodate future congestion better than Fischer and would avoid the river and other natural areas?
- I have to say that I do not support the throughways through Fischer Road or Capulet. I am biased because I live here but from what I can tell they are just narrow one way streets with

heavy street parking. There's no driveways on most of these houses. It's clogged. And the amount of traffic that is going to flow through these small neighborhoods on these small roads is really going to impact our neighborhoods' quality of life. And that quality of life to me is the kids playing on the streets, the lack of excess noise, the excess traffic, and then the associated issues with that. People sideswiping cars. People driving through here fast. All of those things on these small roads I see as being a problem. I don't support adding homes on the west side at the expense of those living on the east side. It's robbing Peter to pay Paul so to speak. But I do support an option 5. That is the better way. The area is just not great with the river there, but I don't think feeding all of this traffic into a small community is the way to go either. There is a fire station on the east side of the city and one being planned for the west side. Can you tell me how important the east/west connection is for response times? It sounds like that is a big deal, but I'm curious if there would be quicker times if we had one in the middle of Kingston Terrace. What kind of analysis has been determined in a no build scenario? Does no build scenario still meet the guidelines for TVFR?

- Looking at your plan, you say you are considering livability and neighborhoods and protecting the environment. As I see it, the four alternatives will be drastically changing and possibly destroying green space, wetlands, and the neighborhoods we currently live in. How do you propose to avoid this?
- I am opposed to the east/west internal street connection routes 1, 2, and 3, and possibly even 4 if it were to connect with Fischer Road. I'm in favor of the alternative option #5 that has been proposed by the King City area citizens which uses Beef Bend Road and I think it's the most direct and most efficient east/west corridor. It would be faster even for emergency vehicles to go up to Beef Bend and get across to Kingston Terrace via Beef Bend Road. The Kingston Terrace Transportation Concept Plan emphasized taking traffic off Beef Bend Road by providing an internal east/west network for mobility from Kingston Terrace to King City and with the goal to integrate the city as a whole community and at the same time to minimize adverse impacts on the built environment. Taking traffic off Beef Bend Road and routing it internally through existing neighborhoods will not minimize adverse impacts. It will create significant adverse impacts. There will be more traffic, increased noise, increased pollution, reduced street safety for children and pedestrians in those existing neighborhoods. An east/west connection from Kingston Terrace to King City using Fischer Road will not integrate the community. It's just going to provide Kingston Terrace residents access to and from Highway 99, creating a main thoroughfare through Edgewater. I think there was an early DKS estimate that there could be thousands of vehicles per day that would use such an internal east/west corridor via Fischer Road. Now with the extra analysis that's been done on the circulation alternatives, what volumes of traffic would you expect? How many vehicles per day would be expected using the east/west corridor on Fischer Road?
- What is the plan for Elsner Road improvements or connections?
- When we bought our house here on Fischer Road, the concept plan had been just decided the month before and we weren't advised about it, didn't know anything about it, and we started hearing about the proposed expansion of Fischer Road to Roy Rogers. As we've lived here now for four years, one of the things we see is the dead end street and people drive too fast now. Delivery drivers, teenagers, other people driving too fast through our neighborhood at this point and if Fischer Road is extended, it will make it as all the other people have said a much more dangerous neighborhood for the children. In Edgewater we have a lot of children and people are moving back and forth, going to the park, and the amount of volume of the DKS said would be coming would really make our neighborhood completely unlivable and people here would begin

to move out. My question is what would the City do about the speed because we find now that the City of King City is doing nothing about the speeders in our community and they don't want to come and do the things that have been asked of them at this point. What are they going to do in the future when we have a lot of people coming through here going too fast? People can't seem to go 20 or 25 as they are instructed to at this point. What will King City do about the speeders. Secondly, how many people are on the Zoom call tonight because usually on Zoom meeting you can see the number of participants and we can't see the number of participants and am interested to know how many people are actually on the call.

- There were four organized field trips of the Bankston, Meyers, and O'Halloran properties in April, June, July, and August 2021. 40 individuals participated representing Metro, Clean Water Services, Rivermeade, Edgewater, Washington County, our advisory committees, King City Councilors, planners, Mayor and Tualatin Riverkeepers. These field trips were conducted so everyone could get a better perspective of the environmental and financial impacts of the proposed Fischer Road extension. Yet three of the proposed alternative routes go through the conservancy and use Fischer Road through Edgewater. Can you explain your reasoning in justifying this action?
- Per Metro's Ordinance 181427, Exhibit C, Section E.8, King City is to work with the Columbia Land Trust to protect the conservation easement to the maximum extent possible. The usual standard in these situations is protection to the maximum extent practicable, which in environmental law, that means the greatest possible avoidance of environmental impacts while considering factors, such as profit and deadlines. However, Metro instead required the standard of maximum extent possible and in environmental law that means the impact to the easement has to be minimal regardless of costs or other considerations. That is an established tenet in environmental law that has that specific meaning. In addition to that, your own analysis also estimated up to this point that building a road on this alignment would cost \$25 million more per stream crossing than building further north and despite all those things, three of the four proposed alternatives still go through the conservation easement. Other than having an earlier meeting with Columbia's attorney and the King City attorney and having Jennifer Zarnoch on the committee without having actually been consulted on anything including possible road alignments, I'm wondering what is the plan to be done to comply with this Metro requirement to work with Columbia to protect the easement?
- Our family is against extending Fischer Road and Capulet Road. We are in favor of alternative 5. Has this been exercised for inclusion as it wasn't one of the plans showcased thus far?
- The development areas are prone to erosion along the Tualatin River an additional road is another non-permeable surface contributing what is already a pretty serious problem. If you were to develop any of these alternatives, are there any means of mitigation being considered to help alleviate further degradation? The road alternatives there will obviously need DSL and section 404 permitting. Have there been any communications with the permitting agencies prior to finalizing your decision since it would better inform which alternative would be most feasible?
- Has there been any consideration to expanding Beef Bend Road to five lanes? This would reduce the need to focus on collectors via Fischer Road. Eminent domain is often abused and takes land without proper compensation to property owners. Do any of these plans use eminent domain?
- I believe your comment to the King City citizens in particular about the traffic, I feel like you're threatening them that the traffic is going to go down through their roads when it's probably not going to do that any more than it has in the past because it's an ongoing slow filtration and people watch the traffic flow there, so I think you're threatening people in that area by trying to do that. I would like to say you spoke about the safety enhancements that would be applied to



this street with barriers and things to control the traffic. I think it's common knowledge that what was done on 131<sup>st</sup> with that safety enhancement corridor thing? That hasn't slowed the traffic. I walk that two times a day. All the time. Utility trucks come barreling down there. Everyone goes barreling down there. That does not slow traffic. People want to go as fast as they can to where they're getting and we have no traffic protection in this city as far as I'm concerned. In the north the gas pipeline area under the power lines. They've been working there all week digging stuff up. Apparently, there is a leak out there, which I don't know if the city is aware of that. And it's been asked by concerned people that live here of what's going on? Do you know if a street going through there and what would entail for that to be buried feet down with slab on the top and then dirt and then a road? I'm concerned about what kind of communication has been done with NW Natural and if there has been any, to put any road down through that power line whether its Capulet or Fischer Road.

