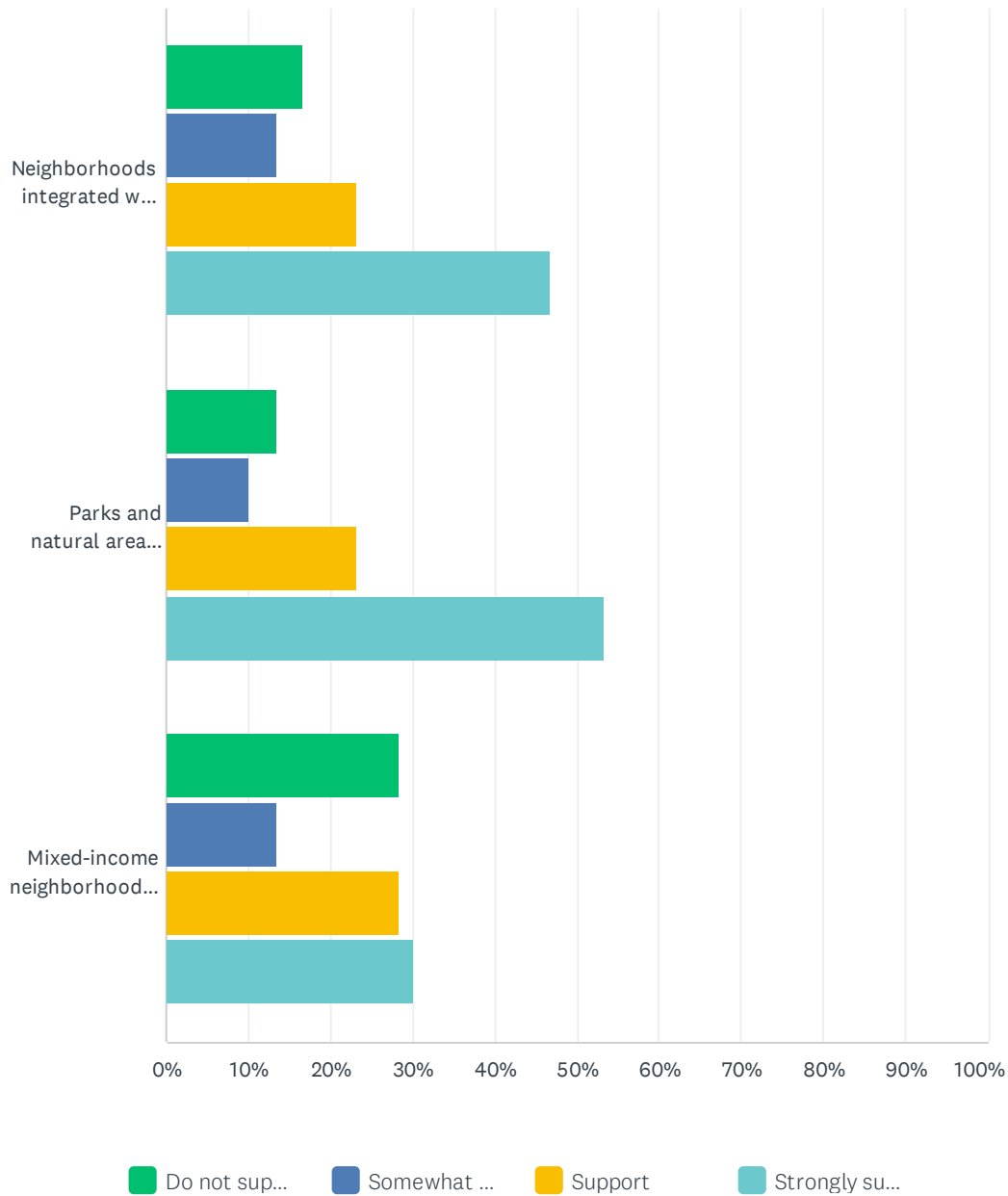


Q1 What is your level of support for the proposed Land Use Policies?

Answered: 60 Skipped: 2



	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Neighborhoods integrated with nature	16.67% 10	13.33% 8	23.33% 14	46.67% 28	60	3.00
Parks and natural areas for everyone	13.33% 8	10.00% 6	23.33% 14	53.33% 32	60	3.17
Mixed-income neighborhoods with a variety of housing options	28.33% 17	13.33% 8	28.33% 17	30.00% 18	60	2.60

Q2 If you "do not support" or "somewhat support" any of the Land Use Policies, please explain why and what you would change.

Answered: 28 Skipped: 34

#	RESPONSES	DATE
1	Some nature needs to be left alone. No part of the plan should condemn or infringe on nature areas (preserves/easements/etc.).	3/17/2023 4:12 PM
2	I do not support additional manufactured/mobile home parks. Our small community already has three. I would prefer the high density housing is sited on the west end of Kingston Terraces on Roy Rodgers Rd.	3/16/2023 3:36 PM
3	I worry that King City has weird ideas on "integrate with nature" that destroy nature instead of preserve it. King City is expanding over the Bankston Nature Preserve - but seems intent on violating it, instead of preserving it all.	3/13/2023 8:14 PM
4	It seems that mixed income housing as a goal is not a necessity, but rather an excuse for this city to pack in more people like sardines and destroy natural areas so the city can make some extra tax money.	3/13/2023 7:36 PM
5	I support nature and preserving nature, but when development comes, you're not actually preserving the nature. There is no way you can leave it to what it is now if you disrupt and develop around it.	3/12/2023 3:48 PM
6	This plan will severely compromise the integrity of the Tualatin River and its surrounding wildlife and environment. I would not build in the protected area of the Columbia Land Trust, as well as any of the areas close to the river. The banks are eroding quicker since the development of River Terrace, and your plan would be catastrophic.	3/10/2023 2:39 PM
7	This plan negatively impacts the water shed and environment of the Tualatin River. More housing for the sake of growth is not a good reason for growth with such negative impact. Incorporating less "dense" housing and keep the development away from the Tualatin River and its environment. Packing in housing for the sake of growth is not a good plan.	3/10/2023 2:10 PM
8	The entire Fischer Road extension does nothing but destroy existing neighborhoods	3/10/2023 1:27 PM
9	Natural areas should be left natural and not encroached upon by housing. A gentle transition of low to high density from natural area to Beef Bend or Roy Rogers to the West should be a primary objective.	3/9/2023 9:22 AM
10	I do not support this plan because the route you are planning will compromise the Tualatin River and will negatively effect the surrounding environment.	3/7/2023 2:46 PM
11	King City is actually breaking up the 146th, Rivermeade and Edgewater neighborhoods and will require taking out existing native trees and other native vegetation. Your community park and neighborhood parks need much more increased acreage that are uniform with existing county parks.	3/7/2023 11:14 AM
12	Please require transition zones between high, medium and low density developments.	3/7/2023 11:13 AM
13	I do not support multifamily housing with no transition zones between high density (multifamily) and lower density neighborhoods (single family).	3/7/2023 10:56 AM
14	I do not support mixed housing. This takes away from our quiet well kept neighborhoods. And property values drop	3/7/2023 1:58 AM
15	Stop the Fischer road extension	3/6/2023 7:36 PM
16	Do not want Mobile homes mixed with town homes mixed with Normal homes that we will lose value in if mixed!	3/6/2023 10:29 AM
17	Please leave this neighborhood alone	3/6/2023 8:04 AM

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18	This question seems misleading. KTMP includes a major regional throughfare connector road from 99W to Roy Rogers via extension of Fischer Road along land very near the river, through land legally protected by the Columbia Land Trust (Bankston Easement), and with bridges over four deep ravines. I do support the mixed income neighborhoods.	3/5/2023 12:03 PM
19	Maintain single family home prevalent standards that are currently in existence for King City and existing housing located in proposed King City Terrace area. Most concerned about maintaining current quality of life, increased crime/congestion that expansion will bring to the area. Look at the chaotic dense housing eyesore and congestion that the Beaverton development of the area in the Roy Rogers/Scholls Ferry Rd area has resulted in. We do NOT want to live in an area such as that. Awful planning, major infrastructure issues resulted in the development of that area. Also, most concerned about impact to our home's property value; this proposed development cannot be favorable to property values and quality of life.	3/5/2023 9:05 AM
20	I really don't care for bringing in Low Income - the title 8 programs, as such. I worked all my life and spent years looking for a 55+ community which was at upper middle-class neighborhood with low crime. King City fit well for us. If I didnt care I would have stayed in a mixed income neighborhood in Beaverton. Brining in low income houseing into King City will change all that and invite more crime and busier streets with load music and cars with load mufflers/radios and speeders. It also will invite more young people walking late at night... looking for trouble. I police force is not large enough to respond to all this.	3/4/2023 11:06 PM
21	Housing options should be similar rather than of mixed quality.	3/3/2023 6:50 PM
22	.	3/2/2023 7:52 PM
23	Substantial fear that 'integrate with nature' is a euphemism for destroying nature and habitats, and seizing land. No one should be forced from their homes by condemnation and eminent domain. No nature preserves should be violated. King City comes across as an untrustworthy city in bed with developers. Why not promise to not seize land, and not destroy nature? King City could pass an ordinance with those simple principles- and eliminate enormous mounting fear and distrust. Just say no to eminent domain and destruction of nature preserves. Please be a nice city instead of mean one. I am a concerned king city resident - who is watching king city terrify our neighbors. I hate that. I am not affected by the new plan- but I am very concerned what king city will do to those who are. Take a stance on being king instead of so mean. Please.	3/2/2023 6:23 PM
24	Your plans have repeatedly failed to actually listen to the input of the attendees of each of your public opinion sessions. Your plan will increase traffic and pollution to an area that is already unable to support the traffic and pollution that it has. Wildlife and quality of life for the residents will be severely negatively impacted.	3/2/2023 4:34 PM
25	I think the plan is great, except for the road that goes through the conservation easement. Alternative 3 seems much less destructive to existing environment.	3/2/2023 1:51 PM
26	Some natural areas should be off limits to public use for safe havens for wildlife. Also Rivermeade has a private community park for residents only.	3/2/2023 10:25 AM
27	If this is a way of sneaking in section 8 housing, I do not support the high crime that comes with that.	3/2/2023 9:57 AM
28	KC home purchased with single-family homes nearby, not multiple.	3/2/2023 9:46 AM

Q3 If "do not support" or "somewhat support" any of the Land Use Implementation Strategies, please explain why and what you would change.

