

MEMORANDUM

TO: King City Council
FROM: Keith Liden, Planning Consultant
SUBJECT: King City Town Center Plan and Implementation Strategy
King City Comprehensive Plan Amendment
Staff Report
DATE: November 24, 2014

GENERAL INFORMATION

Application

A legislative Comprehensive Plan Amendment (CPA) to adopt the *King City Town Center Plan and Implementation Strategy* as an element of the King City Comprehensive Plan.

Location

The *King City Town Center Plan and Implementation Strategy* generally applies to the properties within the Primary Planning Area as shown in Figure 1. However, the plan also includes several circulation and transportation improvements beyond the Primary Planning Area.

Comprehensive Plan and Zoning Designation

The current plan and zoning designations within the Primary Planning Area are:

- King City LC (Limited Commercial)
- King City AT (Apartment/Townhouse)
- Washington County CBD (Community Business District)

Owners

There are multiple property owners within the Primary Planning Area, and they are listed in Exhibit A.

RECOMMENDATION

The City Council should conduct a public hearing, and consider the staff report, Planning Commission recommendation, and public comments. The planning consultant recommends adoption of the *King City Town Center Plan and Implementation Strategy* with the amendment to implementation action LU5 recommended by the Planning Commission.

RECOMMENDED FINDINGS AND CONCLUSIONS

The relevant criteria for the King City Comprehensive Plan amendment are found in:

- The King City Comprehensive Plan
- The Oregon Statewide Planning Goals
- Metro Code Chapter 3.07

Because the policy direction in the King City Comprehensive Plan is based directly upon the Oregon Statewide Planning Goals, addressing the comprehensive plan will simultaneously consider the state goals. The recommended findings are followed by background and supporting information in this report. The City Council should consider the findings regarding the proposed comprehensive plan amendment to adopt the *King City Town Center Plan and Implementation Strategy*.

King City Comprehensive Plan - Goals

The King City Comprehensive Plan is organized using the Statewide Planning Goals. The plan goals are satisfied as indicated below:

Citizen Involvement - Goal 1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The plan amendment was created with citizen input. The development of the King City Town Center Plan and Implementation Strategy was dependent from the start on input and participation by residents, property and business owners, partner agencies, Planning Commission, and City Council. In addition to a multi-day public planning charrette, the city conducted significant public outreach including two newsletters sent to all city residents and public notice mailings. This goal is satisfied.

Land Use Planning - Goal 2: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The city has adopted the King City Comprehensive Plan and Community Development Code in accordance this goal, and as noted above, citizens participated in that process as well as being involved in the creation of the *King City Town Center Plan and Implementation Strategy*. This goal is satisfied.

Agricultural Lands – Goal 3 and Forest Lands – Goal 4

These goals are not relevant because the property is designated for urban rather than resource use.

Open spaces, scenic and historic areas, and natural resources – Goal 5: To conserve open space and protect natural and scenic resources.

Historic resources were not identified within the Primary Planning Area. Open space and natural resources, consisting primarily of drainageways and wetlands, are recognized in the plan and will continue to be protected in accordance with current standards and requirements. This goal is satisfied.

Air, water and land resource quality – Goal 6: To maintain and improve the quality of the air, water, and land resources of the state.

As noted under Goal 5 above, existing open space and natural resource areas will continue to be regulated and protected as they are today. The major theme of the plan to improve the pedestrian environment and promote active transportation will have a modest beneficial effect on air quality. In addition, the plan will guide subsequent amendments to the Community Development Code to allow a greater degree of mixed use in the LC – Limited Commercial Zone, further encouraging walking and bicycling to make short local trips. This goal is satisfied.

Natural Disasters and Hazards – Goal 7

This goal is not relevant because the Primary Planning Area is not within a flood, drainage, or geologic hazard area.

Recreational Needs – Goal 8: To satisfy the recreation needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

The Primary Planning Area currently does not contain any recreational areas. The plan does advocate for improving the pedestrian environment, and this could include small plazas and similar open space areas. This goal is satisfied.

Economy – Goal 9: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

An important focus of the plan is to ensure that the King City town center area and businesses remain viable community asset. The implementation actions in the plan are geared toward improving walkability and access to services and transit. Urban design aspects of the plan promote improving the appearance and character of the center. Once implemented, these actions are expected to improve the economic viability and success of the commercial businesses in the center. This goal is satisfied.

Housing – Goal 10: To provide for the housing needs of citizens of the state.

The existing LC – Limited Commercial Zone does not allow residential development of any kind. This plan promotes the principle of allowing a greater degree of mixed-use than is currently allowed. In particular, the addition of residential uses is called for in the plan and this will guide subsequent amendments to the Community Development Code. This goal is satisfied.

Public Facilities and Services – Goal 11: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Urban services and facilities were evaluated at the outset of the planning process. Murray Smith and Associates found, and agencies concurred, that adequate services and infrastructure are currently available to serve existing and future development in the town center area. The findings are presented in Appendix B of the Charrette Report. This goal is satisfied.

Transportation – Goal 12: To provide and encourage a safe, convenient and economic transportation system.

A primary objective of the town center plan is to provide a balanced transportation system, which successfully accommodates all transportation modes. The importance of 99W, Durham Road, Beef Bend Road, and Fischer Road as regional transportation facilities is recognized. In addition, the plan and many of the recommended implementation actions are intended to encourage active transportation by improving facility safety, connectivity, and environment to promote walking, bicycling, and transit. The planning process enabled close coordination with TriMet, its SW Service Enhancement planning, and ultimately linking land use and urban design with better transit service. This goal is satisfied.

Energy Conservation – Goal 13: To conserve energy.

The promotion of active transportation and allowing a greater degree of mixed-use development in the town center area is expected to help replace short vehicular trips with walking, bicycling, or transit trips. This will help reduce energy use. This goal is satisfied.

Urbanization – Goal 14: To provide for an orderly and efficient transition from rural to urban land use.

With limited exceptions, the entire Primary Planning Area and its surroundings are urbanized, and all properties are within the Metro Urban Growth Boundary (UGB). While this goal is not directly relevant, the allowance for somewhat more compact development and the allowance of residential uses in the town center area could have a modestly reduce the demand for more housing outside of the current UGB. This goal is satisfied.

Metro Code Chapter 3.07

Chapter 3.07 of the Metro Urban Growth Management Functional Plan must be considered by local governments. Title 6: Centers, Corridors, Station Communities and Main Streets is the portion of Chapter 3.07 that is relevant to the *King City Town Center Plan and Implementation Strategy*. Sections pertaining to establishing town center boundaries, industrial development, setting non-SOV (single occupancy vehicle) targets, and lower mobility standards are not addressed because they are not proposed as part of the plan. The relevant sections in Title 6 are evaluated below:

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets.

C. An assessment shall analyze the following:

- 1. Physical and market conditions*
- 2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development.*
- 3. Evaluate code revisions to accommodate mixed-use, pedestrian-friendly and transit-supportive development.*
- 4. Existing and potential incentives to encourage mixed-use, pedestrian-friendly and transit-supportive development.*

A through analysis of market conditions, regulatory barriers, and potential incentives were conducted

during the development of the plan. Much of this analysis is presented in the Charrette Report. The implementation strategy section of the town center plan outlines the next steps to be taken to encourage the character of development noted in this Metro Code section. This criterion is satisfied.

D. A plan of actions and investments to enhance the Center...

- 1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development.*
- 2. Revisions to its comprehensive plan to support the mix and intensity of uses specified in 3.07.640 (40 persons/acre for town centers and 45 persons/acre in corridors).*
- 3. Public investments and incentives to support mixed-use, pedestrian-friendly and transit-supportive development.*

Regulatory barriers have been generally identified in the town center plan, and the implementation actions, as well as the Metro CET grant IGA, which made this planning effort possible, require a subsequent evaluation and amendments to the Community Development Code to remove regulatory barriers that could inhibit implementation. The town center plan does not specify any maximum development densities. The market analysis indicates that current and anticipated future conditions are not likely to support very high densities. However, the town center plan will provide the policy and implementation guidance to maximize the area's ability to promote land use characteristics sought by this criterion. This criterion is satisfied.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- A. Residents and workers within a town center should be 40 persons/acre (This Metro 2040 designation covers the Primary Planning Area generally north of Durham Road). It should be 45 persons/acre in corridors (This Metro 2040 designation covers the Primary Planning Area generally south of Durham Road).*
- B. Centers and corridors should have a mix of uses*
- C. Centers and corridors should have a mix of housing types*

As noted above, the town center plan proposes a greater mix of uses and the introduction of residential use in the LC – Limited Commercial Zone. The density and mix of housing types will be considered during the next step, which is to evaluate and amend the Community Development Code to support the King City Town Center Plan and Implementation Strategy. This criterion is satisfied.