- I'm also opposed to the extension of Fischer Road and/or Capulet due to what I perceive to be safety issues, probably a really high cost of development, and the potential environmental and property damage that could occur in the future. I'm really interested to see the analysis. In order to establish accurate system development charges, the cost of roads, bridges, sewer and other infrastructure will need to be determined. Can you please share the cost estimates for each of the alternatives?
- It is beyond me how Fischer Street is considered to be an arterial. Our 25 mph arterial. None of your connections through existing King City support them qualifying as arterials. There is no doubt that the new area residents will want to get to Hwy 99. You only have to look at traffic volume on Roy Rogers via 99. It is nonsense to think that streets that originated as neighborhood traffic lanes through King City qualify as collectors. We need to go back to the drawing board.
- The presentation at the last open house had a slide that said what we are trying to achieve that included "accommodate the needs of public utilities, particularly gravity-fed sewer." Why is "gravity-fed" specified? It seems like the objective should be sewer, with the type of sewer dependent on several criteria, not just cost. Are you considering pump stations as an option for sewer services?
- King City in the preliminary plan has set aside one community park and four neighborhood parks: Central, Beef Bend, Rural, and Town Center neighborhoods. There needs to be a clear separation of acreage between the wild acres and the parks in each of the four neighborhoods. If you are going to build high density housing, you need to accommodate the stressors of that lifestyle by providing adequately sized parks. Can you tell me how many acres have been set aside specifically for these parks?
- I agree with Gary. My niece was almost hit twice in the last five years that I've been here because of people driving too fast and trying to cut through the alleyways.
- Mr. Weston's and Ms. Sylvester's responses to both questions on Beef Bend and Fischer Road were good general responses about local and collector roads and the real need for them. But imply a continued definite plan to build a road from 99W to Roy Rogers via Fischer Road. In other words, alternatives 1-4. Please consider how alternative 5 would meet King City's design objectives and offer comment.
- Metro's Regional Transportation Functional Plan requires collectors at half mile spacing while considering constraints from existing topography and the natural environment. Not only do we have huge topographical challenges including USGS identified slope instability at all the ravine crossings and natural environment conflicts with the Bankston Conservation Easement for your alternatives 1, 2 and 3, which was specifically called out by Metro's requirement to develop other

alternatives to crossing the conservation easement. But since Kingston Terrace is less than a half mile wide east of 150<sup>th</sup>, the Metro Functional Plan would not require a new east/west collector except in the west, where alternative 5 provides that collector to connect to Beef Bend and Roy Rogers Road.

- Is Beef Bend considered part of Tigard and therefore you are limited to options 1 through 4?
- Speed bumps, curbs, and other controls don't work. I moved here after suffering many years of speeders on my previous street which ended with someone running their car into my house in the middle of the night. The police and city engineers all agreed that speed controls have never worked. Do not create that problem again in King City, so do not create an unnecessary extension of Fischer Road.
- When would sewer connections be installed? Phase 1 or later?
- Durham Road handles more traffic than Beef Bend Road will with the planned King City and Tigard development. Durham Road does this with three lanes. Beef Bend will handle the need with three lanes.
- I understand you are saying that you aren't lawyers and so didn't seem confident of the distinction that was described. Do you have plans to include an attorney's input so you fully understand the restriction that Metro placed related to the easement before making your recommendation.
- Could King City use right of eminent domain as a tool in the future?
- At the beginning of the meeting, Steve stated that there has been misinformation that this is the last opportunity to talk about the TSP, but isn't this in fact the last opportunity to engage in a community meeting prior to the preferred alternative selected?
- You referred to the pipeline in the field as a NW gas line. For your information it is an 8-inch high pressure petroleum gas line.
- You have a curved road design and other traffic calming means in the east/west connection. Then how does that effect your previous desire for quick response times by TVFR. Wouldn't you want to have a TVFR at the intersection of Beef Bend and Roy Rogers.
- With Fischer Road at the extreme south of King City and Beef Bend is the extreme north, then why would Fischer Road be the preferred choice?
- From the beginning, King City residents have been strongly opposed to extending Fischer Road as has been shown in the surveys, emails, petition. Yet it seems that the City is not listening to the people. What needs to be done so that the City stops considering Fischer Road.
- Does Metro require an internal east/west street connector?
- If a developer has a problem with the King City Master Plan, how will that issue be resolved?
- The conservation easement is in perpetuity. There will never be a new owner or an opportunity for development through it. A simple concept that got missed.
- If none of these options are good, why not abandon Kingston Terrace.
- Mr. Weston just stated that you weren't going to force a road through the private mobile home park. How can you justify a road down River Lane that is 21 feet wide or through any of the rest of Rivermeade? It is also private property.
- Will there be street parking in the residential neighborhoods considering most residents will have two or more cars?
- Can you explain why eminent domain is not a preferred method for land acquisition?

## Online Questionnaire

### Are any categories of evaluation factors missing from the list?

- The Portland Metro Area suffers from having enough accessible swimming pools for both recreational and competitive use. This is an opportunity to build a facility that could serve as a community building space as well as a job creator and fill an essential physical fitness gap. King City should build a pool ideally like the one at the Southwest Community Center on SW 45th Ave that has a zero depth entry for non-swimmers, slide and deeper areas for recreation, and a lap pool for exercise and competitive use.
- environmental impact to the streams near the proposed roadways
- Under natural resources, please maintain open consideration for significant erosion along the Tualatin River and its tributaries and severe impacts of climate change and how to mitigate those impacts.
- Adding erosion and climate change mitigation to Natural Resource category
- Estimated cost for proposed transportation / road infrastructure
- Preserving wetlands
- Evaluation of adverse impacts of increased vehicular traffic through existing neighborhoods
- Environmental impact
- Will any cost be passed onto new home construction in the form of permits or utility access costs? If so this will inevitably drive a increase in housing costs, which could in turn bring portlands homeless problem to king city.
- There is nothing mentioned as to where funding for public schools will come from, the existing TTSD can not accommodate more students
- To date, it does not appear that the City has given any attention to environmental justice with respect to retired people in the community who want to have a voice.
- Children and elderly safety regarding the already speeding traffic and abduction attempts in the edgewater area
- Increased volume of traffic
- Public/Transportation Safety, given the importance of it, this should be broken out as its own category and prioritized
- Wildlife impact. Many animals- frogs, birds, deer, foxes, coyotes, etc. make their homes in the areas mentioned.
- Evaluation of adverse impacts of increased vehicular traffic through existing neighborhoods
- Quality of Life for existing residents; noise, real estate values, safety
- safety of residents whose lots will be affected
- Horrible impact on 99
- Increased traffic and congestion on Beef Bend Rd.
- Much greater detail on both the community park and the neighborhood parks. Size should be equal to other local Washington county parks.
- Wishes of the current King City
- There is protected land that you will be negatively impacted with the plans you have proposed.
- Expand natural resources to specifically mention the Bankston Conservation Easement and Metro's Ordinance 18-1427 so that get evaluated for the different options.

**Review the Land Use and Community Design evaluation factors below. Are we missing any factors from this category?**

- Environment Quality
- Impact to wildlife and wetlands
- Prioritize using existing roads over road development.
- Prioritize using existing roads over road development
- Community survey for desire to proceed with entire proposal. Include all affected communities.
- Given the concerns related to connecting King City to Roy Rogers, the City hasn't made the justification that it is in the public interest to be included in King City. That area could be developed through Sherwood or Beaverton.
- Wildlife protection as well as child protection from speeding, increased traffic, and introduction of more crime to the area.
- Safety of residents who want to enjoy walking, biking, playing in neighborhoods. Existing areas of beauty such as flower beds and trees lining roadways and/or in medians.
- Impacts to current land and home owners
- environmental impact
- You need to consider the collapse of scoggin's dam in case of a major earthquake and the damage all along the Tualatin River down to lake Oswego
- Not extend a road through existing neighborhoods
- Road system network avoids creating neighborhood problems with outside traffic and cut-through traffic
- Environmental impact

**Review the Bicycles, Pedestrians and Micro-mobility evaluation factors below. Are we missing any factors from this category?**

- Lockable bike racks located at all anticipated destinations
- I don't know that you're missing anything exactly, but I love the idea of a pedestrian/bike friendly system of trails throughout the neighborhood and connecting to a walkable downtown/main street area.
- Coordinating bike paths to align with roads.
- Coordinate bike paths to align with roads
- As above in questions 2 and 3.
- Impact on the future of building walking/biking trails, similar to those of the Westside Regional Trail, along power line lands (as found west of Edgewater on the Tualatin.)
- Alternative # 5 as proposed by the King City Area Citizens" as the primary East-West corridor that avoids Fischer Rd and its lower cost combined with lower impact on wildlife and natural resource. It also, reduces pollution and maintains safer streets for all modes of transportation, including bikers and walkers.
- Your categories are way too broad and need to be much more specific
- Staying away from the river
- The impact on all of the neighborhoods involved, with the amount of traffic that will use Fischer Road to 99W shortcut
- I believe too much emphasis is being placed on accommodating bicycles and pedestrian issues. You should remember that much of King City and the planned development areas are currently made up of primarily senior citizens who have neither ability nor interest in

walking or biking. Regardless of what you envision or want, you must not disregard the existing population demographics.

