

City of King City Comprehensive Plan

King City Town Center Plan and Implementation Element



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).

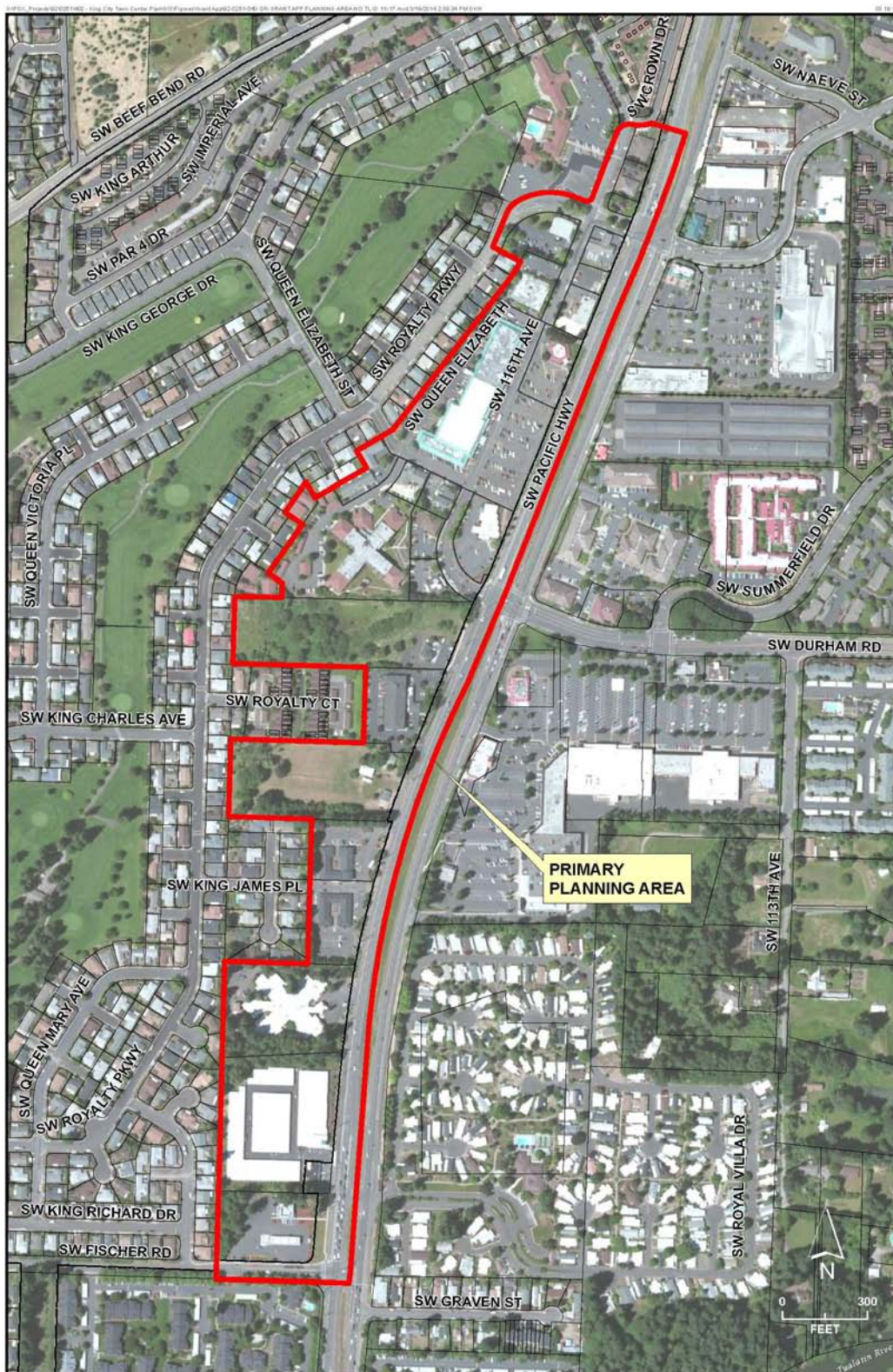


Figure 1

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.

Implementation Actions for the King City Town Center Area

Implementation actions include:

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

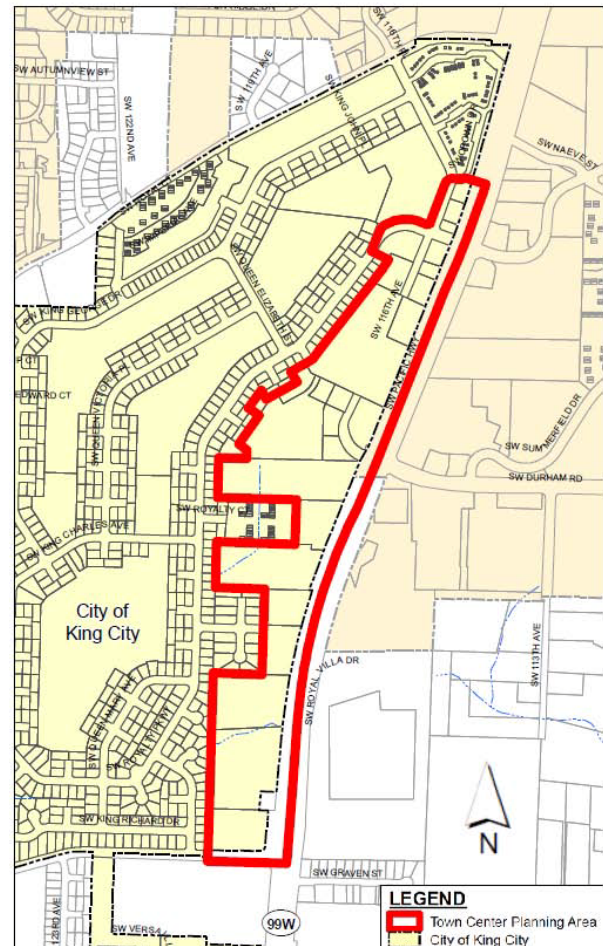
Desired project timing is also shown. In many cases, bringing a project to fruition requires a planning design phase followed by funding procurement and construction. The project tables indicate these two project phases:

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

Agencies and Other Parties Involved

Completion of the implementation actions will take the effort and cooperation of a number of agencies and other participants, which are indicated in the project tables. The lead agencies and participants are shown in bold. The abbreviated agency names are:

- KC – King City
- ODOT – Oregon Department of Transportation
- CWS – Clean water Services
- WC – Washington County



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 |

| 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.

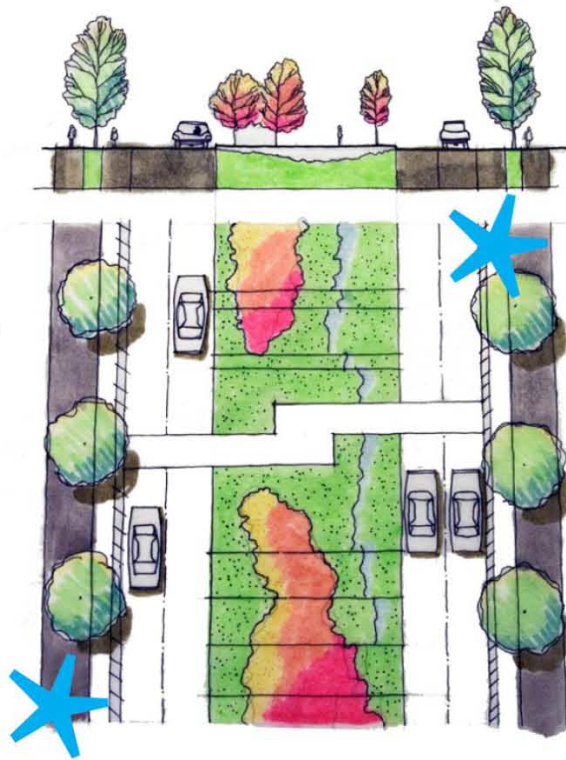


Figure 5

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.

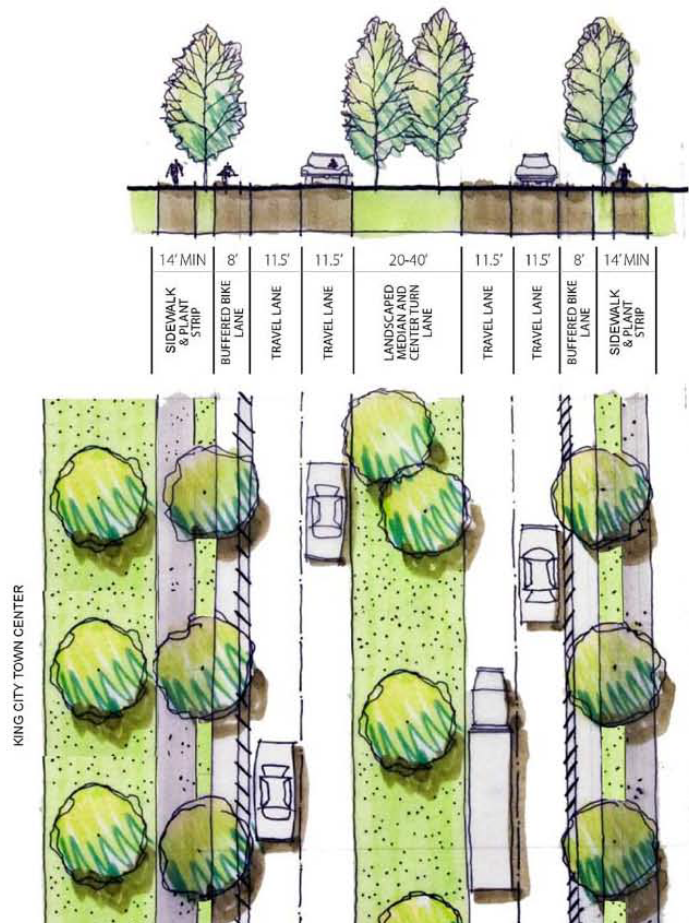


Figure 6

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 |
| | 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