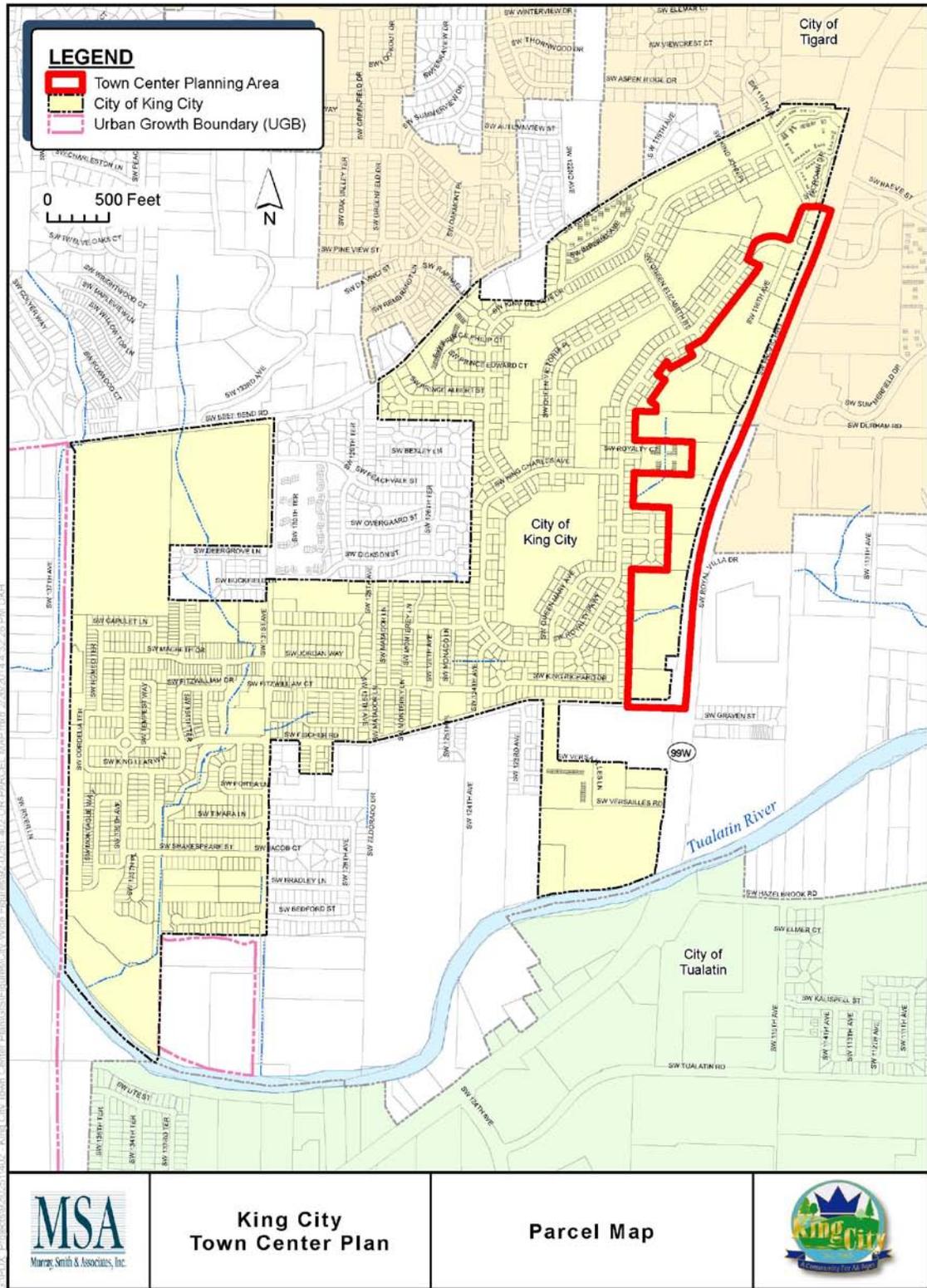


Figure 1 – Primary Planning Area

PROPOSAL DESCRIPTION

Planning Process

The *King City Town Center Plan and Implementation Strategy* is a city-sponsored planning project to consider how the city's business district might accommodate a greater range of uses and activities, be more pedestrian-friendly, and provide better transit access. The focus of this plan is within the Primary Planning Area shown in Figure 1.

A week-long planning session called a "charrette" was held from May 7 – 9, 2014 with King City residents, businesses, property owners, and public agencies to develop the important plan concepts for the town center. This phase of the project concluded with a Charrette Report, which summarized the key ideas and concepts that came out of the charrette. This report was used to develop a discussion draft of the *King City Town Center Plan and Implementation Strategy*, which was reviewed by partner agencies, the public during an open house on October 14, 2014, and by the King City Planning Commission and City Council on October 15, 2014. Comments received were incorporated into the draft document in Exhibit B.

The King City Comprehensive Plan was last amended in 2002, and it is recognized that an overall update would be appropriate. The city staff, planning consultant, and Planning Commission developed a draft reorganization outline and approach for a future update. The proposed *King City Town Center Plan and Implementation Strategy* will be incorporated as a new section of the King City Comprehensive Plan – similar to the West King City Plan section. Later, when the entire comprehensive plan is updated, the town center plan is envisioned to be one of three "special planning areas." The draft document in Exhibit B shows the potential outline for the entire comprehensive plan in the table of contents.

Plan Elements

The *King City Town Center Plan and Implementation Strategy* includes three primary elements:

Multi-modal Accessibility Concept

This identifies how the town center area should improve accessibility for walking, bicycling, taking transit, and driving.

Goal

The city shall actively engage property and business owners and city residents along with partner jurisdictions and agencies, including ODOT, Washington County, city of Tigard, TriMet, and Clean Water Services to:

- ***Provide high quality pedestrian and bicycle facilities and environment along 99W, Fischer Road, and Beef Bend Road;***
- ***Improve pedestrian safety and comfort at existing intersections on 99W;***
- ***Enhance pedestrian and bicycle access between the town center and surrounding neighborhoods; and***
- ***Improve access to transit.***

King City Town Center Land Use and Design Concept

It describes how the town center might be redeveloped and revitalized to enhance access and be maintained as a viable commercial for residents of King City and the surrounding area.

Goal

Maintain and further diversify the land use mix and the quality of the pedestrian environment by:

- ***Allowing residential uses;***
- ***Encouraging development and redevelopment that enhances the pedestrian environment and encourages walking; and***
- ***Amending dimensional and design standards in the CDC, as appropriate, to promote mixed-use development, inviting pedestrian environment, and compatibility between land uses.***

Implementation Strategy

This identifies variety of important steps the city, its agency partners, property and business owners, development community, and residents should take to realize the full potential of the King City Town Center.

Goal

The city shall actively engage property and business owners and city residents along with partner jurisdictions and agencies, including ODOT, Washington County, city of Tigard, TriMet, and Clean Water Services to complete the action items contained in the Implementation Strategy.

Implementation Actions for the King City Town Center Area

Two Categories of Implementation Actions

There are two categories of proposed implementation actions in the draft plan.

Multi-modal Accessibility Improvement Projects

- Fill missing sidewalk sections along 99W;
- Improve existing pedestrian crossings along 99W;
- Provide two new mid-block crosswalks on 99W;
- Change the character of 99W; and
- Complete missing pedestrian connections outside of the primary planning area.

Land Use and Urban Design Implementation Projects

- Land Use - Amend the King City Comprehensive Plan;
- Land Use - Amend Community Development Code (CDC) requirements and standards;
- Land Use - Evaluate and pursue viable public incentives to stimulate town center development;
- Urban Design – Improving the pedestrian environment;
- Urban Design – King City Plaza; and
- Urban Design - Modify CDC standards.