**Review the Vehicular Mobility and Accessibility evaluation factors below. Are we missing any factors from this category?**

- How is Fischer Road going to have over 3000 more vehicles on it. It seems that there's a better plan, but I can't find it.
- As above.
- not missing but revise to say "evaluate feasibility to provide continuous connection through the study area for motor vehicles, transit, school buses, deliveries and emergency vehicles., which will not adversely affect existing neighborhoods.
- Safety of drivers, children, elderly, pedestrians and animal safety
- Limit speeding and/or increases of speed on roads in residential communities
- Increase in pollution from vehicles, i.e. air quality, and ways to control speed, such as incorporating roundabouts.
- not missing but revise to say "evaluate feasibility to provide continuous connection through the study area for motor vehicles, transit, school buses, deliveries and emergency vehicles., which will not adversely affect existing neighborhoods.
- Leveraging existing major thoroughfares (e.g., Beef Bend Road) and avoid creation of additional major thoroughfares.
- Leveraging existing major thoroughfares (e.g., Beef Bend Road) and avoid creation of additional major thoroughfares.
- impact in neighborhood
- Not putting traffic through existing neighborhoods
- The impact that the thoroughfare will have on the Tualatin River
- OAR and Metro rules specify that connector streets (i.e. east-west streets) should be spaced at half mile intervals. The distance between Beef Bend Road and the Tualatin River is less than half a mile. Therefore, there is no need or justification for ANY additional east-west routes through the study area. We have been repeatedly told that such routes are a requirement. If this is true, you MUST provide the written documentation from the State, county, or metro agency making that requirement. Just because it is a goal of the planners does not make such routes a requirement.
- Change as follows: Provides multiple continuous connections through the study area for motor vehicles, transit, school buses, deliveries and emergency vehicles to avoid speed and volume problems from a single connection.

**Review the Public Utilities and Services evaluation factors below. Are we missing any factors from this category?**

- Objectives seem to define gravity fed sewer as an objective. I would say that sewer is an objective, gravity fed is a conclusion. You have the conclusion in the objective. It should be evaluated
- Installation of public restrooms (and/or) drinking fountains
- Consider already existing stormwater passages for surrounding developed areas and how it connects with increased stormwater from new development.
- Consider already existing stormwater passages for surrounding developed areas and how it connects with increased stormwater from new development

- Cost to ratepayers for proposed infrastructure
- You need to function more on pumping stations rather than gravity fed sewer systems
- Not putting utilities through protected areas
- The damage that the storm water has on the riverbank and the additional runoff that will come about from the new proposed thoroughfare
- Co-location of facilities is not a requirement, nor is a design based solely on a gravity-fed system. A cost estimate and an analysis of impact to existing neighborhoods must be provided for each alternative.
- Avoids stream crossings to minimize associated stormwater runoff impacts to water quality.
- Cost vs benefit and how long is the useful life of the strategies

**Review the Natural Resources evaluation factors below. Are we missing any factors from this category?**

- Add category specifically tailored to maintaining water quality/quantity. Under streams and riparian areas, use "minimize" in regard to number of crossings.
- Add category to maintain high water quality for riparian species and minimize crossings to streams and riparian areas.
- Impact to local air park. Definition of existing flora.
- Lower Elsner Rd. has wetlands adjacent to the road and the Town Center Corridor Options A and B shows potential connections over wetlands.
- Wildlife safety, driver safety for hitting a deer (example as there are many deer that are hit along the existing paths due to speeding cars)
- Regarding wildlife corridors, remember wildlife need homes, food sources, and areas to forage.
- I think a thorough review of the Tualatin riverkeepers report would be invaluable
- The effect on the Tualatin River itself, with all of the runoff.
- You clearly do not live here to propose "Secondary corridors include project drainageways; however, there is limited habitat to connect to in the north half and also north of the project area" since are not aware of deer, cougar, and even elk use.

**Review the Cost and Implementation evaluation factors below. Are we missing any factors from this category?**

- Noise and its effect on neighboring residents
- tax increases for all king city residents
- explain what TDT stands for. Evaluate effect of development cost to prevent any increase on existing resident taxes for the development costs and for the long-term city operating costs and street maintenance costs. Evaluate the increase in city staffing levels required to administer the new development area, and demonstrate the additional cost will not be born by the addition of new Kingston Terrace residents, and not by increasing taxes on the existing residents.
- How does it impact local tax payers - property tax increase?
- will cause raise in taxes for people already paying high taxes
- Impact on existing deer and other animals
- Any east-west connection should be as far north to beef bend road as possible
- You are severely underestimating the cost of construction of the roads and the developers will not be able to pick up the costs and still provide the lower income housing that you have

proposed.

- You are completely disregarding a fifth alternative which is both more cost-effective and less impactful to existing neighborhoods and environmentally sensitive areas - namely, a route that would provide east-west connectivity from the planned Town Center eastward to 150th, and connecting to Beef Bend Road at that point. This alternative would enable development in the western area (where the vast majority of development is going to happen, anyway) without impacting existing neighborhoods. This alternative would save millions of dollars that would otherwise be spent in further studies and analysis and enable development to begin much sooner and at far less cost.
- Order of magnitude estimates are worthless for this evaluation. Guaranteed to cause problems later for King City when development fees don't support the construction cost and you have to go to voters to raise taxes later to support your early errors.
- Time frame for costs and effectiveness of solutions

### **Are these the right alternatives to include in the study?**

- Going thru Bankston easement should not be included
- These are streets close to the school and small neighborhoods. This includes the fact that people (elderly in your words) with a slower mobility will be impacted.
- The optimal route will pass by the minimum of residential units.
- More street name detail needed. Need to consider fischerrdalt5.com proposal.
- Why would you need these routes. My understanding is unless all the property belongs to a developer, which it isn't this master plan is moot.
- #4 and #3 should not be considered because they have the potential to add to the already congested Dear Creek school traffic. During morning and afternoon, cars going south on 131st can backup on to Beef Bend. Also one car from the south and attempting to turn left, can create a backup of more than 18 cars. So the last thing one would want to do is to add to this car volume with a primary east/west traffic route that is in close proximity to the school.  
pr.
- Alternative Five, which has been proposed to your council and was not addressed at all during the last community meeting.
- Edgewater and Rivermeade communities will be destroyed by all four of the above suggested roads. Suggest connection from Roy Rogers to 150 Ave. Nothing between 150 Ave and all points east.
- #5 would have least impact
- These are too intrusive on existing property owners and wild life habitats
- Why not use Beef Bend to 150th so no impact will be made by building new roads. Widen Beef Bend if necessary.
- alternative #5 road
- consider alternative no 5 proposed by the citizens, which routes the east-west connection through Beef Bend Road Comments on the Kingston Terrace Transportation Plan, By Gary Mitchell, King City Resident, 13350 SW Fischer Road I am opposed the proposed King City transportation plan East-West internal street connections routes 1, 2, and 3. I recommend alternative proposed by the "King City Area Citizens," which utilizes Beef Bend Road to provide an East-West corridor. It is lower cost, it has lower impact on wildlife and natural resources, it reduces noise, it reduces neighborhood air pollution, and it maintains safe streets in existing neighborhoods. The Concept Plan for Kingston Terrace emphasizes an East-West transportation network "to integrate the city as a whole community," and "to

minimize adverse impacts on the built environment. Additionally, the stated emphasis of the transportation plan is to “take traffic off Beef Bend Road by providing an internal East-West transportation network for mobility