Answered: 29 Skipped: 33

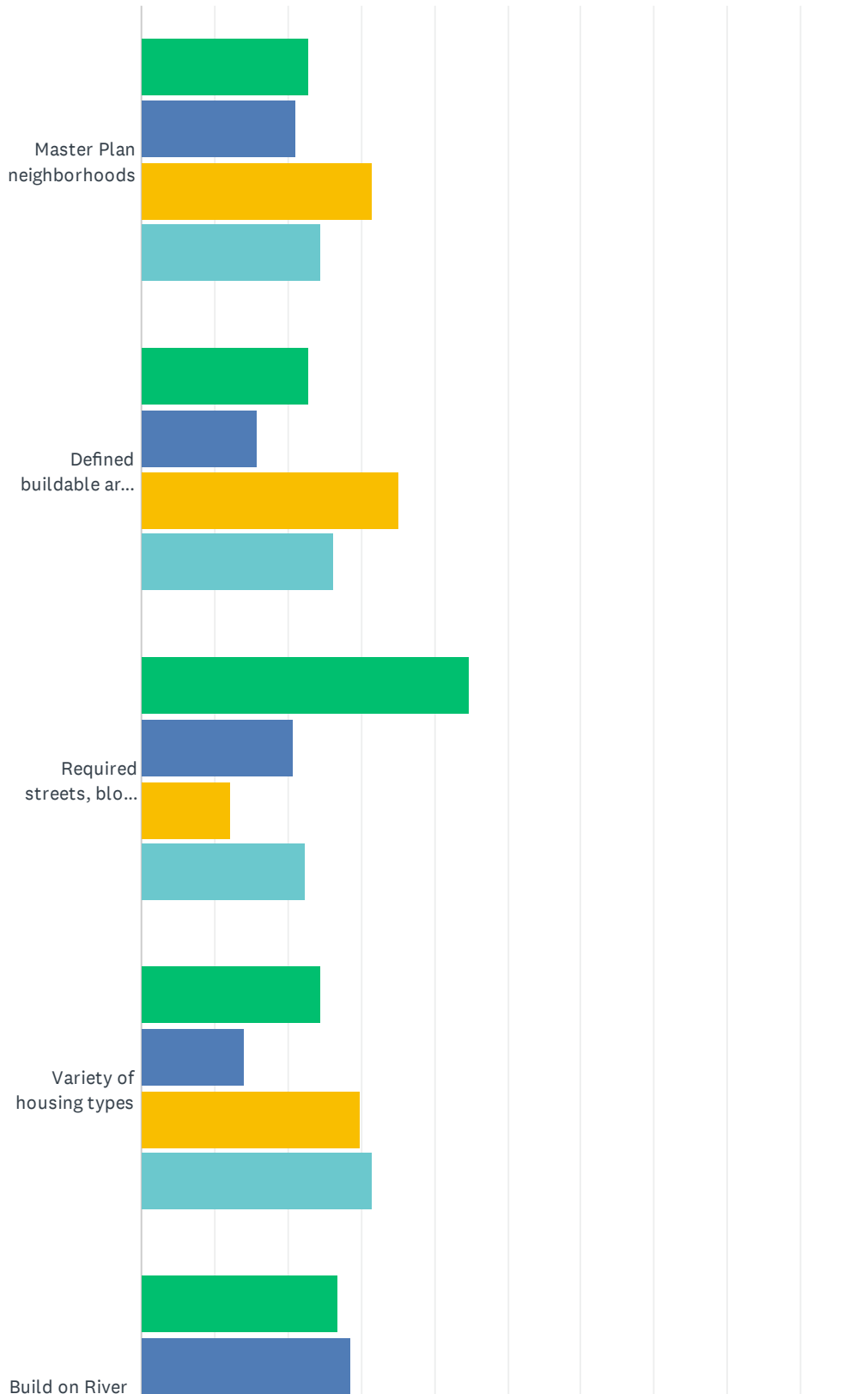
#	RESPONSES	DATE
1	Keep roads away from the river, and stay out of areas set aside for nature.	3/17/2023 4:12 PM
2	King City should stay out of Nature Preserves - even if they are "local" (not Federal) and the city can technically condemn them to make way for road and housing developments.	3/13/2023 8:14 PM
3	The Rural Character area should be along the Tualatin River-south area of Kingston Terrace(KT). The Central Character area should be the east side of Kingston Terrace(according to your map the northern section of the Rural Area by Capulet. It makes no sense to put the Central area butting up against the Tualatin River. There is a lot of daily wildlife movement going from the other side of the Tualatin River to the Kingston Terrace side. We see deer swimming across the river daily, as well as other wildlife. KT's "gem" is the natural wildlife and area. Keeping it in balance will be the "selling" point why people would want to reside in KT. Keeping the area near the Tualatin River free of a lot of homes, people, cars and noise will preserve the natural beauty and keep the wildlife safe. Also if parks are slated for near the Tualatin River, they should resemble natural areas and not parks with game fields, jungle gyms, etc.	3/13/2023 4:16 PM
4	I do not support putting an East-west connector road alongside the river. It would destroy the secluded feeling when kyaking on the river. I am also very, very, concerned about the impact on local wildlife and habitat. This seems in direct conflict with King City's stated goals.	3/11/2023 7:39 PM
5	Development in the purple areas will NOT protect our natural resources! As I see it, these areas are rich with hundreds of wildlife species, delicate banks of the Tualatin River and don't even seem to be buildable due to numerous creeks, beaver ponds and wetlands. Your statement is false!	3/10/2023 2:39 PM
6	The building of homes in parts of the "purple" areas will NOT protect the environment. Your statement is incorrect. These developments will be a negative impact on the River and environment. To believe this is environmentally aware is a ridiculous claim.	3/10/2023 2:10 PM
7	No problem with growth happening west of 150th. It will destroy everything else.	3/10/2023 1:27 PM
8	The three planned East West streets though the narrow center section of Kingston terrace is too much. The plan would place collector size roads every 375' across the most sensitive ravine in the Kingston Terrace area. If the goal as stated is less reliance on automobiles then the plan should call for more micro mobility routes than a high concentration of high volume roadways through sensitive areas. River Terrace concepts should be left for River Terrace. 40% of Kingston Terrace is natural area so it is unique and should follow a separate path for planning to reflect the differences between the two areas.	3/9/2023 9:22 AM
9	Destruction of Wildlife and the Tualatin River, Oppose any Destruction or use of the Bankston Nature Preserve, This is a nature are MADE FOR NATURE!!!!	3/8/2023 7:48 PM
10	no road through the Bankston Nature Preserve...leave that intact	3/8/2023 1:43 PM
11	This plan will compromise the Tualatin River and its surrounding wildlife and environment. I do not agree that all the purple areas are buildable in a way to protect the natural environment. Also, it seems to intrude on a lot of personal property, where there is plenty of open land for parks and rec on Roy Rogers and along Beef Bend (lots of For Sale signs!) There is also a park and open space in the current King City. Why not improve what's already there, including the retail center on 99?	3/7/2023 2:46 PM
12	Twenty units per acre will make the entire Kingston Terrace look like a huge eyesore like the buildings off of Roy Rogers. Better to have more open spaces and scenic areas set aside. An	3/7/2023 11:14 AM

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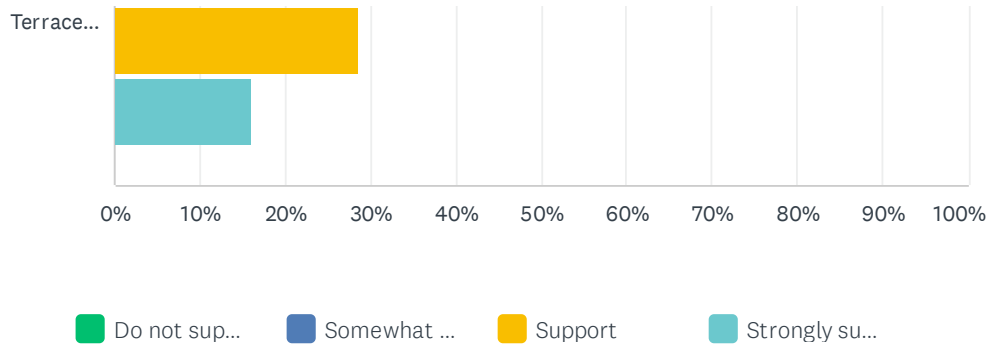
	east/west connection would be far more feasible closer to Beef Bend Road.	
13	I strongly oppose connection of a collector from Roy Rogers to Fischer Rd. in Edgewater.	3/7/2023 11:13 AM
14	Do not support the transportation element of the masterplan which heavily affects Fischer Road traffic congestion at 99 W.	3/7/2023 10:56 AM
15	Future transit access via west-east connector streets should not be planned through existing neighborhoods. Transit should be routed along Beef Bend and then into new town center to avoid negative impacts on existing neighborhoods. The purpose of Title 12 of the Urban Growth Management Functional Plan "is to protect existing residential neighborhoods from air and water pollution, noise and crime." The proposed transportation system plan East-West internal street connection proposal to route transit through existing neighborhoods clearly does not meet this standard, because it will significantly increase traffic, noise and pollution through existing neighborhoods. Transit should be routed along Beef Bend Road and then into the new west town center.	3/7/2023 7:57 AM
16	A road should not go through the Bankston nature preserve!! An alternate location for a road should be chosen.	3/7/2023 4:11 AM
17	I do not support the land use plan .	3/7/2023 1:58 AM
18	Stop the Fisher Road extension	3/6/2023 7:36 PM
19	Do not support more roads. Only use Beef Bend do not bring Fischer road on to 137th!	3/6/2023 10:29 AM
20	Please leave us alone!	3/6/2023 8:04 AM
21	I don't see a difference in the terrain to explain the Central neighborhood vs the Rural character neighborhood. It seems like the Central is quite a bit like the Rural topography.	3/6/2023 6:59 AM
22	Building bridges across the ravines is prohibitively expensive and will lack adequate funding. Further, the purple areas only exclude otherwise unbuildable land (ex. The deep ravines). What portion or the 528 acres is both buildable AND being preserved "in order to protect valuable resources"?	3/5/2023 12:03 PM
23	Do not readily see any new parks, trails on the developable land map. Prefer to avoid new development in the "rural character" area which adjoins Edgewater.	3/5/2023 9:05 AM
24	I am not a big fan of of high density mixed income housing so close to all the 55+ communities that King City is known for. We all looked specifically for this area to retire - peacefully and in low crime area. This will only disrupt the norm of our neighborhood we sought for our retirement years. There are plenty of other places to push all these changes to - why disrupt the living arrangements we all sought for. Stop this insanity!	3/4/2023 11:06 PM
25	Developable land is not accurate. Southwest of Town Center has more water features than are shown.	3/3/2023 6:50 PM
26	Looks good	3/2/2023 7:52 PM
27	On the surface they make sense. Can we do it without terrifying our neighbors who are not yet in our city?	3/2/2023 6:23 PM
28	Full spectrum housing in all areas defeats the purpose of having zones. I wouldn't want apartments next to my rural neighborhood home.	3/2/2023 10:25 AM
29	I would eliminate the east-west connector entirely. Beef Bend road can easily handle all of the proposed traffic increase. Access to any and all commercial activities can be met without additional roads.	3/2/2023 9:46 AM

Q4 What is your level of support for the proposed Land Use Implementation Strategies?

Answered: 59 Skipped: 3



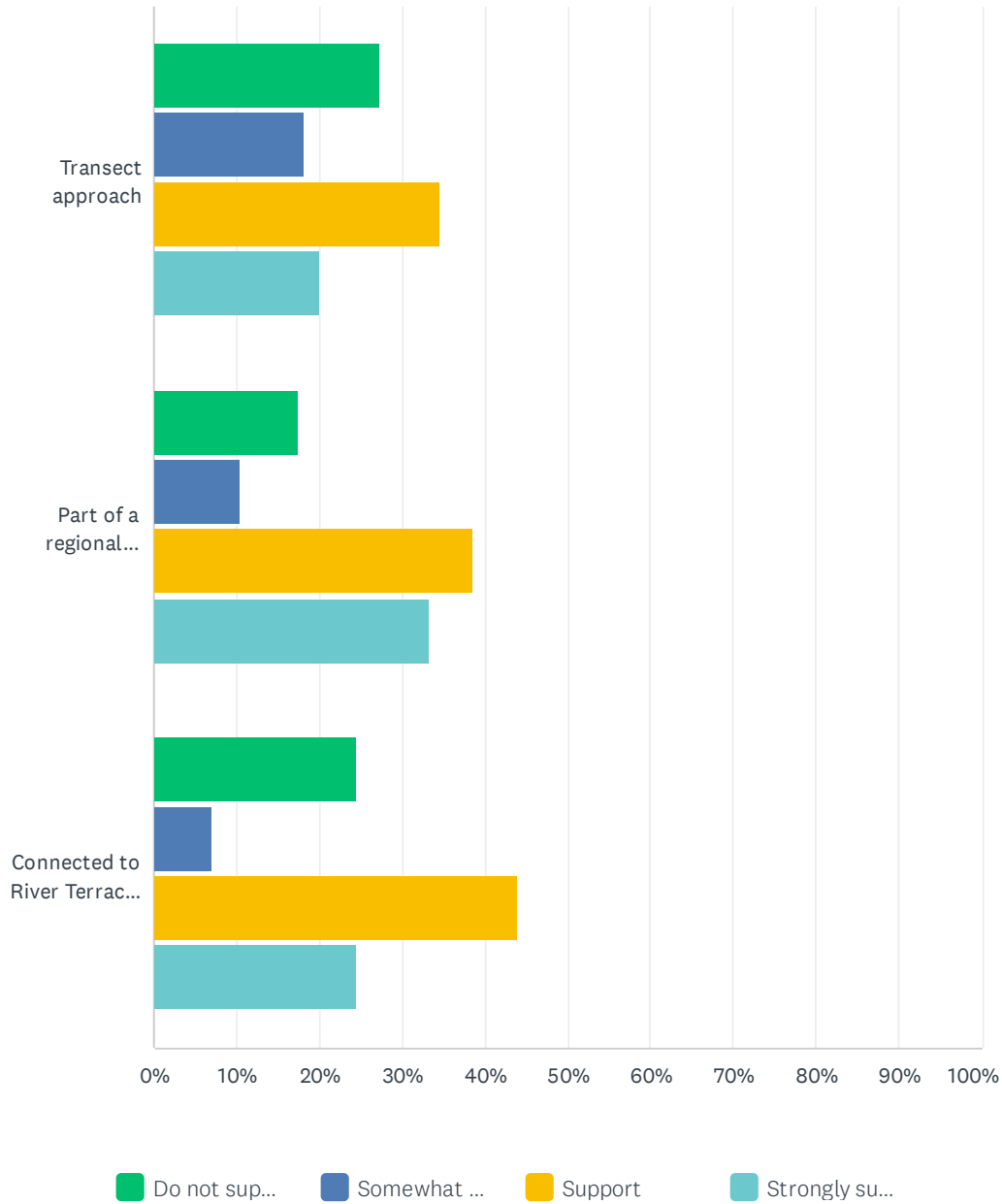
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	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Master Plan neighborhoods	22.81% 13	21.05% 12	31.58% 18	24.56% 14	57	2.58
Defined buildable areas within neighborhoods	22.81% 13	15.79% 9	35.09% 20	26.32% 15	57	2.65
Required streets, block sizes, and connectivity standards	44.83% 26	20.69% 12	12.07% 7	22.41% 13	58	2.12
Variety of housing types	24.56% 14	14.04% 8	29.82% 17	31.58% 18	57	2.68
Build on River Terrace concepts	26.79% 15	28.57% 16	28.57% 16	16.07% 9	56	2.34

Q5 What is your level of support for the proposed Parks Implementation Strategies?