Project Timing

Desired project timing is also shown in the implementation actions sections of the plan. In many cases, bringing a project to fruition requires a planning design phase followed by funding procurement and completion. The project tables indicate these two project phases (see Exhibit B):

- P – Planning and design
- C – Construction and/or completion

PLANNING CONTEXT

King City's planning efforts in the town center area are influenced by several planning programs and requirements, which are described in Appendix C of the Charrette Report (http://www.ci.king-city.or.us/town_center_plan/AppendicesFinal.pdf). The most influential and relevant of these are:

- King City Comprehensive Plan
- Oregon Statewide Planning Goals
- Metro 2040 Growth Concept
- Metro Regional Transportation Plan

King City Comprehensive Plan

Plan Goals

The King City Comprehensive Plan was adopted in 1991 and has been amended several times since then to update background information, comply with state and Metro requirements, and to include amendments related to the West King City Planning Area. The plan goals and policies are generally organized according to the Oregon Statewide Planning Goals. The key goals and policies, which pertain to this planning effort, are paraphrased below:

- **Goal 1 - Citizen Involvement** to encourage citizen participation in all phases of the planning process.
- **Goal 2 – Land Use Planning** that utilizes a process and framework for decision making.
- **Goal 5 – Conserve Open Space and Protect Natural and Scenic Resources** including wetland and riparian areas.
- **Goal 6 – Maintain and Improve the Quality of Air, Water, and Land Resources** that includes policies to protect habitat and the environment.
- **Goal 7 – Natural Hazards** including protection from flooding.
- **Goal 8 – Satisfy Recreational Needs** for its residents.
- **Goal 9 – Provide Adequate Economic Opportunities** with several supporting policies to provide safety, traffic safety, parking, commercial/residential compatibility, economic viability, and clear land use review procedures.
- **Goal 10 – Provide for Housing Needs** including a commitment to encourage a range of housing types.
- **Goal 11 – Provision of Public Facilities and Services** in coordination with other agencies and service providers.

- **Goal 12 – Provide a Safe, Convenient, and Economic Transportation System** including supporting policies calling for agency coordination, multi-modal transportation, accommodating special transportation needs, and safe facilities.
- **Goal 13 – Conserve Energy** through utilization of solar energy and (multi-modal) transportation standards.

Land Use Designations

The King City has a combined comprehensive plan/zoning map. There are three different land use designations/zoning districts within the Primary Planning Area.

- **LC – Limited Commercial.** This applies to the majority of properties in the Primary Planning Area. The Land Use Designations and Location Criteria section of the plan indicates that the purpose of the LC designation and zoning district is to provide "... a mix of retail, service and business needs for the community." Residential uses currently are not considered or allowed.
- **AT – Apartment/Townhouse.** This applies to Pacific Pointe Residential Inn (Parcels 12 & 13, Figure 1). This is a medium density residential designation intended primarily for attached dwelling units.
- **CBD – Community Business District.** This is a Washington County zone, which applies to two developed properties north of Fischer Road. One of the properties has not been annexed. This district allows a similar range of uses to the LC zone, but it does allow multi-family development.

Transportation

The King City Comprehensive Plan includes designations for major roadways:

- Pacific Highway – Arterial (ODOT)
- Fischer Road – Major Collector (Washington County)
- Beef Bend Road – Major Collector (Washington County)

The plan does not include a transportation system plan primarily because of the city's small size and only having local streets under its jurisdiction. As noted under the goals and policies above, the city does encourage multi-modal transportation.

Metro 2040 Growth Concept

Metro's Regional Framework Plan includes the 2040 Growth Concept, which illustrates a broad regional vision for the pattern and character of future growth and development. As shown in the excerpt of the 2040 Growth Concept map (Figure 2), the commercial areas of King City (and Tigard/Summerfield to the east) are designated as a "town center" (lavender). Properties adjacent to 99W, but outside of the town center (yellow) are designated as "corridors". The Primary Planning Area shown in Figure 1 corresponds with the town center and corridor designations in the 2040 Growth Concept. The surrounding light yellow areas are classified as "neighborhoods," and they correlate with residential land in King City, Tigard, and Washington County.



Figure 2 – 2040 Growth Concept in the King City Area

Fundamental elements of the 2040 Growth Concept, which are most relevant to the King City Town Center include:

- Encouraging the development of mixed-use, pedestrian-friendly center that are well-connected to transit.
- A multi-modal transportation system that is coordinated with the land uses it serves.
- Promoting a jobs-housing balance and land use pattern to reduce the amount of travel necessary to connect households with other destinations.

The 2040 Growth Concept is based upon a hierarchy of centers: Downtown Portland, Regional Centers (e.g., Washington Square), Town Centers (e.g., King City, Tigard, Hillsdale), Main Streets and Neighborhood Centers (e.g., Multnomah Village), and Corridors (e.g., 99W, Hall Boulevard, Scholls Ferry Road). Naturally, the size and character of the different centers can vary significantly. Town Centers are described as providing localized services to people within a 2- to 3-mile radius, featuring 1- to 3-story buildings for employment, retail, and housing. Corridors include mixed-use development along major streets. Both Town Centers and Corridors are well served by transit.

Urban Growth Management Functional Plan

Chapter 3.07 of the Metro Code is intended to implement Metro’s Urban Growth Management Functional Plan is designed to implement the 2040 Growth Concept. This plan contains a variety of requirements and guidelines, which were considered as the *King City Town Center Plan and Implementation Strategy* was developed. In particular, the provisions in Title 6: Centers, Corridors, Station Communities and Main Streets should be observed by jurisdictions containing these types of designated areas.

Metro Regional Transportation Plan

The Regional Transportation Plan (RTP) guides investment in the region’s transportation system to reduce congestion and provide improved active transportation facilities. Metro is currently preparing an update to the RTP to support recently identified transportation improvement projects. Investments in the regional system are guided by policies and priorities for all transportation modes, growth and travel forecasts, available federal, state and local funding, and project cost estimates.

99W is a major arterial in the regional system, and it is also designated as a “Regional Boulevard” for the portion of the King City Town Center, which is generally north of SW Durham Road (RTP Figure 2.10). The remainder of 99W, near Beef Bend Road and south of SW Durham Road, is designated as a “Regional Street.” The RTP Table 2.6 provides conceptual illustrations, which show that these streets should include a complete complement of motor vehicle, bicycle, pedestrian, and urban design elements (Figure 3).

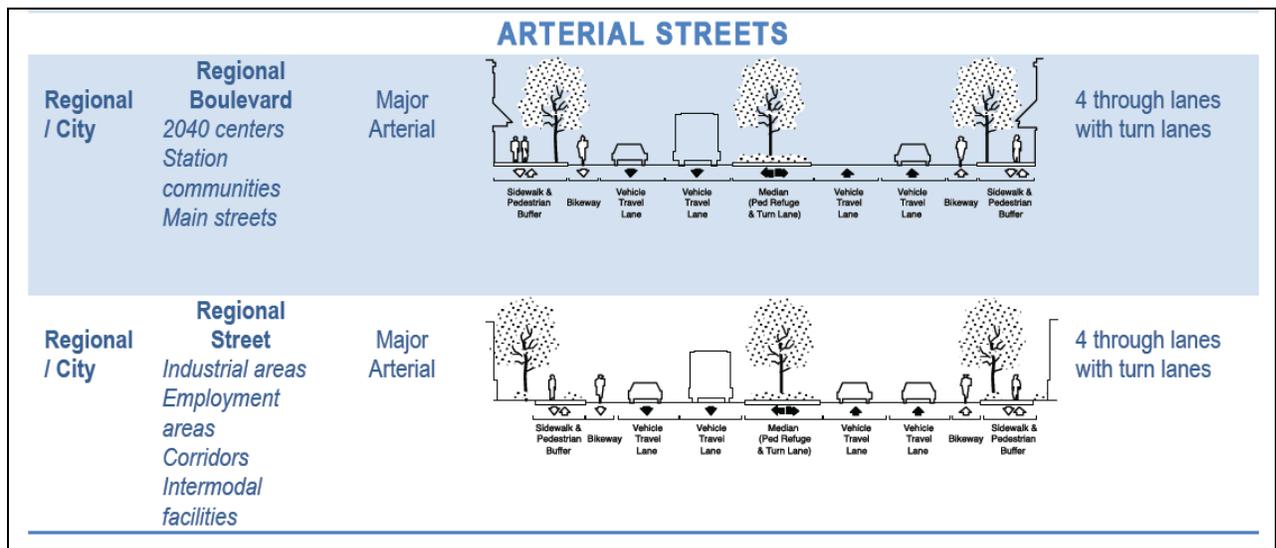


Figure 3 – Regional Boulevard and Street Concepts

The RTP indicates through an “idealized” concept that local and collector street spacing should be provided at 1/10-mile intervals along a regional arterial.