- Why would we be looking to change and destroy all these wonderful communities in between 99W and Roy Rogers? Beef Bend is not suffering from any traffic issues and certainly would not if it is widened later. This would be a great opportunity to make King City unique and make our neighborhoods quiet and safe and divert traffic around our communities. Maybe explore options of only making these alternative routes into "bike/pedestrian/golf cart" only. It would be an incredible opportunity to make King City unique, quiet, safe and free of traffic.
- an east/west road is not necessary east of 150th
- an east/west road is not necessary east of 150th
- an east/west road is not necessary east of 150th
- There is another alternate route.
- Existing neighborhoods should not be directly impacted by this plan.
- King City should consider alternative 5.
- Judging from the topography it seems only logical to put a road west of 150th. This would be a big cost saving and would be environmentally sound.
- east west road is not needed west of 150th
- Alternative #5 has been proposed. Why is it not an option here? Community has given ample feedback.
- Please include option 5 suggested by the group of King City neighbors.
- Yes, but there should be a "no action" or "no new road/expand Beef Bend" alternative
- Consider the write-in choice of option #5. I believe we should expand Beef Bend Rd to accommodate more traffic. It is the major road travelling East-West in the area. There could also be additional E-W local roads that do not continue all the way through from Roy Rogers to 99W. Expand the intersection at 99W and Beef Bend, there is plenty of room.
- Alternative 1, 2 and 3 involve too much impact on every consideration mentioned above.
- Missing alternative number 5 proposed by current residents. Capulet lane extension -road is not wide enough to expand for vehicle traffic and would create safety issues for children playing
- Option 5 as proposed by King City community. Fischer Rd. should not be used.
- consider alternative no 5 proposed by the citizens, which routes the east-west connection through Beef Bend Road Comments on the Kingston Terrace Transportation Plan, By Gary Mitchell, King City Resident, 13350 SW Fischer Road I am opposed the proposed King City transportation plan East-West internal street connections routes 1, 2, and 3. I recommend alternative proposed by the “King City Area Citizens,” which utilizes Beef Bend Road to provide an East-West corridor. It is lower cost, it has lower impact on wildlife and natural resources, it reduces noise, it reduces neighborhood air pollution, and it maintains safe streets in existing neighborhoods. The Concept Plan for Kingston Terrace emphasizes an East-West transportation network “to integrate the city as a whole community,” and “to minimize adverse impacts on the built environment. Additionally, the stated emphasis of the transportation plan is to “take traffic off Beef Bend Road by providing an internal East-West transportation network for mobility from Kingston Terrace to King City.” Taking traffic off Beef Bend Road and routing it internally through existing neighborhoods will not minimize, but will create significant adverse impacts of increased traffic, increased noise, increased pollution, and reduced street safety for children and pedestrians in the existing



neighborhoods. An East-West connection from Kingston Terrace to King City using Fischer Road, will primarily provide access to and from Hwy 99. There is already significant non-resident traffic that uses the Fischer Road - 131st Street connection as a through route to bypass the traffic and lights on Hwy 99. Creating new connection routes (via Fischer Road to 137th Street, and/or Myrtle Ave., and /or 147th Street) will attract additional non-local traffic, which will have significant adverse impacts on those existing neighborhoods, in addition to Edgewater. Any connection route to King City via Fischer Road is a circuitous route, via 124th Street, or Queen Ann Ave from the South, and will not serve to integrate the community in any way. The best East West mobility route is Beef Bend Road to 116th Street, or to Prince Albert Street, which provides direct access from the North into King City.

- consider alternative no 5 proposed by the citizens, which routes the east-west connection through Beef Bend Road
- Alternative #5 (yellow line linking to #4 to West of 150th) provides the best alternative for a multitude of reasons.
- Alternative #5 (yellow line linking to #4 to West of 150th) provides the best alternative for a multitude of reasons.
- I prefer Alternative #5
- Use proposed number 5
- Use proposed number 5
- Too much reliance on Fischer road except expansion.
- Need to include #5
- Look at alternative option 5 from Elsner road to 150th
- One of the goals is to not disrupt the community feel of existing neighborhoods. These plans bisect Rivermeade and ruin and established, historical community. Have the arterial road stop at 150th and rejoin Beef Bend.
- They all go through existing communities and through protected areas
- Alternatives 1 and 2 are too close to the Bankston property and the cost to build a bridge over the ravines is not affordable
- Alternative 1 needs to be eliminated altogether for reasons of cost and the impact it would have to environmentally sensitive areas, as well as the impact to existing neighborhoods. All of the proposed alternatives terminate on the east at 137th, which means funneling all traffic down 137th to an extension of Fischer Road. In the latest SAC meeting, Steve Faust referred to 137th as an "arterial" - i.e. another Beef Bend. All these alternatives do is to provide "cutoff" traffic between Pacific Highway and Roy Rogers, and do nothing to alleviate the bottlenecks already existing at both the east and west ends of the area.
- Metro would reject this immediately based on Metro Ordinance 18-1427. Either your consultant failed to do their homework or you created a scope that resulted in complete failure to understand Metro's requirement related to the Bankston Conservation Easement.

#### **What other alternatives that meet the stated objectives should be included in the study?**

- Consider starting a new collector road at 150th, going east. This is NOT the same as Base Case. Base case would be as is - and not include this new connector road. Add this, with a neighborhood road to connect over 137th - and see how that works out.
- Use Beef Bend to get people out of the area. This whole project will so increase the traffic. Trying to keep people out of neighborhoods seems the most reasonable. There needs to be another "feeder" to I5 somehow.
- Can we somehow restrict or discourage "commuter" traffic from 99W to Elsner?

- Just need street names to really understand each proposal.
- None
- All transit bus stops on Beef Bend should allow for the bus to fully off the road so that it does not impede traffic while picking up a pedestrian.
- Ignore the "yellow route" proponents. I don't want to walk along Beef Bend road when we could create a network of walkable streets with low-traffic options.
- Alternative number Five
- More geographically sensible sponsors of a growth plan for the area at Roy Rogers / Beef Bend Road, such as Sherwood and Tigard. Cities that were not designed as isolated 55+ communities; Cities that can afford to develop urban growth with a history of doing so.
- #5 proposed alternative.
- I don't think an alternate road is needed or required, but how about a road that starts east of 150th, through to Roy Rodgers?
- Alternative #5 . Extension of Fischer Rd will only make traffic go through residential areas whereas Beef Bend is already built and could be widened if necessary.
- alternative road #5
- As stated above: Beef Bend is not suffering from any traffic issues and certainly would not if it is widened later. This would be a great opportunity to make King City unique and make our neighborhoods quiet and safe and divert traffic around our communities. Maybe explore options of only making these alternative routes into "bike/pedestrian/golf cart" only. It would be an incredible opportunity to make King City unique, quiet, safe and free of traffic. I am guessing other communities would look at this new concept as a win and try to emulate.
- add alternative #5, which starts at 150th and goes west to Roy Rogers
- add alternative #5, which starts at 150th and goes west to Roy Rogers
- add alternative #5, which starts at 150th and goes west to Roy Rogers
- Alternative 5 needs to be meaningfully evaluated and considered.
- There seems to be a strong support for alternative number five and I agree with them completely as the best route to follow.
- Alternative #5 - which starts at 150th and goes west to Roy Rogers
- The wetlands between Elsner Rd and Roy Rodgers Rd., south of the proposed Town Center.
- Alternative #5 - the only viable plan that would not disrupt the safety, privacy, and value of the edgewater neighborhood. The plans also do not address child and elderly safety due to the number of speeding cars who are consistently violating posted speeds and stop signs. Animals are also being forced out of their protected habitat and this would further endanger them and disrupt their ability to live in their natural home environment.
- The 5th option presented by the King City neighbors. Creating a major thoroughfare in the middle of our neighborhood isn't safe for the families that live here. We chose this neighborhood because of what it is: a quiet corner where my anxious dog can feel safe outside. Having Fischer has a cut through would completely destroy that sense of safety.
- See above... add a "no action" or "no new road/expand Beef Bend"
- See above, choice #5. It really feels like the elected officials have already made up their minds and aren't listening to their constituency. Just like the removal of the turn lane and traffic snarl due to the 131st renovation. You need to consider other alternatives.
- Alternative 4 makes the most sense when all the considerations mentioned above are addressed.
- Route 5 proposed by current residents that does not extend through edge water