Answered: 58 Skipped: 4




	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Transect approach	27.27% 15	18.18% 10	34.55% 19	20.00% 11	55	2.47
Part of a regional framework of trails and green spaces	17.54% 10	10.53% 6	38.60% 22	33.33% 19	57	2.88
Connected to River Terrace park network	24.56% 14	7.02% 4	43.86% 25	24.56% 14	57	2.68

Q6 If "do not support" or "somewhat support" any of the Parks Implementation Strategies, please explain why and what you would change.

Answered: 26 Skipped: 36

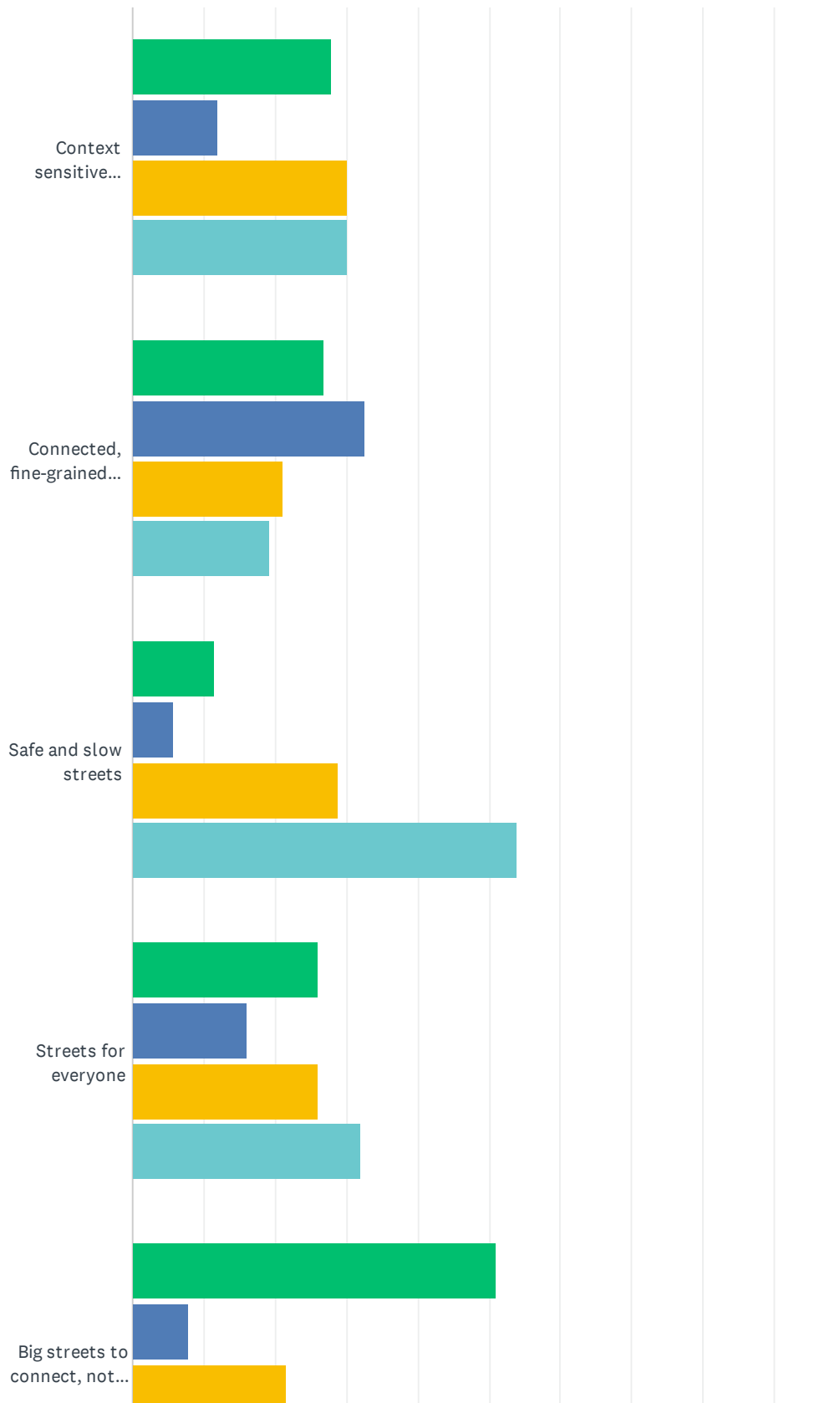
#	RESPONSES	DATE
1	Don't use any of my support to justify breaking into nature preserves/easements, or promoting cut-through traffic from Roy Rodgers to 99W. I support everything else you are proposing.	3/17/2023 4:12 PM
2	I don't trust King City - solely because it does not take a position to preserve existing nature preserves (the Bankston Easement). On NextDoor, King City's manager (Mike Weston) exclaimed "It's NOT the Tualatin Nature Preserve." Which seems to mean - if it's on King City's side of the river, and not Federally protected - King City will condemn it, the hell with nature, and give it to developers to profit. Does the king City Council or mayor even care?	3/13/2023 8:14 PM
3	Why are we destroying wildlife and taking away people's homes and livelihood so you can have trails that will be flooded half of the year and with the erosion due to developments up the hill, will literally be obsolete within a couple years? Maybe this energy and thought should be focused into an expansion that is more thoughtful and does not slam in thousands of more people in our small area which cannot support them, and will make this an undesirable place to live.	3/13/2023 7:36 PM
4	The park system design seems disjointed. Right now the King City Park is a community park that is not taken care of and trying to get to the Tualatin River is impossible in the park. KT does not need two more community parks and 2 neighborhood parks. How is the city going to be able to upkeep 5 parks and proposed trail system? The cost and manpower will be cost prohibited for KC.	3/13/2023 4:16 PM
5	The path along the power lines makes sense, as it's a continuation of the trail that already exists. The other parks look like they are placed right where there are current homes. I'm dumbfounded on how this makes sense. How can anyone in good faith assume they can take someones private home to make way for new homes or recreation areas? Also, that trail along the river--have you even seen the condition of the eroding banks? It doesn't seem feasible to build a path on a steep, eroding river bank.	3/10/2023 2:39 PM
6	The regional parks are a nice idea, but creating them at the expense of the river environment is ludicrous. Trails along the river also aren't in the river's best interest.	3/10/2023 2:10 PM
7	I support a connection but not at the expense of crossing the conservation easement or diminishing in any way the tranquility of the natural environment	3/9/2023 9:22 AM
8	Complete Destruction of a Wildlife, Nature and Existing Neighborhoods!	3/8/2023 7:48 PM
9	This plan will significantly compromise the health and integrity of the Tualatin River and it's surrounding environment and natural habitats.	3/7/2023 2:46 PM
10	Your park proposals are poorly rated in terms of acreage and amenities. Check out the Bull Mountain Park as a recommendation for a community park.	3/7/2023 11:14 AM
11	Area is too busy traffic is already a nightmare. Where is all this extra traffic going by tov	3/7/2023 1:58 AM
12	Do not push Fischer road through Edgewater	3/6/2023 7:36 PM
13	I dont want traffic coming through from 99W to my neighborhood! No access to 137th ave	3/6/2023 10:29 AM
14	Leave our neighborhood alone	3/6/2023 8:04 AM
15	You should not be planning for a trail through the area protected by the Bankston Easement. I think trails are great - I use them all the time in other areas - and sometimes the trail has to leave the edge of the river or stream for protection purposes. That works very well, the trails are still great.	3/6/2023 6:59 AM

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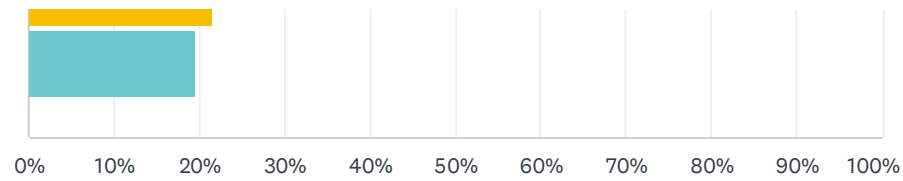
16	Remove the trail shown extended from River Lane for two reasons: 1. This would require the road being extended from Fischer Road, which is universally rejected by all local residents. 2. Including a trail along the river in exposes the KTMP planner's ignorance of the annual high water mark of the Tualatin River; most of that trail is under water for 4 months every year (not to mention much of it is on private property and eminent domain would be very difficult for the planners to legally argue for a trail.	3/5/2023 12:03 PM
17	The survey repeatedly refers to "River Terrace" concept / part network. We are not familiar with what "River Terrace" refers to and we live in the area. Surprised/disappointed that there is not a large park located on the banks of the Tualatin River. Why not?	3/5/2023 9:05 AM
18	Again in places too many possibilities of Homeless Camps - we saw and still see what Portland is facing. Are the police and City Hall going to enforce no camping in all these places? I am afraid of too many trails also invite rapists a perfect place to commit their crimes.	3/4/2023 11:06 PM
19	The map is not clear if paths are on roadways or separate. Biking on roads without a protective lane is not safe. There are white dashed lines on the map with no explanation in the legend. Are these the proposed roads?	3/3/2023 12:33 PM
20	.	3/2/2023 7:52 PM
21	More acceptance of cul de sacs makes sense to provide the safer streets that we want for our children.	3/2/2023 6:23 PM
22	See previous comments	3/2/2023 4:34 PM
23	I don't think landowners like Mike Meyer and Carla Bankston will sell their property, so I don't understand how these trails will get connected.	3/2/2023 1:51 PM
24	I don't see the current King City park or Rivermeade park listed as any kind of circle  on the map	3/2/2023 10:25 AM
25	unnecessay	3/2/2023 9:46 AM
26	Don't think parks take enough advantage of the river, like Cook Park has.	3/2/2023 9:07 AM

Q7 What is your level of support for the proposed Mobility Policies?

Answered: 52 Skipped: 10



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■ Do not sup...
 ■ Somewhat ...
 ■ Support
 ■ Strongly su...

	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Context sensitive streets	28.00% 14	12.00% 6	30.00% 15	30.00% 15	50	2.62
Connected, fine-grained network of local streets	26.92% 14	32.69% 17	21.15% 11	19.23% 10	52	2.33
Safe and slow streets	11.54% 6	5.77% 3	28.85% 15	53.85% 28	52	3.25
Streets for everyone	26.00% 13	16.00% 8	26.00% 13	32.00% 16	50	2.64
Big streets to connect, not divide	50.98% 26	7.84% 4	21.57% 11	19.61% 10	51	2.10

Q8 If "do not support" or "somewhat support" any of the Mobility Policies, please explain why and what you would change.