Section 2.5.3 Regional Transit Network Vision indicates that to support growth in town centers like King City, transit-supportive development along with high-quality transit service must be provided. The Metro region’s vision for providing multi-modal access to transit service prioritizes walking and biking to transit and deemphasizes driving to transit

Agency Participation

Partner jurisdictions and agencies have been involved in the creation and review of the plan. The draft *King City Town Center Plan and Implementation Strategy* reflects the input received from:

- Clean Water Services
- Department of Land Conservation and Development
- Metro
- Oregon Department of Transportation
- City of Tigard
- Tigard Water
- TriMet
- Tualatin Valley Fire and Rescue
- Washington County

EXHIBIT A

TLID	OWNER1	SITE ADDRESS
2S110CD00100	VARELDZIS DIMITRIOS J &	15885 SW 116TH AVE
2S110CD00102	MCCANN C V TRUST	15340 SW ROYALTY PKWY
2S110CD00104	MEDAK JOHN D &	11735 SW QUEEN ELIZABETH ST
2S110CD00105	UNITED STATES NATIONAL BANK	15900 SW 116TH AVE
2S110CD00106	MCCANN CAREL V JR	15405 SW 116TH AVE
2S110CD00107	MOYER THEATRES INC	15905 SW 116TH AVE
2S110CD00111	NELSON LIVING TRUST	15805 SW 116TH AVE
2S110CD00112	KING CITY RESIDENTIAL CENTER	11779 SW QUEEN ELIZABETH ST
2S110CD00113	KING CITY RESIDENTIAL CENTER	11777 SW QUEEN ELIZABETH ST
2S110CD00114	KIM MOOKI & SANGWON	11755 SW QUEEN ELIZABETH ST
2S110CD00600	FERRELL LIVING TRUST	15420 SW ROYALTY PKWY
2S110CA00100	KVERNLAND ERIC B	15390 SW 116TH AVE
2S110CA00102	KING CITY CITY OF	15300 SW 116TH AVE
2S110CA00103	DENNY PURKEY LLC	15350 SW 116TH
2S110CA01600	KING CITY CIVIC ASSOCIATION	15355 SW ROYALTY PKWY
2S110CA01701	BP WEST COAST PRODUCTS LLC	15300 SW ROYALTY PKWY
2S110CD07500	TOBIAS INVESTMENT CO	15550 SW 116TH AVE
2S110CD07600	TOBIAS INVESTMENT CO	15725 SW 116TH AVE
2S110CD07700	KAADY CHARLES	
2S110CD07800	KAADY CHARLES	15450 SW 116TH AVE
2S115BD02600	PLISKA INVESTMENTS LLC	16825 SW PACIFIC HWY
2S115BD02800	NATIONWIDE HEALTH PROPERTIES INC	16485 SW PACIFIC HWY
2S115BD02900	JUNG DONG LLC	16735 SW PACIFIC HWY
2S115BD03000	EXTRA SPACE PROPERTIES	16705 SW PACIFIC HWY
2S115BA00500	SEPP TOIVO T	16035 SW PACIFIC HWY
2S115BA00600	NORTHWIND HOSPITALITY LLC	16105 SW PACIFIC HWY
2S115BA00700	RANDALL HAROLD E JR/AMY &	16165 SW PACIFIC HWY

EXHIBIT B

City of King City Comprehensive Plan

*Public Hearing Draft
King City Town Center Plan and Implementation Element
10.22.14*



Adopted by Ordinance O-91-5 - 05/01/91
Amended by Ordinance O-92-11 - 07/15/92
Amended by Ordinance O-92-15 - 07/15/92
Amended by Ordinance O-95-05 - 08/16/95
Amended by Ordinance O-99-05 - 06/02/99
Amended by Ordinance O-99-06 - 09/01/99
Amended by Ordinance O-02-04 - 06/05/02
Amended by Ordinance _____ - __/__/14

KING CITY COMPREHENSIVE PLAN

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KING CITY TOWN CENTER PLAN AND IMPLEMENTATION STRATEGY

INTRODUCTION

Background

A significant portion of King City is designated as a town center and corridor in the Metro 2040 Growth Concept. It is one of seven town centers located within the southwestern portion of the Portland region. Although it is relatively small in size, it occupies an important location along the 99W corridor.

Built in the 60s and 70s, the town center area is governed by the King City Comprehensive Plan, which was developed in the 1980s, well before the Metro 2040 Growth Concept and the notion of high capacity and frequent service transit in this part of the region. Created with a residential retirement community focus, the plan emphasizes neighborhood stability, and the existing highway commercial character of 99W was simply regarded as a normal and acceptable development practice.

Considerable planning investments have been made recently by Metro, TriMet, and neighboring jurisdictions to create vibrant and successful town centers. The King City Town Center Plan, made possible by a planning grant from Metro, is intended to leverage these planning investments by refining the Metro 2040 Town Center/Corridor designation to ultimately create a more walkable commercial district that will continue to be a viable community asset.

Plan Development

The King City Town Center Plan and Implementation Strategy consists of three phases:

- **Phase I – Existing Conditions Analysis** including four reports: 1) Land Use Inventory; 2) Existing Public Facilities and Services; 3) Planning Context regarding plan-

ning requirements and relevant planning activities; and 4) Market Assessment.

- **Phase II – Town Center Plan and Implementation Strategy** including a planning charrette to receive direction from the community regarding the desired future of the town center area. A King City Town Center Plan and Implementation Strategy Charrette Report (available on the King City web site) provides a detailed summary of the charrette activities and results.
- **Phase III – Implementation** includes this portion of the King City Comprehensive Plan plus Community Development Code and other actions to implement the outcome of Phase II.

The “primary planning area” included all of the commercially zoned properties along 99W plus two properties designated for medium density residential uses (Figure 1).