- Fischer road should not be expanded. There are already plenty of alternatives to get west. Do not destroy a community or protected natural areas for this poorly planned expansion.
- Alternative 5
- Alternative #5 (yellow line linking to #4 to West of 150th) provides the best alternative for a multitude of reasons.
- We believe Alternative #5 (yellow line linking to #4 to West of 150th) provides the best alternative for a multitude of reasons.
- #5
- Proposed number 5
- Other road expansion alternatives.
- Going through Sherwood area instead of current neighborhoods
- Bypass Fischer Rd and use Beef Bend Rd
- See above message
- Stay on Beef Bend until 150th then cut into the new area where likely houses will be built
- Roy Rogers to 150th / to Beef Bend. Widen the road.
- A fifth alternative, an east-west route between the planned Town Center and 150th, connecting to Beef Bend at that point, is far more cost effective and less impactful than any of the other alternatives.
- For proposed alternative 3, eliminate the southern branch extension of Fischer Road, such that the two of the proposed east-west alternatives go through the Bankston Conservation Easement and two of the proposed east-west alternatives avoid the Bankston Conservation Easement. Add a new alternative 5 from the intersection of Elsner Road and alternatives 2 and 3 that follows their alignment until turning 90-degrees to the north to cross Beef Bend Road at the intersection with 150th.
- A connector at 137th and Beef Bend Road would be a strong alternative that would not disrupt the current homeowners in Edgewater with minor inconvenience to Terrace homeowners. Otherwise, Alternative 4 would be best.
- Not aware of other alignments that would make for a better solution

### **Is there anything else you would like to share about the KTMP area or process?**

- I am in favor of an area where we can walk, ride bikes, maybe a center to walk in when the weather is bad. I know the thought is that there needs to be more housing. But what about the idea that there is more to life than just more houses. And that farmers need to grow food for us to eat. Are you helping them?
- Although every resident will gain from this development, no one wants their street to be the next "shortcut" for anxious commuters.
- No
- As a current resident of the proposed area being developed, I would find it important to know more specifically the planned timeline for the development actually getting under way.
- No one I know is selling their farmland or property in the proposed area. So why is a master plan needed
- Please don't allow the people who are against the Fischer road option to bully you into choosing something else.
- The process needs to allow community members to actually speak in front of other community members during the community meetings. The last one just allowed the council to propose their alternatives and then we broke into small groups where most people could not hear what was being said. The council has demonstrated time and time again that they

just want to railroad the process through without really considering the input of the community at large. That's called a dictatorship by the way.

- Any additional hybrid meetings, there should be someone to monitor Zoom comments and questions. Consider easy community access to natural outdoor areas/parks/river recreation.
- Any additional hybrid meetings should incorporate better Zoom monitoring so people who can't attend in person can ask questions and discuss plans.
- Please provide survey of local residents who do not want this to proceed versus those who do.
- Preserving people's property and existing homes is a top priority. If you talk about equality you must not trample people's property rights.
- I feel that the property owners in King City, Rivermeade and along Beef Bend are not being listened to or are being properly informed. It appears the planning committee has their own agenda and don't care about the wants and needs of the community.
- There has to be a better way to let input be given. Question and answer sessions are necessary. Everyone should hear what agencies are saying to each other. A lecture given and then the meeting ending and everyone trying to talk to presenters individually is not acceptable. Everyone should hear the answers given and everyone should hear concerns of all individuals as well as the positive ideas of all.
- there was no public input in this meeting. It was a failure. it disregards building an unnecessary ravines at the cost of 3 to 5 million dollars and it disregard the river keepers and wild life regions. Building a road over wetlands it doesn't make any sense when less costly alternatives are available.
- King City Councilors, First, thank you for serving our community and for setting up the May 12th Council Meeting on the Kingston Terrace development and transportation plan. I attended the meeting and found the presentations helpful to understand the complexity of such a development plan. The intent of the meeting was good. However, due to the large turnout, the breakout discussion on the transportation plan was ineffective because people were unable to hear questions, discussions, and conversations. The following are my comments on the Transportation Plan: The Concept Plan for Kingston Terrace emphasizes an East-West transportation network "to integrate the city as a whole community," and "to minimize adverse impacts on the built environment." Additionally, the stated emphasis of the transportation plan is to "take traffic off Beef Bend Road by providing an internal East-West transportation network for mobility from Kingston Terrace to King City." In my opinion, "taking traffic off Beef Bend Road and routing it internally" will not serve to integrate the community. It will, however, create significant adverse impacts of increased traffic, increased noise, increased pollution, and reduced street safety for residents, children, and pedestrians in existing neighborhoods. I recommend the alternative #5 route that is proposed by the "King City Area Citizens," which utilizes Beef Bend Road to provide the East-West connection corridor. It is lower cost, it has lower impact on wildlife and natural resources, it reduces neighborhood noise and air pollution, and it maintains safe streets in existing neighborhoods. The most effective and efficient East West mobility route between Kingston Terrace and King City is Beef Bend Road to 116th Street, and/or to Prince Albert Street. Furthermore, the Plan's proposed internal East-West connections from Kingston Terrace to King City are ultimately via Fischer Road and connecting via 124th Street, or via Queen Ann Ave. This connection is inefficient and circuitous, going through Edgewater and older King City neighborhoods. It will not serve to integrate the community but will primarily provide East-West access for Kingston Terrace to and from Hwy 99; not to and from King

City. There is already significant non-resident traffic that uses the Fischer Road - 131st Street connection as a through route to bypass the traffic and lights on Hwy 99. Creating new connection routes will attract additional non-local traffic with significant adverse impacts on the existing neighborhoods. The most efficient route to King City and Hwy 99 is Beef Bend Road, not Fischer Road.

- The public meetings have been embarrassing failures. Consideration of alternatives that better meet the goals need to be seriously considered. A simple connection of 150th to Roy Rodgers makes sense as an alternative - and would easily be the best.
- The neighborhood meetings should be held in a place large enough to accommodate all concerned citizens. The zoom factor is a joke, I listened to the poorly run meeting recently for 1-1/2 hours and then was cut off. Very poorly organized.

