



KINGSTON TERRACE MASTER PLAN

ROUND 3 COMMUNITY OUTREACH SUMMARY

July 2022



Introduction

The Kingston Terrace Master Plan (KTMP) is committed to a public involvement process that engages community members, partners and stakeholders throughout the course of the project. The public involvement process aims to meet the following objectives:

- Inform the community with timely, transparent and accurate information.
- Educate community members about planning and decision-making processes.
- Engage the community through early, broad-based, and ongoing opportunities to participate.
- Strive for community consensus through a process that is inclusive and welcoming for all local residents, businesses, property owners, and community organizations.
- Make a focused effort to engage historically marginalized populations, including people of color, people with limited English proficiency, and people with low income, as well as people with disabilities, older adults and youth.
- Strengthen the level of coordination and cooperation between the city and agency and jurisdiction partners.

The 2018 Concept Plan provided a policy framework for future circulation throughout the Kingston Terrace area. The framework emphasizes a connected transportation network of streets and paths that accommodate all modes of travel and offer internal mobility throughout Kingston Terrace and to King City neighborhood, to take traffic off of Beef Bend Road. A key element of this network is east/west multimodal connectivity.

As part of KTMP process, transportation network alternatives will be evaluated to determine the preferred future street network for the KTMP area. This detailed assessment of alignment alternatives for east/west multimodal connectivity will be conducted in sufficient detail to identify a preferred course that fits with the overall master plan circulation system and can be incorporated into the City's Transportation System Plan. To that end, the project team prepared draft evaluation

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

factors to evaluate the alternative east/west connections and a preliminary set of east/west circulation alternatives.

This summary describes the activities and outcomes of the third round of outreach for the KTMP. Community members were asked two key questions:

1. Are these the right evaluation factors? Are there any factors missing or in need of modification?
2. Are these the right east/west circulation alternatives to analyze? Are there any other alternatives we should consider that meet achieve the policy framework laid out in the Concept Plan?

Activities included two public meetings, an online questionnaire, and comments received through the project website and direct emails. A detailed compilation of public outreach questions and comments is included in an Appendix.

Public Meetings

The first of two public meetings for the Round 3 of community outreach was a hybrid meeting on May 12, 2022 at City Hall and accessible via Zoom. The project team presented the draft evaluation factors and east/west circulation alternatives. In addition, representatives from Clean Water Services (CWS) presented information about the stormwater and sewer service studies they are conducting in the Kingston Terrace area. Following the presentation in-person meeting participants were able to ask questions and provide comments to City Council members, city staff, consultant team members, and CWS staff. Participants could also record their comments on flip charts or a comment card.

Due to technical difficulties and capacity issues at the May 12 meeting, a second virtual public meeting was held on June 14, 2022. The project team gave a brief presentation then community members were able to submit questions and comments in writing or verbally. More than 60 people attended the May 12 meeting in person and additional people watched the presentation online. More than 70 people participated in the June 14 public meeting.

Notices for the public meetings were posted through the City's avenues of communication, which include posts to social media (Facebook, Instagram, Twitter, NextDoor), the City website, local notice boards, a local media press release, and emails to the project mailing list.

Key Takeaways

- There is strong support for the No Direct Connection scenario ("Alternative 5").
- There are many questions about whether an east/west collector street actually needed or required.
- Some people are concerned that three of the four alternatives connect to Fischer Road.
- Many people expressed concern about:

- Roadways crossing the Bankston conservation easement.
- Increased traffic, congestion and noise impacting established neighborhoods.
- Safety, especially for children.
- Impact of development on natural resources.
- New development making the erosion problem worse.
- Capacity at local Tigard/Tualatin School District schools.
- Many people feel east/west traffic should be routed to Beef Bend Road.
- Many residents feel that they are not being listened to.
- Several people would like to see pump stations considered for sewer service in addition to gravity-fed sewer.
- Future meetings should be in a larger spaces and allow people to speak and hear others speak.