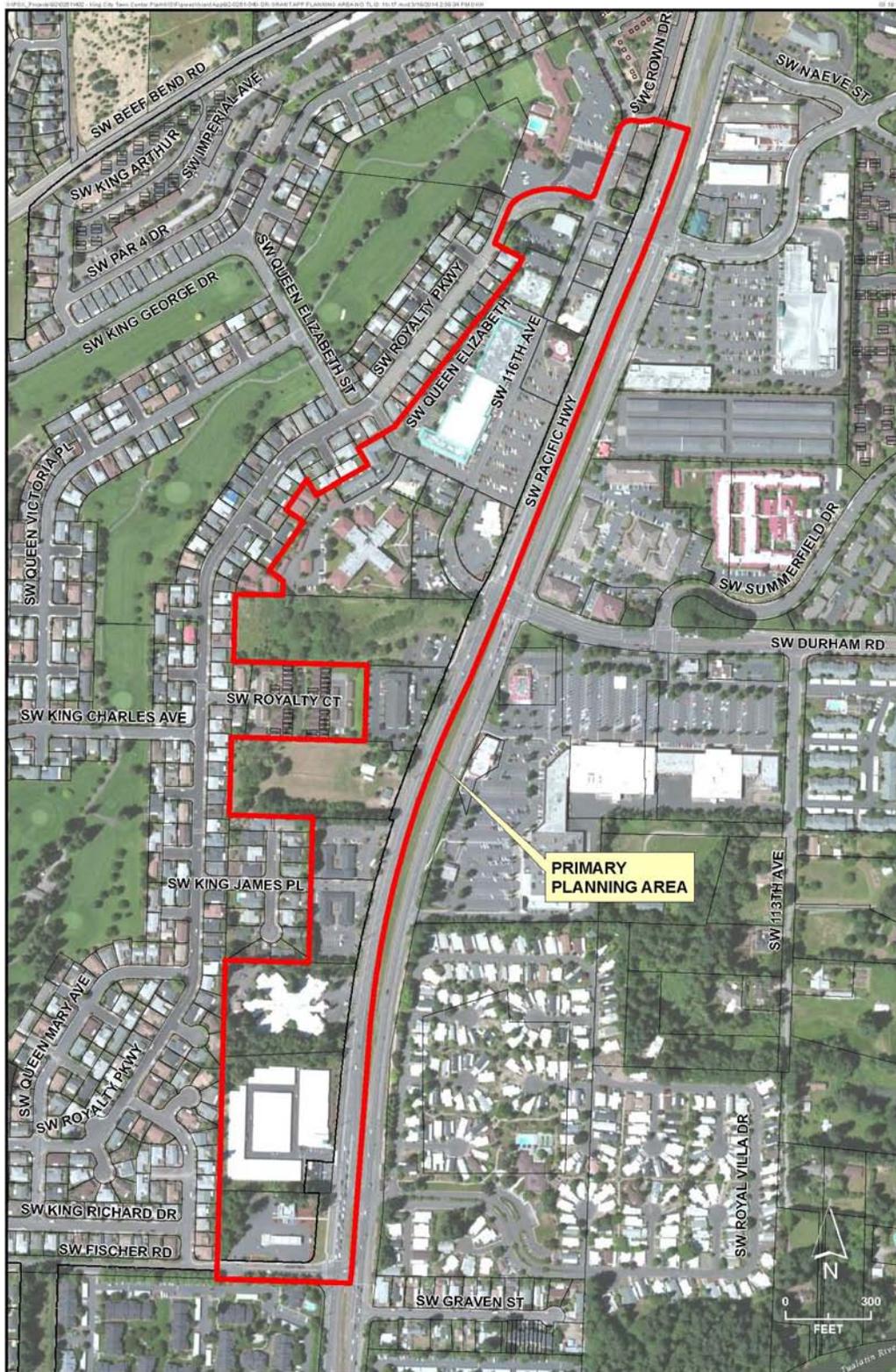


Figure 1

EXISTING CONDITIONS

The existing conditions analysis, along with the comments received from the public during the charrette, highlighted several key aspects about the existing character and condition of the King City Town Center area.

Charrette Comments and Observations

Key comments and observations noted during the planning charrette included:

- Residents appreciate the convenience of having commercial businesses and services in King City;
- Missing sidewalk sections and inadequate crosswalks greatly diminish the walkability of the area;
- There are limited connections between the commercial uses along 99W and the residential neighborhoods to the west;
- Crossings at existing intersections along 99W are incomplete and are uncomfortable for pedestrians and bicyclists;
- There are significant distances between intersections where pedestrians are allowed to cross 99W; and
- Bus stops are sometimes difficult to reach.

Land Use

An inventory of the primary planning area revealed the following:

- The total area including road right-of-way, is approximately 49 acres;
- There are 27 properties;
- Most of the improvements were constructed in the 1960s;
- The majority of buildings are single story; and
- The properties are developed with commercial retail, office, and service uses with the exception of King City Hall and Pacific Pointe Retirement Inn.

The Existing Land Use memorandum is Appendix A of the Charrette Report and is available on the city's website.

http://www.ci.king-city.or.us/town_center_plan/AppendicesFinal.pdf

Public Facilities and Services

An evaluation of the existing facilities and services in and immediately surrounding the town center was conducted:

- Tigard Water provides service for the area and no known system deficiencies exist for serving existing or future development;
- Clean Water Services (CWS) is responsible for the sanitary sewer system, which has sufficient capacity to accommodate existing and planned development in the area;
- CWS is also responsible for the storm water system, and there are two system deficiencies along 99W, which are planned for improvement;
- The city has jurisdiction over the local street system, with the exception of the private streets within King City Plaza and the eastern end of King James Place;
- Washington County has jurisdiction over the collector streets on the west side of 99W including Beef Bend Road, Fischer Road, and 131st Avenue;
- Oregon Department of Transportation (ODOT) has jurisdiction over 99W, which is an arterial street designated as a freight route;
- TriMet provides regular transit service between Sherwood and Portland along 99W along with RideAbout Shuttle and LIFT service for seniors and people with disabilities;
- Emergency services are provided by Tualatin Valley Fire and Rescue (TVFR), and a station is located along 99W south of Fischer Road; and
- All of King City is within the Tigard-Tualatin School District.

The Existing Public Facilities and Services memorandum is Appendix B of the Charrette Report and is available on the city's website.

http://www.ci.king-city.or.us/town_center_plan/AppendicesFinal.pdf

Planning Context

As with all planning projects, there are several local, regional, and state planning policies and requirements that must be considered to create successful planning outcomes. The key considerations include:

- **King City Comprehensive Plan.** The King City Town Center Plan and Implementation Strategy is an element of the King City Comprehensive Plan.
- **King City Community Development Code (CDC).** The CDC also required amendments to zoning and development requirements to support the outcome of the town center planning process.
- **Tigard High-Capacity Transit Land Use Plan.** In anticipation of high-capacity transit (HCT) in Tigard, the city conducted a planning project to envision what centers might be served by enhanced transit service and what types of development might be appropriate. A concept plan was completed for the 99W/Durham area, which includes King City. Because this concept was developed in response to public input, it served as a starting point for creating a plan for the King City side of 99W.
- **Washington County Transportation System Plan (TSP).** The TSP guides county decisions regarding future improvements to transportation system, including Beef Bend Road and Fischer Road.
- **2040 Growth Concept.** This overall planning concept for the region designates King City, along with Tigard on the opposite side of 99W, as a "town center." The city has significant flexibility in defining the details

of what the King City Town Center should be.

- **Metro Regional Transportation Plan.** This region-wide plan provides general guidance about how major streets, like 99W, should accommodate multi-modal transportation.
- **Metro Regional Functional Plan.** This includes land use guidance regarding the general characteristics for town centers, including King City.
- **Metro Regional Transportation Functional Plan (RTFP).** Due to its small size and lack of jurisdiction over any major streets, King City received a Metro exemption from the requirements of the RTFP. However, it would be desirable for the city to comply with many of the RTFP provisions regarding multi-modal transportation system design and coordinated transportation and land use planning.
- **Oregon Highway Plan (OHP).** The OHP is the primary policy document regarding planning and operation of the state's highway system, which includes 99W. The King City Town Center Plan and Implementation Strategy must be consistent with this policy document.
- **Statewide Planning Goals.** These goals guide all land use planning in Oregon, including the plan and policy documents noted above. Amendments to the King City Comprehensive Plan and CDC will require consistency with the statewide goals

The Planning Context memorandum is Appendix C of the Charrette Report and is available on the city's website.

http://www.ci.king-city.or.us/town_center_plan/AppendicesFinal.pdf

Market Assessment

A market assessment was conducted for the primary planning area. Major findings include:

- There are an estimated 27 distinct property ownerships and 88 businesses.

King City Business Inventory (2013)

Type of Business	# of Businesses
Auto Service	5
Business/Professional/Real Estate	18
Dining	6
Financial Service	5
Health Service	17
Lodging	1
Personal Service	27
Retail	9
Total	88

Source: City of King City and E. D. Hovee & Co., LLC

- Approximately 89% of the land area is comprised of commercial uses, with 10% in multi-family residential use, and 1% as public ownership.
- The overwhelming majority (98%) of the land owners are located outside of King City.
- Development is low density, with 74% of the land area having a floor area ratio (FAR) of less than 0.20. Site density is particularly low for commercial uses (averaging less than 0.10) and highest for multi-family (approximately 0.60). Note: FAR is equal to building floor divided by land area.
- Approximately 28% of the land area has an improvements to land value (I:L) ratio of less than 0.5, indicating that sites are either vacant or have low building valuation.
- Total market valuation (land and improvements) based on assessor's records is slightly less than \$50 million.
- Assessed values for land only (excluding building improvements) appear to average in

the \$11.50-\$13.50 per square foot range, which is a figure generally consistent with suburban corridor land values throughout the metro region, but somewhat below what is typically associated with other Metro Town Centers, which are generally intended to feature higher density development.

The Market Assessment memorandum is Appendix D of the Charrette Report and is available on the city's website. http://www.ci.king-city.or.us/town_center_plan/AppendicesFinal.pdf

PLAN ELEMENTS

The King City Town Center Plan and Implementation Strategy includes three primary elements:

- **Multi-modal Accessibility Concept**, which identifies how the town center area should improve accessibility for walking, bicycling, taking transit, and driving.
- **King City Town Center Land Use and Design Concept**, which describes how the town center might be redeveloped and revitalized to enhance access and be maintained as a viable commercial asset for residents of King City and the surrounding area.
- **Implementation Strategy**, which identifies variety of important steps the city, its agency partners, property and business owners, development community, and residents should take to realize the full potential of the King City Town Center.