Answered: 38 Skipped: 24

#	RESPONSES	DATE
1	Big Street will promote fast traffic like 131 and Fischer. King City's inability to stop high speed (often 60+ mph) on Fischer road - strongly suggests a better approach - not BIG STREETS in neighborhoods. Everyone can slow down to get in/out of neighborhoods. Connectivity does not have to be FAST and DANGEROUS.	3/17/2023 4:15 PM
2	Big Street attract too much traffic - and connecting Roy Rodgers to 99W efficiently should be a NON-GOAL. Fischer road (and 131st) are a traffic disaster... have you ever tried driving the speed limit on them? You'll be run off the road by unchecked high speed drivers who feel entitled... and the King City police don't care. I can't trust King City to make a BIG street safe for neighborhoods. Why not just AVOID the problem?	3/13/2023 8:17 PM
3	Big streets is a horrible plan. You're inviting so much traffic to cut through here. Look at all the roads by this area and how jam packed they are at all times and what horrible shape the roads are in. Why would anyone want to live where people are taking a short cut? Talk about noise and actual pollution.	3/13/2023 7:39 PM
4	KT is a neighborhood "city" and not a large enough city to warrant "big" streets. Putting in big streets invites outsiders to go through KT. Any navigation system(Waze, Goggle maps, Apple maps, etc) sends you through the shortest, quickest route. Large streets invite cut through traffic.....cars/people will traverse KT. KT wants people to move here, so keeping as quiet as possible neighborhoods should be the goal....slow and safe streets.	3/13/2023 4:28 PM
5	I support safe and slow streets, but when your plan is to put a traffic circle in my yard or on my house, I don't support it. When there are multiple straight through streets from Fischer to Roy Rogers, these won't be safe and slow streets. They instead will be short cuts for people to speed through.	3/12/2023 3:52 PM
6	I am very concerned about the amount of traffic generated and the impact that so much connectivity will create. Studies show neighborhoods with less traffic and connections actually have closer neighbor relationships and less crime.	3/11/2023 7:46 PM
7	The transportation plan is not practical and will only increase the already overly trafficked region, especially poorly planned King City. The idea of crossing Beef Bend Road is ridiculous. That road will become a major east west artery...worse than it already is. Fischer road will become an impacted, traffic nightmare. I pity the people who live along Fischer road. There "quiet" neighborhoods will become a major traffic nightmare. By the way, you did a terrible job of including Metro transportation and other public transportation options in the Transportation Plan. Add buses to your plan only makes the traffic plan more of a nightmare.	3/10/2023 3:11 PM
8	This transportation plan looks like it will make the current traffic nightmare even worse. King City was not thoroughly planned for growth initially, so trying to retrofit a new plan to try to connect a town center that is 5 miles from the current neighborhood, is a sure fail. Perhaps Beef Bend could be improved, with traffic circles and wider lanes (which can be done , even though there are a few blocks of apartments). Or make a choice: improve the current King City Town Center or build the new homes near the new King City Town Center (Roy Rogers). That way, Scholls Ferry can serve as another artery.	3/10/2023 3:10 PM
9	Alternative 2 through the conservation easement and along the river at River Lane is not context sensitive. Narrowing the street at River Lane for a rural feel is not conducive to a projected 8,000 plus cars per day not to mention the impacts from noise to the river area due to it's proximity. The collector street needs to move North toward higher density housing that will accommodate the traffic and not force out of direction travel toward a lower density area and the natural areas to the South. Big streets are regional arterials that are necessary to move regional traffic. Trying to make Beef Bend and Roy Rogers something they are not will	3/9/2023 9:49 AM

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only reduce the role they play in moving large volumes of traffic and will compound the problem of intersection failures being experienced now and projected in the future.

10	Destruction, Taking over of people's Property, Destroying Neighborhoods, SOUND and ENVIRONMENTAL Destruction to a close built community not designed for your plan	3/8/2023 7:52 PM
11	do not have road in wildlife preservation areas along the river	3/8/2023 1:45 PM
12	I do not support routing collector level traffic through Edgewater on Fischer Rd.	3/7/2023 11:19 AM
13	Neighborhoods should be interconnected without collector roads and for local traffic only and not for city to city commuter traffic. Beef Bend Rd. could easily be a 4 lane roadway from Roy Rogers to 147th. How will you deal with the intersections of Colyer, Peachtree, 137th and Beef Bend Rd.?	3/7/2023 11:19 AM
14	Do not support Alternative 2. This will overburden Fischer Road at 99 W which is already a problem today. Also, Alternative 2 appears to affect existing nature areas, wetlands, the river and the conservation area much more than the other alternatives.	3/7/2023 11:08 AM
15	SW Beef Bend Rd is an arterial and should be improved to handle all the increased from all the new developments. Making it into a "safe to cross" street will require slowing traffic and traffic lights. This will then back up traffic and induce cut through traffic through existing neighborhoods. Regional and local codes require arterials, and street systems to be designed to discourage cut through traffic. Beef Bend is an arterial and it must be improved to handle all the increased traffic to avoid cut through traffic from outside the area.	3/7/2023 8:28 AM
16	A road should not go through the Bankston nature preserve!! An alternate location for a road should be chosen.	3/7/2023 4:14 AM
17	Fischer Road and Shakephere road extension will destroy existing neighborhoods and parks	3/6/2023 7:39 PM
18	Do not connect to 137th from Fischer Rd	3/6/2023 10:30 AM
19	Do not support adding a east west connection that will inevitably be used by comuters to travel between Roy Roger and 99. Do not support make all streets through streets. Should only be focusing on expanding beef bend to accommodate additional traffic. Any roads added should be 20 mph. As mortality rates at 25 mph are 3x as high as 20. And at 30mph mortality rates are 7x higher. Making new roads anything other than 20mph is just going to kill more citizens. If this development is really for the people, than the peoples health should be top priority.	3/6/2023 8:10 AM
20	Leave us alone!	3/6/2023 8:07 AM
21	You indicate that Alternative 2 is a baseline condition, and did not ask for level of support on that. I strongly disagree. If you used an east-west connector that was further north (and connected via Fischer Road and 137th), you would have a road that gave more protection for the river, and also included a speed control (traffic circle at Fischer/137th and then again at 137th/westward turn).	3/6/2023 7:05 AM
22	"Context-sensitive" is a misnomer – "Streets transform to match the character of each neighborhood" is the antithesis of an existing dead-end road (River Lane) and absolutely destroy the character of the neighborhood. There exists no credible method to describe Alternative 2 as both a connector and maintaining the character of the area.	3/5/2023 12:17 PM
23	Do not support Option 2. Beef Bend Rd is already a major road that can be expanded to accommodate additional population/traffic. Understand that it will cost more and be lengthier process to pursue eminent domain but it's worth the cost / time. What is the rush? The study does not share why there is a sense of urgency to get the Master Plan approved and begin implementation. Take time to get it right.	3/5/2023 9:15 AM
24	No big streets - they should all be 2 lane with speed bumps and safe crosswalks. Large wide streets invite speeders and people who don't live in the area as making short cuts instead of using 99 or Roy Rogers. The streets should only use by residents and guests. Beef Bend needs to be widened or at least have a true shoulder not a deep ditch.	3/4/2023 11:16 PM
25	As much as possible I would like to see LESS local streets used to connect to the larger streets.	3/4/2023 7:36 AM
26	What does "Big streets to connect, not divide" mean? Couldn't answer that one.	3/3/2023 4:47 PM
27	Option 2 connector is not optimal. It is stated as the preferred collector that then runs through	3/3/2023 12:44 PM

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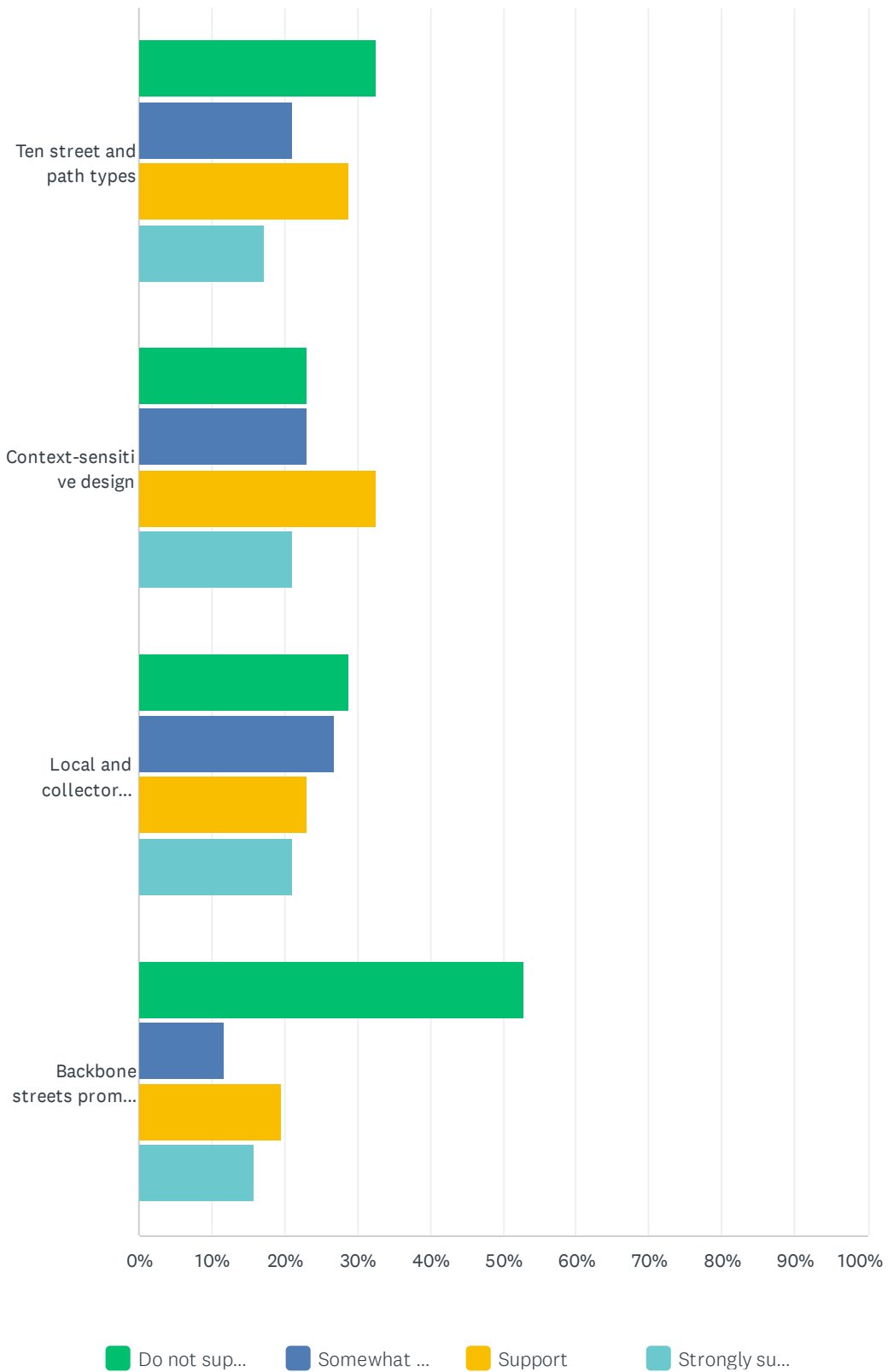
the rural neighborhood and through the Bankston Easement. The whole idea of the conservation easement is to protect the sensitive environment. How does condemning a portion of that for a road or bridge protect it?? This is a bad precedent to set and is counter to the stated goal of protecting the sensitive natural environments. Move the collector road further north. The other road options are more viable, less disruptive, less expensive, and just as efficient as the option 2 road.

28	Safe and slow also needs to provide for adequate parking. Don't try to gold plate the planning area as that will only add to the cost of housing.	3/3/2023 9:45 AM
29	Great	3/2/2023 7:54 PM
30	Fisher road and 131st prove we cannot be safe with big roads. Let's not expand without a better plan.	3/2/2023 6:26 PM
31	The best way to support traffic is to widen Beef Bend OPTION 3, which you haven't acknowledge nor presented at any of the community input sessions.	3/2/2023 4:36 PM
32	Alternative 2 is the wrong choice. No need to violate the Bankston conservation easement. Also, the most direct route from 99W to Roy Rogers will be Fischer Rd = much more non-local traffic.	3/2/2023 1:55 PM
33	No where in the FAQs is it noted, as City Manager did at the last SAC meeting that ALL east-west connectors intend to eventually be built. To say Alt 2 is preferred should be reframed to say it likely is the FIRST connection to be made. Otherwise this discussion seems evasive.	3/2/2023 12:14 PM
34	I do not support option 2 or any roundabouts on 137th	3/2/2023 10:36 AM
35	If this is in relation to Fisher road, absolutely do not support making it a main road.	3/2/2023 10:00 AM
36	No local resident is interested in "biking" along Beef Bend rd. - only non-local bikers would use it to get somewhere else. Just look at those who use it.	3/2/2023 9:52 AM
37	You have not listened to the neighborhood homeowners since this process was initiated. Over 90% of us do not want Alternative # 2(Fischer Road) as the primary East/West connector route. It not only divides our community, but also, has been proven to do irreparable environmental damage to the Rivergate community. I am, and have been particularly offended by the efforts to ignore and stifle our communities' efforts to pt forward this ideas.	3/2/2023 9:33 AM
38	You are asking about concepts and not specific roadways. "safe and slow" is a nice tag line but meaningless without any text. Streets for everyone/active transportation is another fuzzy phrase that needs some texture. I have a trust issue with the city listening to existing residents and instead phrasing questions to get answers they desire.	3/2/2023 9:20 AM

Q9 What is your level of support for the proposed Mobility Implementation Strategies?

Answered: 52 Skipped: 10

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	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Ten street and path types	32.69% 17	21.15% 11	28.85% 15	17.31% 9	52	2.31
Context-sensitive design	23.08% 12	23.08% 12	32.69% 17	21.15% 11	52	2.52
Local and collector streets have common characteristics	28.85% 15	26.92% 14	23.08% 12	21.15% 11	52	2.37
Backbone streets promote connectivity	52.94% 27	11.76% 6	19.61% 10	15.69% 8	51	1.98

Q10 If "do not support" or "somewhat support" any of the Mobility Implementation Strategies, please explain why and what you would change.