## Website and Email Submittals

- Good morning. This ten-acre parcel in the heart of East Bull Mountain is a site that I recommend that you, the consultants and councilors get a chance to visit as you start taking on the community and neighborhood parks. The park address is 13950 SW Alpine Crest Way. The park was purchased by the City of Tigard in 2012 using bond measure 34-181 funds. There is a nature play area, picnic shelter, tool shed, ADA bathroom shelter, park benches, tables, trails, identification of native species, landscaping, rock engraving, open meadow in the center and creek areas. Remember that parks are not only a source of recreation, but also contribute to health and wellness, connect residents to nature, and provide green space within the neighborhoods. Parks should be given full priority in the final master plan. If you are going to build high density housing, you need to accommodate for the stressors of that lifestyle by providing adequately sized parks. Perhaps allowing 3,300 new residences on 318 buildable acres should be re-examined. I thought the June 14th zoom meeting went well. As I sure you noted, there was a lot of interest and participation in the TSP. Alternative # 5 makes the most sense, both from a financial and ecological stand point. Any consideration going through the Columbia Land Trust Conservancy should be avoided at all costs. Alternative # 5 would also be the path of least resistance from residents in the local community and still provide a good east/west arterial to Roy Rogers Rd. Remember that your decisions will have an impact on the quality of life for generations to come. Thanks for listening.
- You might have seen the article in the Oregonian last week in the Homes and Gardens section. The three-page article by Aliya Hall goes into an extensive story of four community gardens in the Portland area. There are currently 57 community gardens in Portland and their wait list grew to over 2,000 entries from 1340 people. The demand for community gardens has increased for plots and community gardens are more popular than ever. The land set aside in the four examples are from .26 to .42 acres. Please pass this information on to the King City councilors, planners and your staff as the Master Plan is updated for the planned neighborhood parks and community park. Clearly, if you are going to build high density housing, you need to accommodate for the stressors of that lifestyle by providing adequately sized parks. Again, a visit to the eight-acre Bull Mountain Park off of Alpine Crest Way will give you additional insight on a well-planned park.
- There is a growing awareness in the area about the City's plan. We will continue to help neighbors to learn about your plan. I personally have talked to many, many residents of Rivermeade, Edgewater, KCCA, and the Bedford community. I have yet to meet one person who is in favor of your plan. If you continue to seriously consider extending Fischer Road to Roy Rogers, more and more people will stand up against this idea. No one thinks that this is a good idea. Damaging existing neighborhoods in order to establish new neighborhoods is not an idea that the people back. I would suggest that you spend your time looking how to fix 99 and Beef Bend to handle your anticipated growth. Smith has good ideas on how to make this work. The opposition is growing and will continue to grow to your plan to cut through Edgewater, Rivermeade and 147th st communities. We are not against growth, but we want responsible growth that doesn't infringe on established neighborhoods, and environmentally protected areas.
- Hello, I missed the opportunity to provide public comment on the recent survey about the development plan. I would like to do so via this comment section instead. Our community is against the decision to extend Fischer Rd as it would greatly disrupt the safety and livability of

our neighborhood. Firstly, the neighborhood has a significant population of small children that would provide for an unsafe environment if the decision is made to extend Fischer Rd. Our children would be exposed to potential traffic accidents, assaults, kidnappings, and a loss of play space in their front yards, streets, and park. The speeding issues and reckless driving is already evident on the nearby streets wherein people already utilize the roads to cut through hwy 99 traffic (ex. Part of Fischer Rd and SW 131st). King City police has data on the speeding traffic citations issued along 131st to support this. I also personally have witnessed and been in front of drivers who are exposing my family to dangerous driving habits as their primary intent is to cut through neighborhoods at dangerous speeds. Secondly, the wildlife would be negatively impacted as they would continue to have protected land depleted by construction, thereby limiting their food, water, and housing access. We already see the number of deer accidents due to high speeds and reckless driving in the surrounding area. Thirdly, the amount of crime and drugs in the neighborhood would greatly increase due to becoming a major artery for traffic. This, especially in this pandemic, has become an even higher growing population health problem. Fourth, the housing values would plummet and result in reduced taxes for government. Many families would move out and the area would become riddled with crime, drugs, traffic accidents, and speeding, making it an unwelcome place for families looking to retire or raise young children in. I strongly urge those on the King City council to hear those living in the neighborhood as their voices are united against the extension of Fischer Rd. It has been disheartening to see the intentional blinders by the council that is supposed to represent the community - many of which live in the community. Please hear the voices of the community and pursue an alternate path. There has been discussions in the neighborhood about recalling members of the King City council for continuing to ignore the desires of their constituents. Thank you for your understanding and time in reading this comment.

- Hi. I'm writing regarding the Kingston Terrace Master Plan, and specifically about the Fischer Road extension. I have a full life so it has been hard to keep up, follow up, and become engaged with this plan, but I do have some thoughts and questions about it. I live close enough to the area that changes there will affect me. I often spend my lunch hour walking down to Fischer road and back. I've been living nearby for around 12 years now. Is the plan mostly final? Is it likely to change much at this stage? This page here: <https://www.kingcitymasterplan.com/get-involved> says that meetings will be posted there when they come up, but I don't see any listed. Will there be a community meeting soon? I did some looking but I've not found a detailed road / transportation plan. Does one exist yet? Can I see it? Now, my armchair urban planning hat on (laugh, its ok I don't mind): My fear is that this new development will be car centric, and place cars first. Knowing Oregon state DOT, Fischer road is likely to end up as a state of the art 90's residential arterial with bike lanes right next to traffic on a relatively straight road with little to no effective traffic calming. Not a space you'll want your kid or grandmother to be in. An example is the parts of Fischer road that are already developed, or the recently redeveloped 131st Ave. I expect more of the same. I think that is unfortunate because there are better ways to develop an area to provide safe and effective spaces for people to move around and live in. If I could wave a magic wand and have my way, the approach I envision would only allow car traffic to go up to Beef Bend, out to Roy Rogers, or out to 99W, but not all the way through: the road would be segmented, with pedestrian and bicycle having through access for the whole length. Emergency through access can be gated by bollards or similar. My gut says that the people living in that area are subconsciously more opposed to the car and truck traffic than they are to "people traffic" (bikes, peds, scooters, etc), and I think a road that restricts through car travel will assuage that fear. If you read this far, thanks. I hope to hear back on my questions

- Received your notice today regarding public meetings but no mention of location or whether it is being held via Zoom. I reviewed the website, and also there was no mention how it will be done. I realize you have received a lot of abuse regarding pushing through a new road via Fischer Road. To support you in that venture, you really need to get the support of the hundreds of tenants like me in the King City Apartments who are constantly listening to large dump trucks coming down Beef Bend Road using their jake brakes. Also, we constantly have to wait through two stop light cycles at the Beef Bend-Pacific Hwy intersection due to the heavy traffic. Please let us know where the meeting will be held and how we should attend.
- Fischer Road extension is a terrible idea. The congestion and traffic that already exists is bad. No one would ever think of doing something like this in Lake Oswego. No Fischer Road extension.
- Sadly I could not attend the recent Kingston Terrace meeting. But, I am keenly interested in this expansion of this community. Would you please send me all pertinent information, as I am interested in figuring out approximately what those new homes will sell for, on average. I am also concerned with water/sewer, as that is poorly managed in Tigard. Those charges are outrageous Water and sewer are separate departments here, calling for too much staff. I do not know if there is any plan or even any way to rectify that situation.
- Hello, I was just completing the KTMP Survey. It has a final page to share "other comments" however this page either doesn't work or didn't work in my browser. The "other comments" that I would like to share is that I would recommend/request that the community be given more opportunities to submit written comments and feedback. So far, opportunities to give written comments and feedback seems to be very limited, and not all people can show up at in person meetings. Please provide more opportunities to give written comments and feedback and share these opportunities widely. Thank you.
- I attended the King city Public meeting on thursday, may 12. I was not able to get into the meeting room because of lack of space, so I don't know if you were there or not. I want to tell you that , as far as public input goes, it was a failure. There was no time for questions or comments from the public. Yes, we were allowed to ask questions after the presentation was over, but we could not hear other peoples questions, there was no record of what questions were asked, and therefore no way to hear responses to everyone's questions/concerns. I was going to ask the council to consider another road alternative, Alternative #5. Since I was not able to ask it at the meeting, I am asking you about it now. It is a road that starts at 150th and goes west through the new area, to Beef Bend Road. I think it should be included in the study for the following reasons: the consultants will tell you that there needs to be a connection from Beef Bend to 99W. I would like to emphasize that this is a Choice, and Not a Requirement. Consider that the development on Bull Mountain has Beef Bend, Bull Mt and Scholls Ferry Roads. The east end of the new King area is very narrow - really, it does not need an additional east-west road. - The consultants will tell you that an east-west road is needed for faster emergency response time. There is a TVFR station at 99W, and another is planned for Roy Rogers. The area is small enough that these two locations will have a fast enough response time using Beef Bend Road. The consultants will tell you that there needs to be a gravity fed sewer, it needs to be next to the Tualatin river, and it needs to be combined with a road. This is a Choice, Not a Requirement. Clean Water Services currently operates 45 pump stations, they can use pump stations in king city. The consultants do have protection of high value natural resources as part of their goals. Putting in an east-west road, east of 150th threatens these natural resources. I have been involved in this planning process for quite some time. It feels like you are listening to the consultants, and not listening to the community. Please consider the above viewpoint in your decision-making process.