Multi-modal Accessibility Concept

Intent

Walking rates are always higher when block sizes are smaller, connections between destinations are more numerous, and walking distances are minimized. In the case of King City (and Tigard on the east side of 99W), the land use pattern and street system is established. With land development and transportation facilities created primarily with motor vehicles in

mind, the block sizes are large, and walking distances tend to be significant. In addition, it is fully recognized that the major streets in the area, including 99W, Beef Bend Road, 131st Avenue, Fischer Road, and Durham Road, must continue to accommodate local and regional traffic. Although the existing conditions are somewhat challenging, a number of potential improvements were identified during the planning charrette, which would greatly enhance the environment for pedestrians, cyclists, and transit users without impeding traffic operations.

The intent of this plan element is to improve the walking, bicycling, and transit environment while maintaining appropriate vehicular access and circulation.

Goal

The city shall actively engage property and business owners and city residents along with partner jurisdictions and agencies, including ODOT, Washington County, city of Tigard, TriMet, and Clean Water Services to:

- *Provide high quality pedestrian and bicycle facilities and environment along 99W, Fischer Road, and Beef Bend Road;*
- *Improve pedestrian safety and comfort at existing intersections on 99W;*
- *Enhance pedestrian and bicycle access between the town center and surrounding neighborhoods; and*
- *Improve access to transit.*

Transportation Improvements

The types of multi-modal improvements, which are specifically described in the Implementation Strategy section, include the following:

- *Fill missing sidewalk sections* along 99W from Beef Bend Road to Fischer Road.
- *Improve existing pedestrian crossings along 99W* to be safer and more functional for pedestrians.

- *Provide two new mid-block crosswalks on 99W* between Royalty Parkway and Durham Road and between Durham Road and Fischer Road.
- *Change the character of 99W* by minimizing vehicle lane widths (but comply with minimum standards for a major roadway and freight route), converting the existing bike lanes into buffered bike lanes (additional 2 to 3-foot painted buffer between the travel lane and bike lane), improved landscaping and street trees, and a moderate reduction in vehicle speeds.
- *Complete missing pedestrian connections outside of the primary planning area* to make walking to and from the King City Town Center safer and more convenient.
- *Improve access to TriMet bus service*, including the existing routes on 99W and a potential Durham Road bus route.
- *Improve pedestrian access and safety within the King City Plaza area* in coordination with property owners and business owners.

King City Town Center Land Use and Design Concept

Intent

Residents generally appreciate the existing mix of commercial uses and services available in the King City Town Center area, and would like to see it continue. Therefore, the intent of this plan element is to encourage the continuation of the types of businesses currently operating, promote their continued vitality, and to introduce residential development as a potential option in the town center.

Goal

Maintain and further diversify the land use mix and the quality of the pedestrian environment by:

- *Allowing residential uses;*

- *Encouraging development and redevelopment that enhances the pedestrian environment and encourages walking; and*
- *Amending dimensional and design standards in the CDC, as appropriate, to promote mixed-use development, inviting pedestrian environment, and compatibility between land uses.*

Land Use

With the exception of Pacific Pointe Retirement Inn (zoned AT – Apartment Townhouse), all of the properties within the primary planning area are planned for commercial use. They are zoned LC – Limited Commercial or Washington County CBD – Community Business District. The city will continue to encourage the mix of uses currently allowed and include several additional elements:

- *Amend the King City Comprehensive Plan* to allow residential uses on properties designated Limited Commercial.
- *Amend Community Development Code (CDC) requirements and standards* as necessary to allow residential uses on properties in the Limited Commercial Zone.
- *Evaluate and pursue viable public incentives to stimulate town center development* outlined in the charrette market assessment. Public incentives provided by the city, Metro, state of Oregon, the federal government, and other sources should consistently be evaluated and pursued to implement the King City Town Center Plan.

Urban Design

There are several important urban design treatments that should accompany public improvements and land development in the primary planning area:

- *Improve the pedestrian environment* in coordination with property owners and businesses. This could include street and driveway crossings that are safer and ADA compliant, wider walkways, better connections,

and amenities such as landscaping and small open space areas.

- *Modify CDC standards* as necessary to implement the King City Town Center Plan development concepts including mixed-use residential, reduced building setbacks from the street, building façade treatments, landscaping, signage, and allowing a “main street” style of development.

Implementation Strategy

Intent

The adoption of the King City Town Center Plan and related Community Development Code requirements will not automatically implement the plan concepts described above. It is the first of many coordinated steps, which will need to be taken over several years. The implementation of this plan is expected to lead to a safe, functional, and pleasant transportation system for all modes. New development and redevelopment in the town center will emphasize creating a more inviting, interesting, and walkable district, which continues to be the primary commercial and civic core of the community. Successful implementation of the plan will require a strong partnership between the city, other government agencies, the private sector, and the community.

Goal

The city shall actively engage property and business owners and city residents along with partner jurisdictions and agencies, including ODOT, Washington County, city of Tigard, TriMet, and Clean Water Services to complete the action items contained in the Implementation Strategy.

Multi-modal Accessibility

The Multi-modal Accessibility projects are proposed to implement this element of the plan. Because the majority of these projects will require funding from sources in addition to King City as well as the coop-

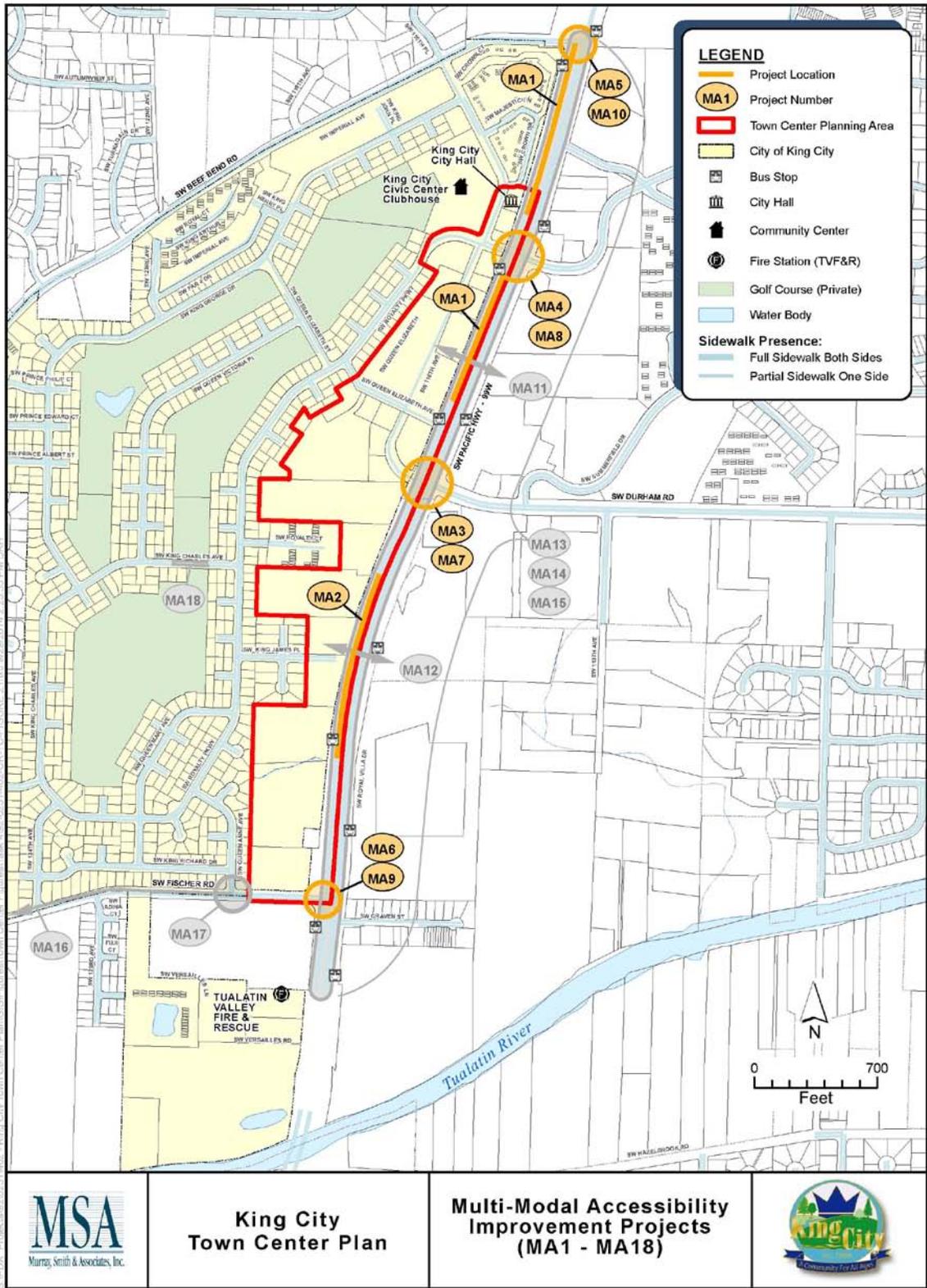
eration of other jurisdictions and agencies, the priorities shown are intended to be flexible to respond to funding or similar opportunities that may arise. A summary table and supporting figures on pages 50 - 57 provides a description of each project and the proposed timing. The lead project participants are shown in **bold**.