Answered: 35 Skipped: 27

#	RESPONSES	DATE
1	20 is plenty - and enforcing it (even if 25) is CRITICAL. BIG STREETS (BACKBONE) are NOT NEEDED - they cause problems for neighbors, and just become highways for people who DO NOT LIVE HERE. King City should NOT promote that.	3/17/2023 4:15 PM
2	King City should NOT be building major streets through existing neighborhoods.	3/13/2023 8:17 PM
3	This seems ridiculous and like serious overkill. Again, it's going to create unbelievable traffic. Together with all those lights and roundabouts, it's going to add on so much time just to leave our houses. Ridiculous.	3/13/2023 7:39 PM
4	I find it extremely odd that the diagram shows so much street network in the center of KT, which is a very narrow part of the whole city. Why is it necessary to have "neighborhood" routes when developers will be putting their own road network? The west end of KT has a very limited street network and isn't the plan to have more stores, etc there.	3/13/2023 4:28 PM
5	Looking at this map, there are a ton of traffic circles and roundabouts. At the last public hearing you mentioned that these are not necessarily all going to go in. Then why have a map with these proposed locations? They are also very close together. Why is that? Looking specifically from Myrtle to April Ln, why are there so many? They seem to be every 200-400 feet? Is this truly needed?	3/12/2023 3:52 PM
6	The road along the river is my major concern - there are other options that seem much more palatable	3/11/2023 7:46 PM
7	In theory the context streets is a good idea. In practice and reality, they will become just another traffic nightmare. Fischer Rd will become a major artery, because with all this development (for the sake of development and making money) and the already ridiculous over development of the Roy Rogers area, traffic on Beef Bend will become a nightmare and people will make Fischer Rd an option, regardless of cute round about and "contextual" road design. If you don't think so, you are sorely ignorant. What about fixing the intersections of Beef Bend/99 or Fischer/99? Again, adding homes, people, vehicles, for the sake of growth is not necessarily for the good of the people.	3/10/2023 3:11 PM
8	This map is a total cluster. What is even going on?! First of all, most of the roads shown are going right through sensitive and protected land. There are wetlands, a protected conservancy and major ravines all through this gaggle of roads. And because you show a plethora of traffic circles, all the new residents and current residents trying to get to the new Town Center will gridlock Beef Bend! How is this a solution?! Not to mention the pollution and litter this will create. Have you given ANY thought to what this plan will do to the earth? This will NOT serve the greater good. And don't get me started on the intersections of Beef Bend and 99, as well as the intersection of Fischer Rd and 99--what is your plan to make these functioning? Is anyone even reading this?!	3/10/2023 3:10 PM
9	Why would you even consider destroying existing neighborhoods	3/10/2023 1:30 PM
10	See comments in #8. The backbone street map is glaringly unbalanced. The wide spacing of streets at the widest sections of KT to the East and West are in direct contrast to the tight spacing in the mid section. Two connections between April and 150th becomes three at 147th and the most environmentally significant ravine in the area. The odd neighborhood route between Myrtle and 137th need explanation as to why it doesn't connect to Capulet. Why does the Northern route not connect from 137th to 131st along B street as described in the concept planning phase?	3/9/2023 9:49 AM
11	Your City Can not Control its Current Speeding Problem, People hit by cars on 136th and	3/8/2023 7:52 PM

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131st, Yet you do nothing to control the safety of the current situation, but you plan on making it worse with no corrective action. Putting cars in front of homes instead of 131st. You turn your backs on the home owners and put their homes and lives at risk, for money

12	Local and collector streets serve different purposes and should be configured to reflect the difference.	3/7/2023 11:19 AM
13	See above statements	3/7/2023 11:19 AM
14	Again, do not feel the backbone street design address the traffic or environmental issues appropriately.	3/7/2023 11:08 AM
15	Alternative 2 should not be the east west connector because it has to traverse the ravines and requires expensive bridges. It also crosses environmental sensitive areas and a conservation area. the best and lowest cost main connector must be alternative 4 wich has the lowest cost and lowest negative environmental impact.	3/7/2023 8:28 AM
16	A road should not go through the Bankston nature preserve!! An alternate location for a road should be chosen.	3/7/2023 4:14 AM
17	Stop the Fischer Road extension and save our neighborhoods	3/6/2023 7:39 PM
18	Getting hit by a car at 25 mph makes you 3x more likleybto die than at 20mph. Why you wouldn't make all roads 20mph is beyond me. Also, no collector roads should run east west all resrorses should be used to expand beef bend.	3/6/2023 8:10 AM
19	Leave us alone	3/6/2023 8:07 AM
20	I refer to my comment above about Alternative 2 being the wrong choice. Also, considering the small north-south distance and numerous ravines, there are too many east-west roads.	3/6/2023 7:05 AM
21	I do not support any extensions to 137th Avenue as shown on the map. Alternative 5 was offered to King City that would achieve all the desired transportation goals without destroying a community that has existed for 75 years (Rivermeade was established in 1948 and is nearly 20 years older than King City.) Besides, who will build the 12+ expensive bridges shown on the map?	3/5/2023 12:17 PM
22	Regarding "context-sensitive design", the proposed plan already violates that characteristic with the proposed extension of Fisher Rd as a connector street. How does expanding Fisher Road through residential neighborhood of Edgewater support "context-sensitive design"? It does not. Do not trust King City and consultants who are working this plan; it's pure and simple a power play of King City to expand it's tax base.	3/5/2023 9:15 AM
23	Again - too many streets off of Beef Bend - its going to become insane. Way too many traffic signals on Beef Bend - it will only get back a great road to a slow moving 10-15 trip to get from one end to the other. Need to delete 2 of them.	3/4/2023 11:16 PM
24	The roundabout on lower Elsner Rd. should be moved to the North to avoid impacting property owners outside of this project.	3/3/2023 7:02 PM
25	Not sure I registered my opinion correctly. I'm still opposed to Fisher becoming a feeder or collector street.	3/3/2023 4:47 PM
26	Do not make option 2 the collector road. This simply encourages through traffic to Roy Rogers from 99. There is no reason to do this when the option 3 & 4 roads are just or more viable. And adding 4 traffic lights on Beef Bend?? Are you serious?? What about the roundabouts being touted? Why not use those on Beef Bend? Traffic lights in King City and Tigard are poorly time managed already. Why would we want 4 more of these bottlenecks?	3/3/2023 12:44 PM
27	Too many round-a-bouts and traffic circles. Too many street and pathway types. Keep it simple, don't gold plate the project.	3/3/2023 9:45 AM
28	.	3/2/2023 7:54 PM
29	More no-thru traffic street- or 'no traffic' streets would be more livable. Cars are not life.	3/2/2023 6:26 PM
30	see above	3/2/2023 4:36 PM
31	Beef Bend needs to remain the primary connector between 99W and Roy Rogers. But Fischer and Capulet cannot be the primary feeds into Kingston Terrace. 99W and Roy Rogers are the primary North/South routes in the area and have to have connectors. This plan will force any	3/2/2023 11:54 AM

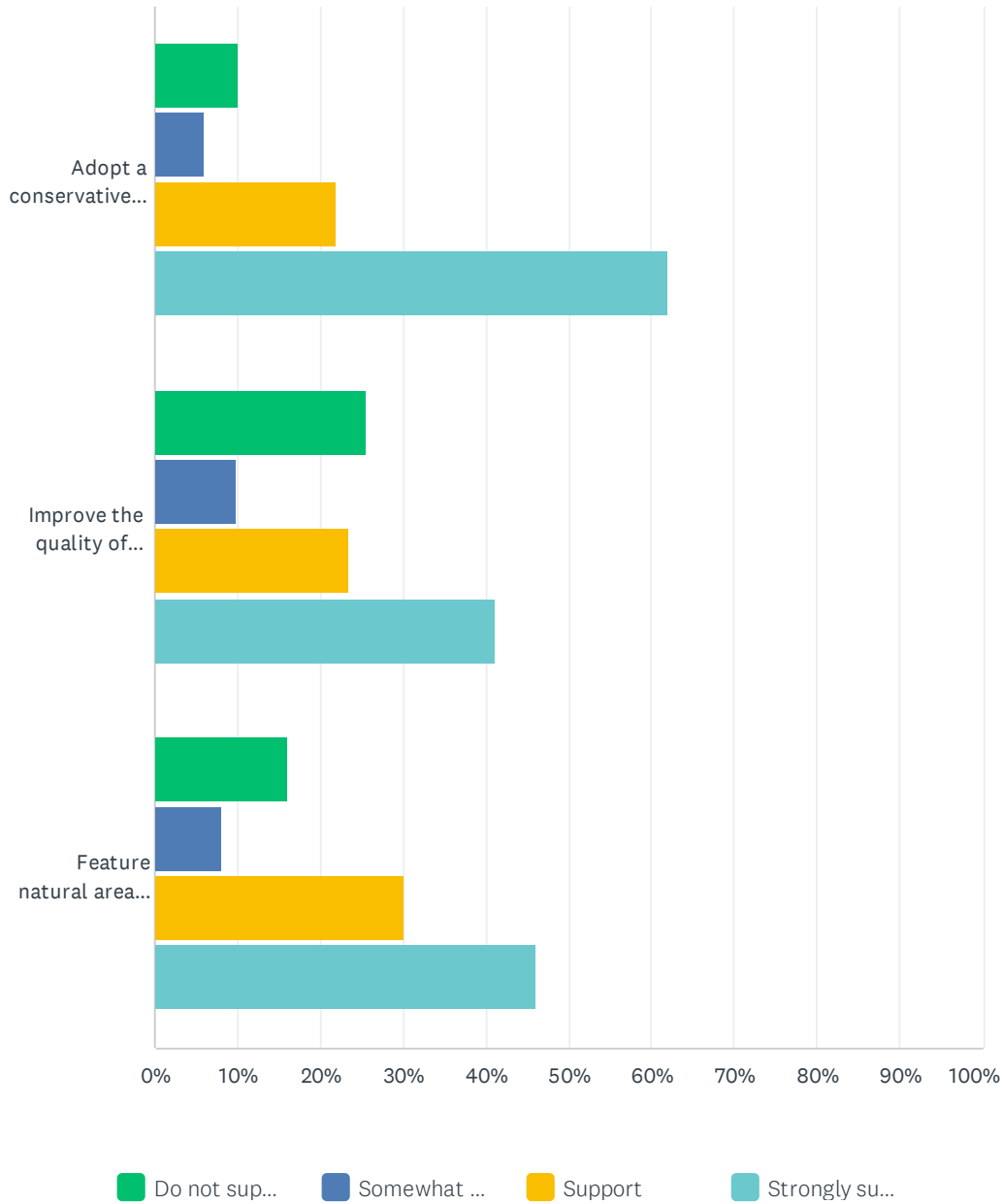
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cross traffic directly into the neighborhoods. Putting in traffic deterrents will not be sufficient. A high flow alternative (like expanding Beef Bend) is required.

32	Less roads need to connect. Residents like dead end roads and culdesacs. Narrow roads and only one side with a side walk is unsafe. Narrow roads don't leave save for parking and parking will be needed with multiple high density homes so close together. King city has already shown that they don't plan for parking well. One two lane road with parking on both sides only leave enough room for one car at a time. And they plan to use that road as a connection to 137th and 131st	3/2/2023 10:36 AM
33	No to fisher road	3/2/2023 10:00 AM
34	The Fischer Road (Alternative 2) as the primary collector route is a terrible option. You have been told this since this process started. You have attempted to ignore the science, economics, and overwhelming citizen objections to this.	3/2/2023 9:33 AM
35	We all need connectivity but in one of the hearings, Weston said that Capulet was too narrow and the northerly proposed arterial dead ends at 137th which realistically is the same for the Capulet connection. I am against taking away low income housing and plowing through a wetlands to create roads on 3 sides of an elementary school, though Weston said it was your one term plan to connect to 131st, which still is short of a 99 connection. Time to rip the bandaid off and be honest about Fischer Rd becoming the planned main "backbone." Knowing there will be legal fights, condemnation & eminent domain issues, you seem to be throwing in other alternatives as Weston stated he did not see the need for legal action to proceed with going through those sensitive areas.	3/2/2023 9:20 AM

Q11 What is your level of support for the proposed Natural Systems Policies?

Answered: 51 Skipped: 11



	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Adopt a conservative approach to protecting natural areas	10.00% 5	6.00% 3	22.00% 11	62.00% 31	50	3.36
Improve the quality of natural resources through development	25.49% 13	9.80% 5	23.53% 12	41.18% 21	51	2.80
Feature natural areas and bring nature into neighborhoods	16.00% 8	8.00% 4	30.00% 15	46.00% 23	50	3.06

Q12 If "do not support" or "somewhat support" any of the Natural Systems Policies, please explain why and what you would change.