- I wanted to share with you how disappointed I was with the King City Hall meeting last Thursday night. First, as I have shared several times, 6pm is not a good time for young families to be able to attend a meeting. Many more people would have attended at a later time. Secondly, it was not well thought out. There was not enough room even for those who did attend. Several left frustrated when they couldn't find seats. The information provided was good, but we expected that there would be opportunity for questions and comments. You divided us in the corners of the room, for questions, but it was so loud in there that no one could really hear, and most people left frustrated. It was a fail and needs to be revisited. Where in the process is the opportunity for the community to ask questions and share their concerns and comments? Or is this the plan? To just ram through what the planners want? As I have walked around the community (not just Edgewater), I have found that most people are not in favor of extending Fischer Road. People are ok if the city wants to build more housing to the west, but not to damage existing neighborhoods. I have wondered why the views and desires the people of the community, who voted in the City Councilors, are not seriously considered? If you have doubts that most people are not in favor of extending Fischer Road, I challenge you to pause the process and put a referendum on the November ballot. Most people have told me that Beef Bend should be used, since it is an arterial road. Fischer Road doesn't connect the expansion area to King City proper. People would use Beef Bend. So, what are you trying to connect to? It is not required to add another east/west connection. Our group is suggesting Alternative #5 (the yellow line). Alternative #5 has many advantages (one which is it would unite the community with the development of this project. Also, it will Avoid high value natural resources and have the least impact on wildlife corridor. Of course as you all know, the proposed alternatives will damage the Rivermeade, 147th St communities and the Columbia Land Trust protected area that Metro said should be avoided. As well as it will change the nature of the Edgewater and Roseberry Communities. We are not against the expansion, but why damage existing communities to establish new communities to the west. Why can't we work together to make King City an even better place to live. So, I hope that you will slow down the process and give the people time to speak. We will continue to engage in the process and remind you that you are not speaking for the majority of King City.
- I will try to attend next Thursday's meeting, but wanted to comment on the 4 different transportation options you are considering for the King City terrace beforehand. I know King City is working hard to consider different ways to handle sewer and storm water run off, but there are other issues to take into account as well. For instance, I think it proper to take into account how many people will be impacted by each of the 4 different options. To clarify, the study should identify for each option how many people's property will be impacted by any new road and the type of impact it will be. This should be an important metric in the consideration process.
- Thank you for the presentation last Thursday regarding Kingston Terrace. It was very well presented and demonstrated how the project is being reviewed. Our concern is the apparent plan for the South portion of Elsner Rd. where we live. I have included a photo across the street from our home (to the West, towards Roy Rodgers Rd., May 14, 2022) showing the water standing in the pond. The three maps on the second and third page of the Master Plan, from the open house meeting form, show Collector Streets crossing the wetlands off Elsner Rd. The pond has water standing about 8 months of the year with Ducks living in the pond during the winter. Also, in the photo, Elsner Rd. is shown as a narrow road without pedestrian access or bike paths. The county owns and maintains the road and allows highway speeds except for the three sharp corners.

- There was clearly a lot of frustration at that meeting. Not only was the venue too small but many people were unable to ask questions concerning the alternatives roadways. King City is capable of doing a much better job when dealing with the community.
- Good program contacts would include individuals representing Protect & Restore Land, Nature in Neighborhoods Capital Grants, and Large Scale Community Vision. I know that you are working on the Transportation Plan but these contacts would be helpful as you develop your expanded park program and natural preserves.
- As a resident within the King City boundary, I have a public comment for the Kingston Terrace Master Planning Commission Meeting to be held on Wednesday 4/27 at 9:30am. Here it is below:  
Who currently owns this property? I propose the simplest, cheapest, most economically productive, and best probability of locally prosperous outcome: sell the property on the marketplace to the highest bidder. The primary reason for individual property ownership is the inability for accurate economic calculation in collectivist planning capacities. The secondary reason is a collectivist plan holds a monopoly on coercion for the community represented, as in there is no alternative for those unaware or not in favor (i.e. nonconsensual across 100% of residents). When the power to plan instructions for group property culminates into local urban planning, there are two ultimate results: (1) knowledge problems, and (2) unintended consequences. Even when the smartest group of well-intended individuals develop a central plan for the supposed local benefit of all residents, the undeniable truth is that this group cannot understand every aspect, consideration, nuance, or impact of their decisions, regardless of the amount of democratic support. For a collective plan, any repercussions are felt widespread across all members whether they realize it or not, and the accountability and ownership of those decisions are not entirely attributed to those individuals at fault. However, in private ownership, when a bad decision is made that imposes on the local community or environment, the owner can be held liable in a way where justice is served to those impacted. Let's review some examples. We are all well-aware of the shortage of housing within the larger metropolitan area. If a private owner performs forecasting calculations that determines more housing and associated support structures would be better suited for this region, rather than a park or playground or nature preserve, then it is purely upon that owner to provide such services at the sole risk of his/her own failure in the marketplace. Another example. With the rising costs of energy and food, let's suppose that a private owner forecasts a successful energy plant (potentially solar or hydrogen or nuclear clean energy) or specific regenerative agricultural goods (potentially a community garden) or clean water generation facility would be more beneficial, then it again would be carried out with sole responsibility and ownership of an individual party that would shoulder the repercussions of any failure or economic externalities impacted. And, in bonus to all residents, we wouldn't have to shoulder any mandatory tax to produce it or maintain it long-term. With properly assessed insurance and accountability by an owner, including environmental assessments by already-established laws, we can all locally benefit by the private investment towards serving others. Vice an alternative where a collective few decide a fate for everyone without personal consequences.
- I am writing to express my frustration at the meeting held at King City Hall on May 12. My expectation was that this would be an open forum where property owners in the affected areas of the King City Expansion could state their views. What it was exactly the same as the open house that was held in the King City park this summer. No additional information was presented and no one else was allowed to speak. There were some in attendance who were prepared to share their views and I would have liked to hear what others, other than the King City planners, had to say. Someone mentioned another road alternative, but they were quickly

shut down. It's important to get as much input and feedback as possible when taking on an expansion like this, but I get the impression you all are afraid to let other opinions be known. This meeting for me was a failure and a colossal waste of time. Please consider a meeting where the residents of King City, Rivermeade and beyond can be heard.