Land Use and Design

The Land Use and Design projects are proposed to encourage continued consideration and implementation of the design concepts developed during the charrette. As acknowledged at the conclusion of the charrette, additional discussion and evaluation of the design ideas for the town center should occur involving the city, property and business owners, affected agencies, and residents. A number of the implementation actions will simply involve amending the city’s land use and design standards to allow (not require) the changes described in the King City Town Center concept. Other actions will require funding and public-private partnerships to implement. A summary table on pages 58 - 61 provides a description of each project and an indication of the proposed timing and project participants.

Multi-modal Accessibility Improvement Projects (MA1 - MA18)

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5 yrs.	5-10 yrs.	10-20 yrs.	On-going	
	Fill missing sidewalk sections along 99W					
MA1	Continue work to work with ODOT to complete the sidewalk between Beef Bend and Durham Road. Funding has been secured, and the sidewalk should be completed by 2018. To the extent possible, the sidewalk should be located near the edge of the right-of-way to enhance pedestrian comfort and safety (Figure 2).	P/C				KC, ODOT
MA2	Complete the missing sidewalk south of Durham Road between the Best Western Hotel and Extra Space Storage. This will include partial filling of a ravine (Figure 2).	P	C			KC, ODOT, CWS
	Improve existing pedestrian crossings along 99W					
MA3 – MA4	Durham Road (MA3) and Royalty Parkway (MA4) - create safer and more comfortable crossings at these intersections by emphasizing visibility and protection for pedestrians. Improvements such as better street lighting, warning signals or other techniques to alert motorists of pedestrians in the crosswalk, and better areas to wait for the signal. The possible options should first be identified and evaluated. Second, the feasible improvements should be funded and installed (Figure 2).	P/C				KC, ODOT, Tigard
MA5 – MA6	Beef Bend Road (MA5) and Fischer Road (MA6) should be evaluated for the same types of treatments as described in MA3 (Figure 2).	P	C			KC, ODOT, WC, Tigard
MA7 – MA10	All 4 street intersections on 99W only allow pedestrians to cross on 3 of the 4 “legs” of the intersection. In order of priority, the Durham Road (MA7), Royalty Parkway (MA8), Fischer Road (MA9), and Beef Bend Road (MA10) intersections should be evaluated to allow pedestrians full access to cross in all directions (Figure 2).	P	C			ODOT, KC, WC, Tigard



King City
Town Center Plan

Multi-Modal Accessibility
Improvement Projects
(MA1 - MA18)



September 2014 92-0251.402

Source: Metro-RLIS Aug 2014.

Figure 2

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5 yrs.	5-10 yrs.	10-20 yrs.	On-going	
	Provide two new mid-block crosswalks on 99W					
MA11	Evaluate the feasibility of a crosswalk located approximately midway between Royalty Parkway and Durham Road within the next 5 years. Assuming a feasible design is possible, work with agency partners to obtain funding to construct it. The location and design should also accommodate transit access and consider potential golf cart use (Figures 3 and 5).	P	C			KC, ODOT, Tigard, TriMet
MA12	Mid-block crossing between Durham Road and Fischer Road. This crossing should follow completion of MA2 following as similar assessment and installation process as for MA11 (Figures 3 and 5).		P	C		KC, ODOT, Tigard, TriMet
	Change the character of 99W					
MA13	Evaluate the feasibility of revising the 99W street cross section to better accommodate pedestrians, cyclists, and transit users while retaining automotive and freight capacity. Potential changes could include: narrowing vehicle lane widths to 11.5 to 12 feet, providing buffered bike lanes, reducing the speed limit, and eliminating or shortening exclusive right turn lanes where feasible (Figures 3 and 6).				P/C	KC, ODOT, Tigard, WC, TriMet
MA14	Plant street trees along the west side of 99W, following an evaluation potential locations, tree species, maintenance, existing power lines, and retaining visibility for town center businesses. Consistent with the charrette report, these trees should ideally be located near the edge of the right-of-way (Figures 3 and 6).	P	C			KC, ODOT, Tigard, CWS TriMet, PGE, adjacent property owners and businesses
MA15	Provide supplemental street trees and landscaping along the west side and/or the center median of 99W, considering potential locations, tree species, maintenance, existing power lines, compatibility with storm water treatment facilities, retaining visibility for town center businesses, and traffic safety (Figures 3 and 6).		P	C		KC, ODOT, Tigard, CWS TriMet, PGE, adjacent property owners and businesses

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5	5-10	10-20	On-	
		yrs.	yrs.	yrs.	going	
	Complete missing pedestrian connections outside of the primary planning area					
MA16	Provide a continuous sidewalk along the south side of Fischer Road. This is a priority project for Washington County (Figure 4).	P/C				WC, KC
MA17	Evaluate the feasibility of providing a crosswalk on Fischer Road in the vicinity of Queen Ann Avenue. If feasible, it should be provided as part of the construction of MA16 (Figure 4).	P/C				WC, KC, ODOT
MA18	Evaluate provision of a continuous sidewalk on the north side of King Charles Avenue immediately west of Royalty Parkway. Safety related to the proximity to the putting green for the 3 rd hole should also be considered. If a northern sidewalk is not feasible, consider other pedestrian enhancements to improve this important east-west pedestrian route. Also provide a marked crosswalk at the Royalty/King Charles intersection to facilitate walking to and from the town center (Figure 4).	P/C				KC

**Provide Mid-Block Crosswalks
Actions MA11 and MA12**

Mid-block crossings of 99W are proposed approximately midway between Royalty Parkway and Durham Road (MA11) and between Durham Road and Fischer Road (MA12). The crossings should be designed to facilitate transit access. Transit stop locations are indicated with the asterisks.

The sketch below illustrates how the mid-block crossings could be integrated with the water quality landscaping in the median.

These concepts will require future discussion and evaluation with property owners, businesses, affected agencies, and residents.

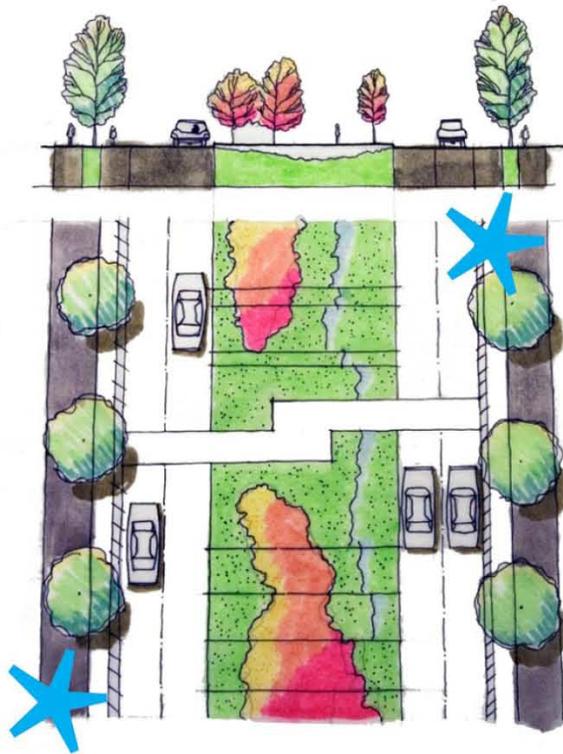


Figure 5

**Change the Character of 99W
Actions MA13, MA14 and MA15**

A number of modifications and improvements are proposed to help change the character of 99W from being almost exclusively auto-oriented to a thoroughfare that is safe and pleasant for all modes.