Answered: 24 Skipped: 38

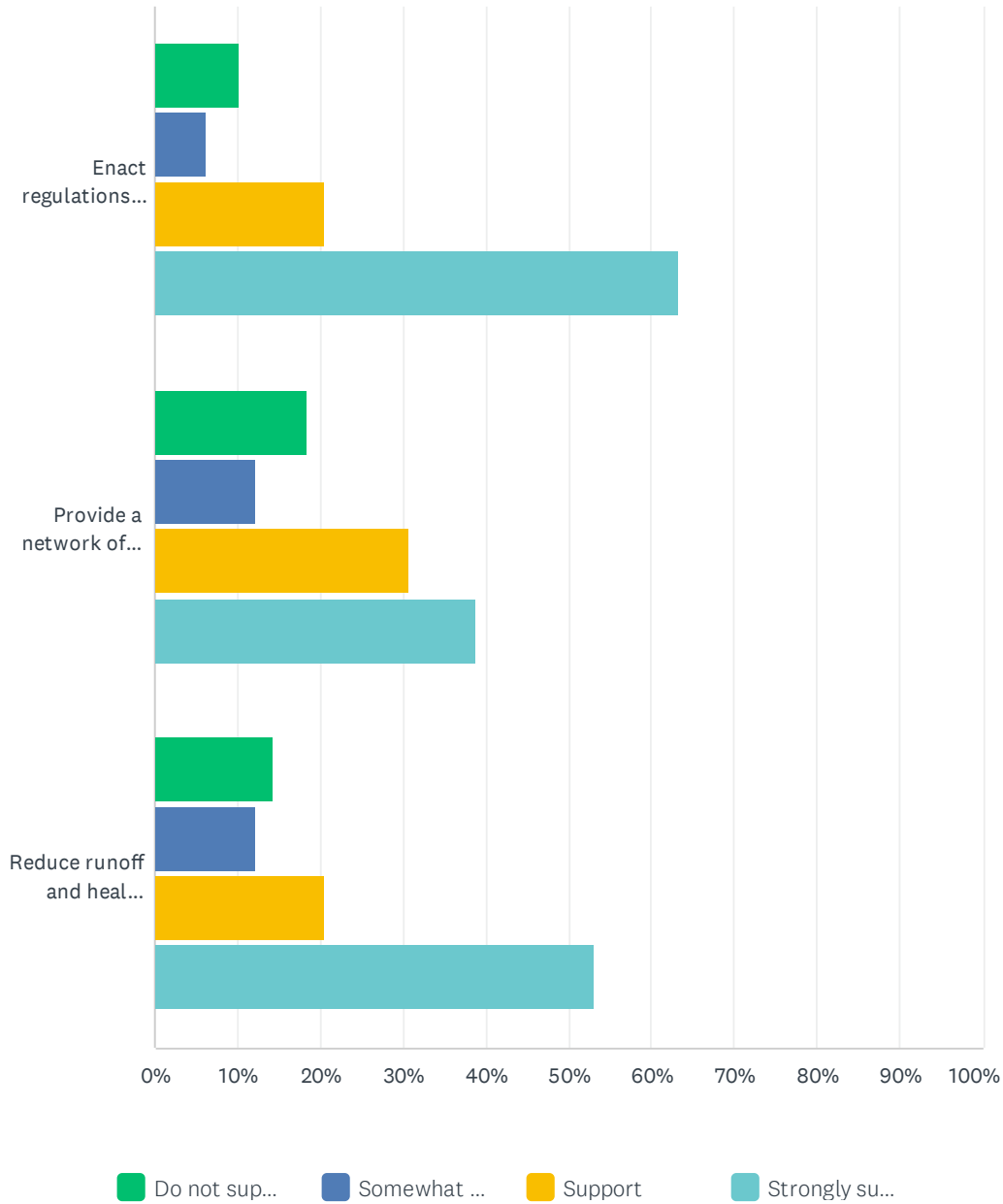
#	RESPONSES	DATE
1	Seelctive leaving out the Bankston Nature Preserve and Easement from the "protected" is a huge mistake. It is a DEVELOPER FIRST attitude - because almost all the other land supposedly set aside is actually unbuildable and generally State or Federally protected. The Bankston Preserve has only local protections, and an Ordinance by Metro saying to not infringe on it... and YET King City seems hel bent on using condemnation to destroy some or all of it. Why not PROTECT the already PROTECTED lands, rather than seek to destroy them?	3/17/2023 4:21 PM
2	"improve nature through development" is crap - it's a rationale for dividing and destroying nature. It's a DEVELOPER-ORIENTED view... not a naturalist. I'd believe a plan if it was endorsed by the Columbia Land Trust, or the Tualatin River keepers. If King City was serious about this - they would find a plan that these nature oriented organizations approve, or at least tolerate. Instead - they pick plans from DEVELOPERS that have vocal letter OPPOSED from every nature-oriented organization. King City is ending up with NO credibility.	3/13/2023 8:22 PM
3	THERE SHOULD BE SO MUCH MORE OF THIS, YOU ARE NOT DOING ENOUGH.	3/13/2023 7:41 PM
4	Bringing natural areas into neighborhoods should be limited. The amount of wildlife already in the future KT area is huge. Those animals will be in dangerous terrain with the amount of people, homes and cars coming into KT. The jewel of KT is the natural areas already in place. You can't midigate the area for the animals.	3/13/2023 4:39 PM
5	I support preserving the spaces as they are. I do not support the "make the neighborhoods feel like they're in a nature area" aspect. Leave those natural resource areas alone (ie. Bankston Conservation)	3/12/2023 3:54 PM
6	Restoring natural areas through development is a very misleading concept. Steps can be taken to repair areas and let nature heal itself without further invasions from development.	3/11/2023 7:53 PM
7	All the statements above are inaccurate. The development WILL negatively impact the environment. You are planning to plow through a protected environmental conservancy! Is that environmentally conservative?!?! It isn't. You aren't even willing to wait for Clean Water Services to complete their environmental impact study of the impact this development will have. THAT is incredibly irresponsible.	3/10/2023 3:24 PM
8	I support protecting the environment and our natural resources. They cannot be protected through development. Bringing neighborhoods into nature is not protecting nature.	3/10/2023 3:23 PM
9	How can you protect this by pushing a road thru the area	3/10/2023 1:40 PM
10	Natural areas should be improved based on past upland development mistakes and not be reliant on future development to remedy degradation. King City still has not remedied the erosion near King City Park so have little faith the degraded areas throughout KT will be any different. Clean Water Services should be involved with funding remediation. Leaving remediation to developers could be a long way off and degradation will continue in the mean time. Not sure what bringing nature to neighborhoods involves but int sounds like a lot of missing cats and road kill. I don't think the two are compatible.	3/9/2023 10:13 AM
11	do not build a road through the Bankston Nature Preserve area and at least half of the land in this particular area should be protected from development	3/8/2023 1:47 PM
12	Building or putting a road through Class 1 riparian designated areas in inappropriate.	3/7/2023 11:25 AM
13	Connector streets should avoid crossing the ravines and natural areas.	3/7/2023 8:31 AM
14	Do not extend Fischer Road through our neighborhoods	3/6/2023 7:41 PM

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15	I do not agree that improving the quality of natural resources is conditioned on development. You do not need to develop to improve. What about NOT developing as a way to protect the natural resources? for instance - do not build a road close to the Tualatin river (through the Bankston Easement)	3/6/2023 7:08 AM
16	1. Please make public the purported KTMP study that "included a refined review of natural resources and analysis of upland habitat." 2. Why does the KTMP title the 200 acres of unbuildable land (i.e. around the four deep ravines) as "protected"? What amount of buildable land is actually set aside as "protected"? 3. Please explain your pursuit of "active environmental repair in areas with higher quality resources" using the data used in the KTMP process. What is deemed higher quality, and what repair is suggested?	3/5/2023 12:31 PM
17	Developing natural resources could be questionable.	3/3/2023 7:06 PM
18	The stated policies are excellent. However, the proof is in the execution and adherence to the policies. As stated the natural resources are more prevalent nearer the river...so why construct the option 2 road which is the option closest to the river??	3/3/2023 3:08 PM
19	A conservative approach should be consistent with, not exceed, CWS standards for protection. Improving natural resource areas should be a community benefit, and therefore community funding, not developer funded.	3/3/2023 9:48 AM
20	.	3/2/2023 7:54 PM
21	Do not trust these descriptions. Developers seek to make money- and this plan is developer centric not nature centric. Open houses have emphasized a plan for developers, and ignored all the advice of conservation experts. King City needs to preserve nature instead of argue it can destroy it and rebuild it better. Not credible. Not realistic. Take a position to save not destroy+rebuild.	3/2/2023 6:32 PM
22	the area of the proposed expansion is a major migratory area of birds, large mammals and fish. All development will have a profoundly negative impact to the wildlife, increase mammal road accidents resulting in the death of the animals and runoff from the new neighborhoods will further pollute the Tualatin river.	3/2/2023 4:38 PM
23	You can't have these policies and still put a road through a protected land easement. Adopting a transportation plan before clean water services can complete their study is also not following your own environmental policies. Sewer lines near rivers should be placed as far away as possible and pump stations used to keep the environment safe.	3/2/2023 10:41 AM
24	I am concerned about the "Improve Natural" Nature is perfect and when man gets involved the trees, plants, wildlife and environment always loose.	3/2/2023 10:26 AM

Q13 What is your level of support for the proposed Natural Systems Implementation Strategies?

Answered: 49 Skipped: 13



	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Enact regulations needed to protect natural resources	10.20% 5	6.12% 3	20.41% 10	63.27% 31	49	3.37
Provide a network of trails	18.37% 9	12.24% 6	30.61% 15	38.78% 19	49	2.90
Reduce runoff and heal existing erosion damage	14.29% 7	12.24% 6	20.41% 10	53.06% 26	49	3.12

Q14 If "do not support" or "somewhat support" any of the Natural Systems Implementation Strategies, please explain why and what you would change.

Answered: 20 Skipped: 42

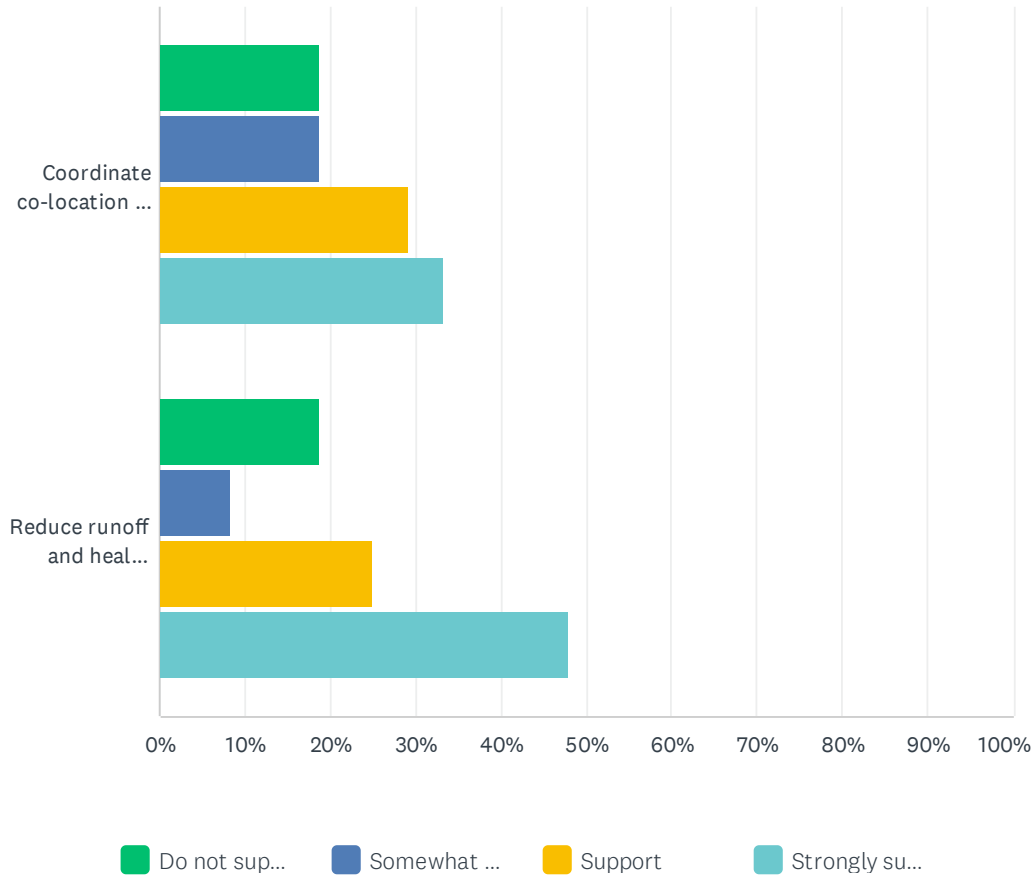
#	RESPONSES	DATE
1	Too many skillfully injected "heal" and "fix" words to justify screwing with preserves and nature. Too many people will support that because they trust King City. I cannot trust King City because the initial promise to not use condemnation or eminent domain disappeared instead of agreeing to not use it on a nature preserve. King City does not need to invade a nature preserve and pretend it is doing it to heal nature. Stop this non-sense - please enact a REAL REGULATION to simply leave preserves INTACT instead of saying you enact them after you destroy them.	3/17/2023 4:21 PM
2	No trust - too much of this is code words for "let the developers FIX nature" (after they destroy it more). There are NATURAL ways to heal, and DEVELOPER ways. Please King City - stop listening only to DEVELOPER who will destroy any nature we give them. If you do that, don't try selling me that you are helping nature. That is a load of crap if you do.	3/13/2023 8:22 PM
3	A network of trails is a silly goal when there are so many problems to fix.	3/13/2023 7:41 PM
4	A majority of the south end of KT is in a dire situation when it comes to already existing erosion and runoff. The natural systems are extremely broken already. Look what happened to Beef Bend RD. with the huge repair that had to be completed. KT is already ripe for a disaster even before building begins. KC should heed environmental suggestions from professionals who work in the field.	3/13/2023 4:39 PM
5	If providing a system of trails will preserve the natural areas and keep development and houses out of it, I do support that. If that means you put homes and businesses and then add trails, I do not support that.	3/12/2023 3:54 PM
6	There apparently has been some attempt to protect alongside the river with a conservation easement - so I am very concerned about a proposal that violates that easement and then tries to impose protections elsewhere. The proposal seems very self serving.	3/11/2023 7:53 PM
7	Regardless of your statements, building trails, roads, homes, etc. near the environmentally impacted wetlands of the Tualitin River will be negatively impactful.	3/10/2023 3:24 PM
8	Why are you not waiting for the Clean Water Services environmental impact study to be complete before you plow through with this plan? The above statements, although I agree they are important, mean nothing without CWS completed study. How are you going to accomplish reducing run off and erosion, 2 huge current problems in this area.	3/10/2023 3:23 PM
9	Building in this area won't accomplish this. Just look at the erosion behind the recently built River Ridge Apts. on 99W.	3/10/2023 1:40 PM
10	I'm saying do not support because these are mostly designations and not strategies. Using right of eminent domain to cross a conservation easement is not a strategy I endorse. Running 8,000 cars a day along the river is not "central to development" and not a natural systems strategy I endorse. Comparing development on Bull Mountain that has completely reshaped the landscape with what a road will do through the conservation easement is a shocking strategy. The concept of culvert and fill which is repeatedly stated for the ravines is an irresponsible natural systems implementation strategy. Disregard for Class 1 riparian and upland wildlife habitat by stating it can be handled through local tree code is ignorant. Deferring erosion problems within Kingston Terrace to some future date when development may or may not occur is irresponsible. Need to look for ways to protect the natural environment rather than modifying it to accommodate us.	3/9/2023 10:13 AM
11	Before you proceed with stormwater runoff wait for the summary from CWS. King City has been unable to deal with the erosion issue behind their Community Park and now you plan to	3/7/2023 11:25 AM