Online Questionnaire

An online questionnaire was completed by 65 people between May 9 through July 1, 2022. The questionnaire asked the same or similar questions to those asked at the public meetings.

Key Takeaways

Evaluation Factors

- 60 percent of respondents indicate that there were no missing categories of evaluation factors missing from the draft list. Those that stated there were categories missing, identify a number of factors that are already covered in the list, including impacts to natural resources and wildlife, erosion, climate change, impacts to existing neighborhoods/quality of life, funding, safety, traffic, and the Bankston Conservation Easement.
- 63 percent of respondents do not recommend additional Land Use and Community Design evaluation factors. Those that stated there were factors missing, identify a number of factors that are already covered in the list, including impacts to natural resources and wildlife, impacts to existing neighborhoods/quality of life, safety, traffic, and potential natural disasters.
- 76 percent of respondents do not recommend additional Bicycles, Pedestrians, and Micro-Mobility evaluation factors. Those that stated there were factors missing, identified a number of factors that are already covered in the list, including aligning bike paths with roads, regional trails, impacts on existing neighborhoods, and environmental impacts.
- 64 percent of respondents do not recommend additional Vehicular Mobility and Accessibility evaluation factors. Those that stated there were factors missing, identify a number of factors that are already covered in the list, including impacts on existing neighborhoods, impacts to the Tualatin River. Additional comments focused on relying on existing connections (Beef Bend Road), spacing between major roads and the Tualatin River, and avoiding speed and volume issues at any one point.
- 69 percent of respondents do not recommend additional Public Utilities and Services evaluation factors. Those that stated there were factors missing, identify a number of factors that are already covered in the list, including stormwater impacts, cost to ratepayers, impacts to natural areas, and water quality. Additional comments requested modifying

factors to indicate that the factors should focus on provision of sewer service including pump stations, not on co-location of utilities and gravity sewer.

- 73 percent of respondents do not recommend additional Natural Resources evaluation factors. Those that stated there were factors missing focus on water and air quality, the air strip, and impacts on wetlands, riparian areas, and wildlife habitat.
- 72 percent of respondents do not recommend additional Cost and Implementation evaluation factors. Those that stated there were factors missing, identify a number of factors that are already covered in the list, including impacts on existing neighborhoods, impacts on tax payers, and impacts to wildlife.

Preliminary East/West Circulation Alternatives

- 82 percent of respondents do not recommend additional alternatives to be included in the study. The majority that said alternatives are missing recommended a route from Roy Rogers Road that connects to Beef Bend Road at 150th Avenue. Other common responses include:
 - Concern about impacts to existing neighborhoods.
 - Concern about traffic impacts near Deer Creek School.
 - Impacts to the Bankston Conservation Easement.
 - A preference to widen Beef Bend Road.
 - A preference for a new connection of neighborhood streets to provide an alternative to Beef Bend Road for walkers and bikers.
 - The cost of stream crossings.
 - Explore ways to discourage traffic from Hwy 99.

Comments from the Website or Email

Key Takeaways

- Many people feel that building a new east/west connection is a choice, not a requirement.
- There is strong support for “Alternative 5.”
- Most people are against extending Fischer Road.
- People are concerned about:
 - Potential harm to established neighborhoods.
 - Potential harm environmentally protected areas.
 - An unsafe environment for children.
- The plan should include sufficient passive and active park land to accommodate new and existing residents.
- Roads should be designed for slower speeds and safely accommodate bikes and pedestrians.
- Some people feel that gravity fed sewer should not be preferred over using pump stations.
- The May 12th public meeting was not successful. People want to hear what others have to say.

Next Steps

The purpose of this Outreach Summary is to document engagement activities and summarize key themes and ideas related to the East/West Circulation Study factors and proposed alternatives. This feedback will be considered as the study moves forward and be shared with decision-makers and the public.