MA13 – Change the 99W cross section to narrow vehicle lane widths to 11.5 feet, provide buffered bike lanes, eliminate exclusive right turn lanes where feasible, and reduce the speed limit.

MA14 – Plant street trees along the west edge of the 99W right-of-way.

MA15 – Provide supplemental landscaping and street trees along the west side and median of 99W.

These concepts will require future discussion and evaluation with property owners, businesses, affected agencies, and residents.

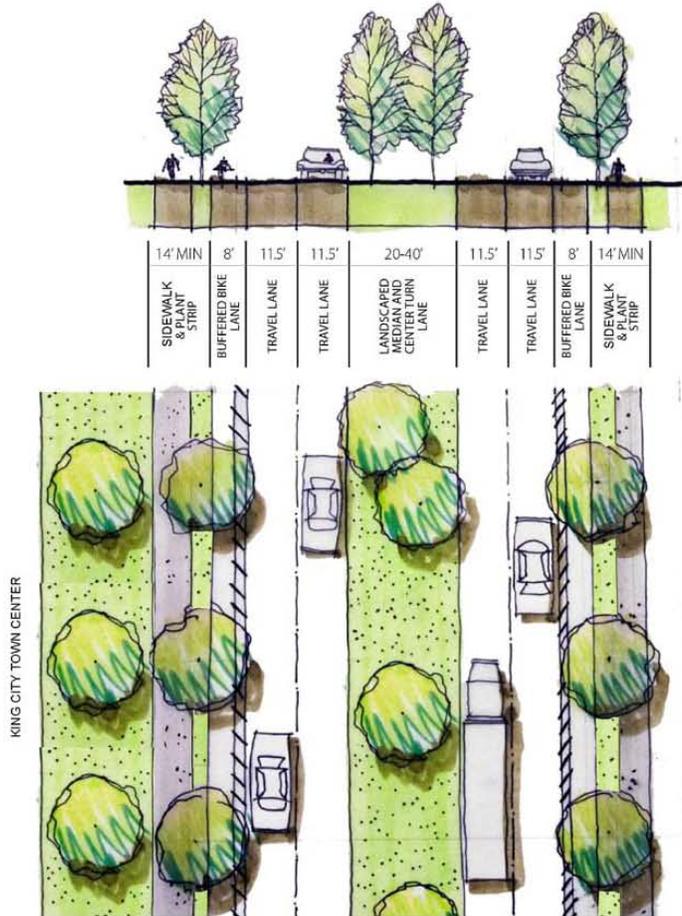


Figure 6

Land Use and Urban Design Implementation Projects (LU1 – LU11 and UD1 – UD5)

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5 yrs.	5-10 yrs.	10-20 yrs.	On-going	
	Land Use - Amend the King City Comprehensive Plan					
LU1	Amend the Comprehensive Plan to allow residential uses on properties designated Limited Commercial.	P/C				KC , Metro, DLCD
LU2	Determine the appropriate residential densities for the Limited Commercial and Apartment/Townhouse designations	P/C				KC , Metro, DLCD
	Land Use - Amend Community Development Code (CDC) requirements and standards					
LU3	Amend the CDC to allow residential uses on properties in the LC - Limited Commercial Zone.	P/C				KC , Metro, DLCD
LU4	Amend the CDC as necessary to allow residential densities in the LC – Limited Commercial and A/T – Apartment Townhouse zones consistent with the Comprehensive Plan. (LU3).	P/C				KC , Metro, DLCD
LU5	Amend other requirements and standards in the CDC as necessary to support residential uses in the LC and A/T zones. This may include, but not be limited to building design and dimensions, parking, landscaping, on- and off-site circulation* , and site plan review.	P/C				KC , Metro, DLCD <i>* Planning Commission Recommendation</i>
	Land Use - Evaluate and pursue viable public incentives to stimulate town center development					
LU6	Seek Metro, state, and federal funding to provide incentives for stimulating maintenance and improvement of existing commercial properties and promoting mixed-use development.				P/C	KC
LU7	Undertake a market survey of King City and greater trade area residents to determine: 1) specifically what goods and services are desired but missing; and 2) how active the city should be in helping to shape these opportunities compared to letting the normal market take its course.	P/C				KC , property and business owners
LU8	To the extent supported by results of LU7, the city shall work with interested property owners to identify individual sites or assemblages that				P/C	KC , property and business owners

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5 yrs.	5-10 yrs.	10-20 yrs.	On-going	
	might be made available as part of a joint development or joint venture offering facilitated by the city on behalf of participating owners. This will involve clearly defining city expectations for an improved town center, which could include a combination of incentives and enforcement measures to encourage owner participation.					
LU9	The city shall continue to cultivate interest with prospective developers, investors, and property owners who support the vision and design concepts for a more vital town center. Working with other public agencies, the city should work to address critical gaps to project feasibility.				P/C	KC , developers, investors, property and business owners, agencies
LU10	Coordinate pedestrian accessibility improvements with property owners in the town center area. A particular focus should be to provide safe and ADA-compliant access between public and private facilities.				P/C	KC, property and business owners
LU11	Work with TriMet to enhance transit access along 99W and within the town center area.				P/C	KC, TriMet
	Urban Design – Improving the pedestrian environment					
UD1	In coordination with property owners and businesses, improve existing street and driveway crossings to be safer and ADA compliant – especially at the transitions between public and private facilities. Where desirable, provide wider walkways, better connections, and amenities such as landscaping and small open space areas.				P/C	KC, property and business owners
UD2	In coordination with property owners and businesses, encourage the provision of on-site amenities, such as open space, plazas, seating areas and similar pedestrian amenities. If necessary, amend CDC regulations to support provision of these amenities.				P/C	KC
	Urban Design – King City Plaza					
UD3	Work with the King City Plaza property owners, business owners, affected agencies, and residents to further evaluate the concepts shown in Figure 7 and develop a work plan for making improvements to the appearance and functionality of the	P	C			KC, property and business owners, TriMet, ODOT

No.	Action	Timeframe				Key Participants (lead in bold)
		1-5 yrs.	5-10 yrs.	10-20 yrs.	On-going	
	center.					
	Urban Design - Modify CDC standards					
UD4	Amend the CDC as necessary to implement the urban design concepts including reduced building setbacks from the street, building façade treatments, landscaping, and allowing a “main street” style of development.	P/C				KC
UD5	In coordination with property and business owners, review and amend the CDC sign requirements to provide an attractive appearance and suitable visibility for businesses.	P/C				KC, property and business owners

**Urban Design – King City Plaza and Environs
Action UD3**

- ① Street trees (noted in Actions MA 14 and MA 15) along the 99W frontage and landscaping in the parking lot will enhance the pedestrian environment, provide visual relief from the highway, and supply shade. Trees may be columnar in form and/or clustered to allow good visual access into the shopping center from 99W. A coordinated landscaping and signage program should be developed to enhance the pedestrian environment and general appearance of the center while maintaining or improving visibility for businesses.
- ② Provide generous, direct, ADA-compliant, and clearly marked walkways to connect shopping center destinations with parking, surrounding neighborhoods, and 99W.
- ③ Redesign the parking lot to provide a more efficient layout without reducing parking.
- ④ Redesign 116th Avenue and the connecting parking lot drive aisle to have more of a “Main Street” character, while retaining convenient parking.
- ⑤ Provide a more walkable and interesting environment along the sidewalks.
- ⑥ Work with TriMet to improve access to TriMet and other bus service. Consider the possibility of providing a bus stop along 116th Avenue and improving the access to the existing stop on 99W.
- ⑦ Allow ancillary uses and structures in the parking area.
- ⑧ Consider allocating a small portion of the parking lot to provide transit parking for King City (and possibly Summerfield) residents. This should be multi-modal parking for vehicles, golf carts, bicycles, and wheelchairs.

These concepts will require future discussion and evaluation with property owners, businesses, affected agencies, and residents. Funding for these improvements is anticipated to come from a combination of public and private sources.



Figure 7

DRAFT

**KING CITY URBAN RESERVE
CONCEPT PLAN**

DRAFT