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	effectively deal with other natural systems	
12	If you are running a road through the Conservation easement why bother pretending you are saving anything	3/6/2023 7:41 PM
13	You need to explain what regulations you would enact before I could support them. Sometimes regulations have a way of enabling destructive development	3/6/2023 7:08 AM
14	1. I support all FEMA floodplain limitations on infrastructure (i.e. proximity of Alternative 2 road to the floodplain, wetlands, wildlife habitat, and SNRs). One cannot claim adherence to these protective policies while also promoting Alternative 2 as a viable road. 2. What will King City do to reduce existing runoff? 3. What does King City mean by "heal existing erosion damage"? 4. Is there a credible study to show anticipated additional damage that would be caused by the TSP?	3/5/2023 12:31 PM
15	Yes, do all of these things to protect and restore natural resources. That means do NOT cross the Bankston Easement and put a collector road (option 2) near the river.	3/3/2023 3:08 PM
16	Meet, don't exceed, CWS standards. They know better than you.	3/3/2023 9:48 AM
17	.	3/2/2023 7:54 PM
18	The notion of King City restoring nature is not credible for two (fixable) reasons: (1) we have natural areas in our city now that are deteriorating from erosion - and all we do is move bridges away from the river. (2) we propose condemning parts of a nature preserve where others have done the replanting and conservation- but we propose undoing it. King City could address these both easily- and be credible. Instead, King City comes across as insincere and not credible.	3/2/2023 6:32 PM
19	Demand current property owners also enact efforts to reduce/repair extreme basin erosion. One property has a culvert with paved drive acting as a fire hose on downstream basin banks. Another bulldozed a berm to create a "swimming hole" which remains an impoundment (to my knowledge) regardless of recent plantings.	3/2/2023 12:17 PM
20	Make improvements don't just add to the exiting issues	3/2/2023 10:41 AM

Q15 What is your level of support for the proposed Public Facilities and Services Policies?

Answered: 48 Skipped: 14



	DO NOT SUPPORT	SOMEWHAT SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Coordinate co-location of utilities with infrastructure.	18.75% 9	18.75% 9	29.17% 14	33.33% 16	48	2.77
Reduce runoff and heal erosion.	18.75% 9	8.33% 4	25.00% 12	47.92% 23	48	3.02

Q16 If "do not support" or "somewhat support" any of the Public Facilities and Services Policies, please explain why and what you would change.

Answered: 23 Skipped: 39

#	RESPONSES	DATE
1	I would support these both for the right reasons - but both are being put forth to incorrectly justify destroying nature. Shame on this DEVELOPER FIRST approach. Why do DEVELOPERS needs to destroy nature instead of leaving a little for us to enjoy?	3/17/2023 4:22 PM
2	Why would I support these... they are both code-words for "let developer violate nature preserves and other sensitive areas." King City seems oriented to destroy rather than build.	3/13/2023 8:24 PM
3	Is co-coordinating necessary at all costs? Probably not. Healing erosion and reducing runoff is already a huge problem that needs "fixing" before more damage is done.	3/13/2023 4:41 PM
4	If you're wanting to partner with CWS, then why aren't you waiting until their study comes out? Seems backwards to push forward if you're not taking into account the giant sums of money and time and research that is being put into this study.	3/12/2023 3:55 PM
5	The evaluation criteria for utility locations and road development should wait for the final clean water services report.	3/11/2023 7:56 PM
6	I cannot support any activities until CWS finishes and publishes their findings. In theory collocating sewers, pipelines, pumps etc. is the best option...once the study has been completed and scrutinized.	3/10/2023 3:28 PM
7	Can't speak to this, as CWS study is not complete	3/10/2023 3:25 PM
8	Co-location only where the natural area supports it. CWS has not completed it's study but King City is pushing forward with a plan that is based on co-location through the conservation easement.	3/9/2023 10:18 AM
9	Destruction of wildlife and current neighborhoods	3/8/2023 7:53 PM
10	Pump stations at pertinent locations would be feasible	3/7/2023 11:27 AM
11	Utility co-location should not be used as a primary driver for road alignment. Utilities can and should be placed in easements where needed to cross natural areas if a road crossing can be located outside of the natural area.	3/7/2023 11:25 AM
12	The masterplan should not be adopted until the preliminary plans from the water and sewer agencies has been developed.	3/7/2023 11:13 AM
13	Why bother putting out surveys that you don't listen to	3/6/2023 7:42 PM
14	Co-location should not be the main factor to selecting where the roads go. Utilities can be managed other ways. Also you need to wait to get the report from CWS before finalizing your Master Plan	3/6/2023 7:10 AM
15	Sanitary sewer: concept plan is still in progress and King City already knows at least one more pump station is required. This plan from Clean Water Services is required to properly plan the KTMP TSP. Why is this critical information not a prerequisite for the KTMP submission to King City Planning Commission and Council? Of critical note, violation of the Bankston easement was claimed by King City as required for swears. But the latest map shows this is not the case. This needs to be properly resolved prior to a vote on feasibility of the KTMP. As asked above, what exactly does King City mean by reduce runoff (from Bull Mountain, or planed KTMP development?) and what will King City do to "heal" erosion, over and above what other agencies are already doing (like CWS).	3/5/2023 12:41 PM
16	Do not accept the position that gravity sewage systems are the way to go. You do not need to limit this infrastructure to gravity fed. Pump stations are very common and will do the job just fine. Protect the environment!	3/3/2023 3:12 PM

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17	Meet, don't exceed, CWS standards.	3/3/2023 10:02 AM
18	.	3/2/2023 7:56 PM
19	King City credibility is at question when 'heal' is code word for 'violate nature preserves' because developers want a road. Being in bed with developers, real or not... is how king city appears to our neighbors that fear being annexed and overrun.	3/2/2023 6:35 PM
20	This is very important. Significant damage has been done to fragile riparian ecosystem.	3/2/2023 1:58 PM
21	Include water re-use infrastructure at time of development (rather than adding difficulties to introduce afterwards). Utilize re-use for all public irrigation needs (and offer to high density housing development for their needs). Stop relying on potable water demands on infrastructure already under duress.	3/2/2023 12:20 PM
22	Let clean water complete their reporting before finalizing the transportation plan	3/2/2023 10:43 AM
23	I live in King City Condominiums. We have horrible surface water and underground water conditions probably due to lack of proper planning when the area was developed. Careful planning and scrutiny needs to be in place due to the developments on the north edge of this plan.	3/2/2023 10:30 AM

Q17 Is there anything else you would like to share about the KTMP area or process?

Answered: 36 Skipped: 26

#	RESPONSES	DATE
1	King City has the opportunity to build a beautiful expansion to be envied for years to come - but it needs to start with real respect for nature. Imagine Portland if it developed Forest Park (which has erosion problems, etc.); or other Cities which preserved some nature. The land King City is expanding into, has a nature preserve (easement) - and a real test of King City is whether it will let developers destroy some or all of it by planning to not preserve it all. It is not too much to ask King City to do the right thing. PLEASE do the right thing.	3/17/2023 4:24 PM
2	Very few people seem to understand how much King City planning is being twisted and distorted for developers. Decades from now, we can look back and complain that King City didn't build a GREAT community. Imagine a Portland that DEVELOPED Forest Park and all the City Park Blocks instead of keeping them. King City is headed that way - ignoring the opportunity to leave a little wild by simply agreeing to NOT CONDEMN already protected lands. King City would have my vote if they'd simply leave protected areas alone - instead of stripping them of their protections. Metro asked that the preserve (Bankston) be minimally impacted... which means avoiding doing things around it that would hurt it. Instead - "developers" claim minimal is destroy only some of it. That's NOT minimal. King City is beholden to developers in its planning - and the nature will suffer permanently, and King City will just be a sad place to live. The City has much better options - please say no to developers, and the plans bubbling up from the planning boards that are beholden in to outside interests (locals need not speak up).	3/13/2023 8:29 PM
3	It's extremely frustrating that local opinions are suppressed and these plans continue to fail to incorporate any feedback that the people who actually live here give. This is becoming a horrible place to live.	3/13/2023 7:42 PM
4	I feel the city is railroading this process and fixated on a timeline, so they have not done their due diligence with professionals with knowledge. They hired a firm to present the master plan, that seems to "cut and paste" from other communities and have not "seen" the area of the proposed KT. It is not a flat area and has way more nuances than most regular communities. I feel KC is way over their head with this concept plan and not being thoughtful enough for the current residents of the KT area. Lots of lip service is happening and thoughtful planning is very limited. Really listen to your community, the people who already reside in it. You want it to be a "forever" home/community, so build it as though you'd like to live here until you die.	3/13/2023 4:49 PM
5	I think this final push without waiting until further studies come out is horribly irresponsible. I believe that you are going to do whatever you are going to do irregardless of what the citizenry says or believes, we've already seen it time and time again. Majority are not against development, that is inevitable, but what we are against is the way this is being done. We are trying to educate you all on the area that we know and care about, yet you are trying to steamroll us. LISTEN to what we are saying. Do not ruin this area with what you are planning to do. Do this meaningfully and with more thought than just dots or lines on a map. These are peoples homes, lives, and futures. You will be taking homes away from people (you mentioned at the last public hearing 15?) to create this plan and it is not needed. It's disappointing to see a planning commission and counselors so out of touch with reality. If these maps become reality, you will force so many people who have long called this area home away. We are and have been the backbone of this area and forcing us out is not right. Do better.	3/12/2023 4:01 PM
6	There are a lot of things I like about it and am excited to have in my community. But I love the river and enjoy using it. I would hate to see it destroyed by plowing a road alongside it. I understand the intention is to provide connectivity and access..., so PLEASE just do it by using a path further away from the river (avoid Alternative 2)	3/11/2023 8:01 PM
7	I believe in growth and the need for it. I also believe in the need for affordable housing for all. However, I don't believe in growth for the sake of growth. I especially don't believe in growing an area for the money it can bring, and masking this as growing responsibly. Look at Las	3/10/2023 3:55 PM

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Vegas, California and even parts of Oregon in regards to growth. Over development is woefully wrong. There are too many people being "developed" for. There is no reason why you should be able to reach out of your window and shake hands with your neighbor because they are that close. Packing them in is not a great idea, in the name of growth. Your plan doesn't include innovative public transportation and will only increase an already horrific traffic/population density problem. Finally, your decision to continue with the approval and implementation process without waiting and adjusting your plan as necessary for the Clean Water Services survey is criminal.