- I do not support the proposed King City transportation plan alternative routes that would go through the Edgewater Community. I have observed the amount of increased non-resident normal and rush hour traffic that already uses Fischer and 131st as a through route to bypass the traffic and lights on Hwy 99. Providing an additional route through Edgewater will result in additional increased traffic on Fischer Road, from non-resident traffic bypassing Hwy 99. Increased traffic, in a hurry to avoid Hwy 99 delays, is a safety hazard on residential streets. I support the 5th alternative proposed by the "King City Area Citizens." This route utilizes a section Beef Bend Road to provide an East-West corridor. It is lower cost. It has lower impact on wildlife and natural resources. And, most important to me, it maintains safe streets and a quiet community by preventing increased traffic through our community from non-residents. I will appreciate your thoughtful consideration to adopt the proposed alternative #5.
- What a useless mess this event was. What makes you think you shared any information with your inadequate preparation? Bad planning, inadequate facilities. Hopeless waste of time. Most of the comments I heard there last night were negative. Some of the folks seemed opposed to the plan, but I hope none of the planners are dissuaded by that, as change always brings out those who do not want change. But I am in 100% agreement, as will be most others. The planning for your "Open House" was very poor. Rent the larger facility from the HOA. Your City Hall is completely inadequate for the event, as is Zoom. Because I do not want other's diseases, I too tried Zoom. Please eliminate the demand for passwords. Maybe your next such event will be outdoors.
- 1. Our Community unanimously opposes damaging current King City neighborhoods in order to establish new neighborhoods. 2. Our community does support an East-West road connection — Alternative #5 (The yellow line). 3. It is important that the River is protected. The River is already > suffering from erosion along the river banks. 4. The Fischer Road Extension would be an ecological disaster. It is important that Wild Life corridors and old growth trees be protected. In case you haven't noticed, we are already living on a dying planet. The City Leaders are not listening. We removed the red signage as a gesture of good will but the City Leaders did not act accordingly. You continue to ignore the wishes of your constituents. We are not going to give up.
- Mr. Weston: My email is in response to the "online open house" scheduled for June 14, 2022. Given the extraordinary attendance at the last public meeting to discuss the Kingston Terrace Master Plan and the overwhelming consensus by many in attendance who were dismayed at the format of the meeting and the inability to have an open dialogue with council members and presenters where a public question and answer format would have allowed a more informative interaction with those present. I appreciate you scheduling another public meeting for community members to ask questions and provide comments on the Kingston Terrace Master Plan. Given the demographics of King City and the surrounding area currently represented in the Kingston Terrace Master Plan, would the City Manager please consider an in-person meeting on June 14, 2022 rather than an online "Zoom" webinar? There are many residents who just can not or will not participate in "Zoom" style meetings and an in-person meeting will allow a better cross-section of local residents to participate. Thanks for your consideration. Thanks for your timely response to my email. I understand the importance of multiple meeting formats and I realize that Covid has also played a part in changing the way we communicate as

well as making it more difficult to safely congregate in large group settings. As a Rivermeade homeowner for the last 23 years I have attended many CPO and other community meetings. I will participate in the June 14th open house and will encourage my neighbors to do the same. Please consider that many residents in the local community are elderly and less tech savvy. They may have difficulty participating in the online meetings and they will likely feel their voices are not being heard. Thanks you for choosing multiple meeting formats as the King City expansion plans move forward.

- I was a zoom participant for the Kingston Terrace “Open House”. I heard your comment regarding the Fischer Road traffic solution to the Master Plan. My interpretation was that you have decided that the Fischer Road solution was the only solution. I feel that it is necessary for you to understand that I was offended by your and you lack of understanding of the citizen concern it is not something I would expect from our City Manager. I also attended thru zoom, the City Council meeting and I would like to tell you the Council audio was almost unusable and very difficult to understand. There seemed to be an emphasis on higher frequencies (not enough bass). Your audio was acceptable.
- I understand that from your past statements, the TSP draft was to be made available to the public in June. You had previously stated that the draft was still being reviewed to clear up some of the language in it. June is just about over, and at the council meeting on 6/15 you stated that the TSP draft is complete but you won't release it until data comes out. Could you please explain why you feel this report isn't ready for public consumption? Also, is it true that the alternatives analysis is independent of the TSP draft? Could you also confirm that a preferred alternative will not be selected until data from all alternatives have been presented? I would hope this to be true even though you yourself have already stated that a Fischer Rd. extension is the only viable option that you have ever considered.
- Thank you for organizing the King City Public Forum on May 12th. I assume a mailer and other forms of communication will be going out to the public in the next few days. I question the space at the King City Hall as being adequate for the number of people likely to attend considering Covid, distancing, parking etc.
- What kind of format will you use so that those attending can hear responses and answers to questions? Will there be exhibits, power point presentation and who is being invited that are part of the decision-making process? CWS, Tualatin Riverkeepers, SAC & TAC members, Columbia Land Trust, Metro (Gerritt Rosenthal), Oregon Land Conservation and Development Commission etc.? Surely, 1 & 1/2 to 2 hours will not be sufficient to get all the feed back that you need. Will a summary be provided on the King City webpage? Also, I'm sure that you are aware that Clean Water Services is in the process of doing an extensive stormwater study that will directly affect a transportation system and land use planning. Their study is months away before completion. How is it that you can recommend alternative roadways to be carried forward without a summary report from CWS. I assume that the Tualatin Riverkeepers September 9, 2021 report by Ashley Short has been seriously considered when planning the TSP? I strongly encourage that King City work more diligently on getting part of the \$92 million that Metro has for parks, trails etc. despite the competition from other participants that Councilor Rosenthal mentioned in his presentation.
- Please add this letter to the official record for the Kingston Terrace Master Plan as these comments were given verbally during the public comment period regarding the alternatives for east-west road alignments proposed to be considered as part of the Kinston Terrace Master Plan, as presented to Council and Commission by Mr. Steve Faust during meetings on April 20 and 27, 2022. A couple changes are needed to the proposed alternatives to be covered later in

this meeting by Mr. Faust. I realize that both City Council and Planning Commission rely on their outside consultant input in the legal area of land use and for engineering understanding since neither group has significant land use or engineering experience. However, if you narrowly follow that path without considering the input of others, including engineers and attorneys, you will continue on the current path of time delays and expensive rework. The April 6, 2022 letter to King City from the Kellington Law Group is 36 pages long, plus a 4 page transportation engineer's evaluation, and 25 pages of attachments. The letter was received but it does not appear to have been distributed within the Council nor the Planning Commission. Since I doubt either group has been able to completely read or understand the 66 page document, I want to briefly address a couple items specific to this meeting agenda, fully understanding that this session is informational and not decisional. Contained in the Kellington Law Group letter are important areas that could have tremendous impacts on your Kingston Terrace Master Plan (Master Plan). Specifically to the Transportation Study Plan (TSP) east-west alternatives study are potentially time-consuming and costly LUBA appeals that need your full consideration when evaluating alternatives as well as the directive in Metro's Ordinance 18-1427. Specifically on the alternatives proposed by Mr. Faust, I have two comments for minor changes that would give your analysis a much higher certainty of acceptance by Metro without further costly rework. These changes would help to remedy the clear failure when nearly all alternatives, 3 of the 4 proposed, do not avoid the Bankston Conservation Easement as directed by Metro's Ordinance 18-1427. Comment #1: For proposed alternative 3, eliminate the southern branch extension of Fischer Road, such that the two of the proposed east-west alternatives go through the Bankston Conservation Easement and two of the proposed east-west alternatives avoid the Bankston Conservation Easement. Comment #2: Add a new alternative 5 from the intersection of Elsner Road and alternatives 2 and 3 that follows their alignment until turning 90-degrees to the north to cross Beef Bend Road at the intersection with 150th. This is a necessary alternative as it would be the only alternative that avoids all the ravines with their much higher costs and environment impacts. Just as the Technical Advisory Committee recently recommended including alternative 1 for completeness and evaluation on its merits after the Stakeholder Advisory Committee recommended deleting alternative 1 based on the tremendous negative public response, alternative 5 has the lowest costs and lowest environmental impacts and therefore needs a full and complete evaluation on its merits. Alternative 5 would rely on Beef Bend for the eastern two-fifths of Kinston Terrace but alternative 5 would cover the western three-fifths of Kinston Terrace, as well as providing better connectivity for areas north of Beef Bend Road including Tigard's River Terrace developments, Art Rutkin Elementary, and Bull Mountain Road connectivity to provide additional east-west connectivity. Thank you for the opportunity to comment and please add this to the official record for the Kingston Terrace Master Plan.

- I have a suggestion that I would like to make. As you study the four options I think it would be important to identify the number of landowners that would be affected by each option. We've heard a lot over the years from the landowners who are against option #1, but we haven't heard much from the landowners who would be affected by the other 3 options.
- Commenter is concerned about the proposed Fischer Road extension and the impacts it would have near Hwy 99 and Tempest Way. It is already very difficult for her to get to and from her house due to backed up traffic. She also is concerned about the potential impact of more traffic on existing neighborhoods.