8	I am not opposed to growth, nor am I opposed to anyone making money. But when those factors negatively impact the lives of people who are currently living there by creating a plan that will run through their property (how would you feel?) or plowing through an environmentally protected land trust or compromising the integrity of a major river or upending wildlife habitats, I am opposed to that. Please rethink what you are doing and come up with a better, smarter plan. I really hope someone is reading these.	3/10/2023 3:45 PM
9	I appreciate the thoughtful work that is being done in this planning process. I know that city employees and officials have worked hard to make this a great plan and put up with a lot of negativity and attacks. I appreciate them and their work. My hope is that this new area will not become so dense that it feels like a beehive (like Murray Hill and River Terrace). I hope that there will be some single level, family-sized homes for those of us with disabilities / mobility issues, who need a home with 3 or more bedrooms. Most new homes I see are multi-story or tiny. I hope this new neighborhood won't be just more 2-3 story homes squished together. There is already plenty of that. Also I hope that there is a way to encourage green building, including net-zero homes. Electrify PDX and Rewiring America are some good resources.	3/10/2023 2:21 PM
10	You should not be approving anything until after the CWS report is published	3/10/2023 1:42 PM
11	I support a majority of what King City is trying to accomplish but the circulation analysis was flawed in multiple ways that seemed to promote a predetermined outcome with Alternative 2 as a collector that crosses the conservation easement and hugs the river on the East end. The CWS stormwater and sanitary sewer study is not complete and is a significant factor in how KT develops. Pushing forward with the transportation system plan and master plan seems to be out of step with sound planning practices without the key piece completed. Regarding the process the community has been opposed to one basic issue. The city was given direction by Metro to avoid the easement to the maximum extent possible and viable alternatives have been identified through the circulation analysis. King City in response has ignored the condition of approval and has gone from a stance that eminent domain is not a consideration to the threat of eminent domain. Collaboration and compromise are the hallmarks of agreements and I thought a small town like King City had a chance at establishing a unified community despite the sacrifices folks living in the expansion area are facing.	3/9/2023 10:36 AM
12	Listen to your tax paying citizens and those who signed a petition. You dont need to extend Fischer as you are just funneling cars to the SAME PLACE, you need another route to 99 by Metro giving you the land north of Cipole and creating another bridge down into "new" King City	3/8/2023 7:55 PM
13	The TSP needs to be revised as recommendations are going to fast. It may look good on paper but the reality is they need to be reviewed by a third, independent party.	3/7/2023 11:46 AM
14	In general, King City is ignoring the impacts that this expansion will have to existing residents. The majority of traffic should be routed to Beef Bend for all out of neighborhood trips.	3/7/2023 11:28 AM
15	Beef Bend and Fischer Road intersections at Hwy 99 are both currently problems. This needs to be addressed and included in the assessment of traffic issues. These bottleneck intersections must be improved to handle all the increase in traffic from River Terrace and Kingston Terrace developments.	3/7/2023 8:42 AM
16	A road should not go through the Bankston nature preserve!! An alternate location for a road should be chosen.	3/7/2023 4:16 AM
17	Some losses don't just hurt for awhile, they hurt for a lifetime. Stop the Fischer road extension.	3/6/2023 7:44 PM
18	Once again I will express my support for an east-west collector road that does not go through the Bankston Conservation Easement - and which would be too close to the river.	3/6/2023 7:11 AM
19	Metro and Washington County (and Tigard and King City) are punishing Oregonians of low income by placing affordable housing at the very outer edge of the Urban Growth Boundary; Planning for 11,000+ houses/apartments in this area without a proper Regional Transportation	3/5/2023 12:54 PM

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Plan and no local Employment Center simply means everyone in the area will need to drive to work. This does not solve the issue of social equity, and it further exacerbates climate problems. The existing infrastructure of Roy Rogers, Scholls Ferry, Beef Bend, and Sherwood-Tualatin Roads is inadequate for traffic that exists today – adding 11,000 more homes in the area without enabling proper transportation is not a solution; It is a problem.

20	<p>In regards to transportation network, it is stated that there will be low speed limits established, e.g., 25 MPH. King City already has low speed limits of 25 MPH established on Fisher Road and 131st Ave that are not enforced / monitored. A relatively high percentage of traffic rolls through (e.g., "California stop") at the intersection of Fisher and 131st, creating unsafe conditions for pedestrians/cyclists. There is little enforcement and zero impediments to speeding (e.g., speed bumps, etc.). What is King City's plan to address current issues and be prepared to more actively monitor / enforce speed limits in the proposed expansion? Also, King City does not monitor / enforce current park regulations, e.g., dogs required to be on leash, noise, use of facilities, etc. What is King City's plans to better monitor / enforce? In summary, King City is biting off too much and we are not aware of King City's plan to effectively address current and future concerns. There is a lack of confidence in King City government and services. To be more confident in the proposed Kingston Terrace Master Plan, we need to better understand not just the actual expansion plan but King City's administration plan to ensure regulations / laws are monitored and enforced and that preventative measures are incorporated into the Master Plan, e.g., speed bumps, etc. Unfortunately, we generally have a lack of confidence in King City government and KTMP as its paid consultant.</p>	3/5/2023 9:27 AM
21	<p>I like progress - in moderation not let's see how many people we flood into these few acers. I am not a fan of High-Density housing this close to the edge of our city. Same that for the downtown areas nearer to massive public transportation. Also, not a fan of taking a quite 55+ area and turning it into something we moved out of the big city for. This will make King City into a metropolis - not a quaint little community we sought the valley for and found it only to get pulled out under the rug by some out of state developers. They have ruined Oregon and the PNW. Leave now!</p>	3/4/2023 11:24 PM
22	<p>The Dickson street extension is a no-go.</p>	3/3/2023 3:39 PM
23	<p>." Living up to these policies will be a continual challenge. I know you cannot please everybody. But PLEASE respect our precious river and riparian areas. The option 2 road is NOT the best option.</p>	3/3/2023 3:19 PM
24	<p>Infrastructure should be funded in more ways than just SDC credits. The credit system does not work and only adds to the cost of the house.</p>	3/3/2023 10:03 AM
25	<p>Great job</p>	3/2/2023 7:56 PM
26	<p>In the last open house, the city took the position that it will not incorporate the new CWS findings that gravity fed sewers cannot be the whole solution. Since this was the argument to violate the nature preserve, and it is gone based on CWS- refusing to consider the new information and adjust was strong evidence that king city and the city managers care more about developers than nature. Hopefully city council and the mayor will see through this developer driven desire to ignore CWS and violate the nature preserve. No wonder our neighbors fear us.</p>	3/2/2023 6:40 PM
27	<p>Good job overall with planning! We certainly need more housing, parks, trails. Surprised to not see anything here about connecting with Westside powerline trails. My only real concern is with Alternative 2. This proposed road would be in the wrong place: too close to the river, right through an existing natural preserve area, and too direct a path which will encourage more non-local traffic.</p>	3/2/2023 2:02 PM
28	<p>During code adoption - please force high density (and even single family) adoption of solar panels, rain water catchment and reuse, and ensure micro-mobility options (golf cart type transportation facilities). Now is the time to step forward as a city and demonstrate recognition and protection of increasingly necessary resources. Regarding transportation - remind local residents that street connections were intended during the development of their areas - sorry but growth impacts us all but also protects are farms/forests.</p>	3/2/2023 12:23 PM
29	<p>I hope that recognizing the traffic patterns between 99W and Roy Rogers is paramount to this planning. Ignoring this will lead to non-neighborhood traffic to flood the area.</p>	3/2/2023 11:56 AM
30	<p>I hate that you are taking land away from the area, to increase population, crime, rent, and ruin the quiet culture and natural areas, decimating the animals that live here all for \$.</p>	3/2/2023 10:47 AM

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31	Listen to your current community and future residents. Those that will be affected most matter too	3/2/2023 10:44 AM
32	no	3/2/2023 10:30 AM
33	Transportation options 1-3 are not acceptable. Only option 4 or 5 are supported. There is literally no need for and east west connector unless your intention is to simply increase "through" traffic as has happened on the current Fischer Road where vehicles trying to avoid the Beef-Bend/Hwy 99 intersection take Fischer Rd. instead.	3/2/2023 9:59 AM
34	Stop trying to run the Fischer Road (alternative 2) connector route down our throats. No number of questionnaires are going to change the majority of our communities' opinions. I like to think that community participation input is valued but, you have demonstrated over and over that a group of primarily non-community majority elected officials and paid consultants who do not live in our community are the force that is driving this ill-advised unwanted transportation system. Maybe recall is alternative that needs to be perused?	3/2/2023 9:45 AM
35	The people who support your plan will probably not even do this survey; only the complainers which is sad. Traffic on Beef Bend with dump trucks using jake brakes is intolerable and dangerous. Beef Bend needs some relief!	3/2/2023 9:31 AM
36	Would like to see proposed phases. It has been represented that no const traffic will use existing Fischer Rd and development will start along Roy Rodgers and travel east. Other than Weston being on record stating that, I have not seen it in any plans.	3/2/2023 9:24 AM

Q18 Enter your name and email address to be added to the email list.

Answered: 25 Skipped: 37

ANSWER CHOICES	RESPONSES	
Name	100.00%	25
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	92.00%	23
Phone Number	0.00%	0

#	NAME	DATE
1	Grace Hopper	3/17/2023 4:25 PM
2	Mary Lou	3/13/2023 8:29 PM
3	Charles Watson	3/10/2023 3:56 PM
4	Laurie Tripi	3/10/2023 3:46 PM
5	Jennifer Johnson	3/10/2023 2:22 PM
6	Sarah Powell	3/8/2023 7:56 PM
7	Angelika Neumann	3/8/2023 1:48 PM
8	Peter	3/7/2023 11:28 AM
9	gary mitchell	3/7/2023 8:43 AM
10	Ryan Hoftiezer	3/6/2023 10:31 AM
11	Rick Stokes	3/6/2023 8:09 AM
12	Dave Robinson	3/5/2023 12:55 PM
13	David Herbison	3/5/2023 9:28 AM
14	Michael Clarence Mathis	3/4/2023 11:24 PM
15	Donna Self	3/4/2023 7:38 AM
16	Linda Quanstrom	3/3/2023 4:49 PM
17	Susan Kelchner	3/3/2023 3:19 PM
18	Kenneth W Gibson	3/3/2023 10:50 AM
19	Jan Tysoe	3/2/2023 6:58 PM
20	Margie Harris	3/2/2023 6:40 PM

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21	Alan Kelchner	3/2/2023 2:03 PM
22	Mike Dahlstrom	3/2/2023 12:23 PM
23	Dave Friesen	3/2/2023 11:57 AM
24	Dawn Mobley	3/2/2023 10:45 AM
25	Dan Simpson	3/2/2023 9:46 AM
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	chuckles737@hotmail.com	3/10/2023 3:56 PM
2	lritrip423@gmail.com	3/10/2023 3:46 PM
3	jenniferj314159@gmail.com	3/10/2023 2:22 PM
4	SARAHF6979@GMAIL.COM	3/8/2023 7:56 PM
5	angelika@teleport.com	3/8/2023 1:48 PM
6	pete@pacific-community.com	3/7/2023 11:28 AM
7	mittchellgarye@gmail.com	3/7/2023 8:43 AM
8	bgwhlr@hotmail.com	3/6/2023 10:31 AM
9	unclened@nyb.com	3/6/2023 8:09 AM
10	hiamfyd@yahoo.com	3/5/2023 12:55 PM
11	david.herbison@comcast.net	3/5/2023 9:28 AM
12	mike.mathis2@frontier.com	3/4/2023 11:24 PM
13	themselves3@gmail.com	3/4/2023 7:38 AM
14	lindasq@icloud.com	3/3/2023 4:49 PM
15	susan@kelchners.com	3/3/2023 3:19 PM
16	k20g@aol.com	3/3/2023 10:50 AM
17	jfrutiger8@gmail.com	3/2/2023 6:58 PM
18	margie@aol.com	3/2/2023 6:40 PM
19	alan7@sonic.net	3/2/2023 2:03 PM

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20	mjdahl0750@gmail.com	3/2/2023 12:23 PM
21	davefriesen@mac.com	3/2/2023 11:57 AM
22	dawn.j.mobley@gmail.com	3/2/2023 10:45 AM
23	dhsimpson@comcast.net	3/2/2023 9:46 AM
#	PHONE NUMBER	DATE
	There are no responses.	