

KING CITY URA 6D UGB PROPOSAL NARRATIVE



INTRODUCTION

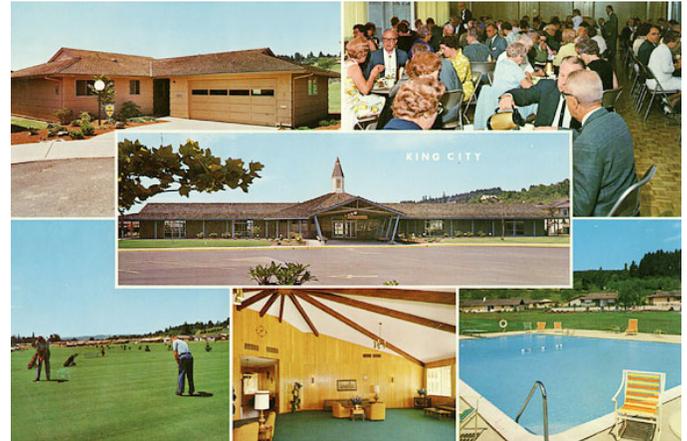
KING CITY: THE CITY THAT HELPED CHANGE OREGON'S LAND USE LAWS, HAS COME FULL CIRCLE

In 1964 the Tualatin Development Company acquired 250 acres in rural Washington County to create a community of people 50 years of age and older, with no children under the age of 18 living in the household. While this looked like a planned unit of development, instead of a city, an election was held March 26, 1966, and the residents approved incorporation with 161 yes votes versus 6 no votes.

Although, Governor Hatfield performed the dedication ceremony on July 2, discussions and changes were already in process regarding how Oregon would grow and what sort of services cities would have, before incorporation could occur. The 55th Legislative Assembly established a boundary

review board to help prevent the proliferation of small cities in 1969. In 1971 the community of Charbonneau was required to annex into Wilsonville to receive urban services. Like King City, Charbonneau was organized around a nine-hole golf course, for retirees, unlike King City, it could not develop as an independent city.

In many respects, King City illustrated the need for comprehensive statewide planning goals and development criteria. And, in many respects, the desire of King City to be become a 24-hour city, where people can live, work and play, should be viewed as a victory for Oregon's land use system.



King City circa 1965

A STAGNANT CITY MAKES A HARD PIVOT, AND BECOMES A WELCOMING PLACE



By the mid-1970s King City as originally conceived had been built out. But, with nowhere to grow, a rapidly aging population, and property tax revenues constrained by Measures 5 and 50, by the late 1990s the city was on the brink of financial collapse. It was under those circumstances that community leaders began a series of difficult conversations about the future of King City as a place. Until the 1990s, virtually all of the residential neighborhoods in the city were within the retirement community governed by the King City Civic Association. The city had virtually no diversity with 2000 census finding that 98.31% of residents were white and that the average age was 76 years.

The question for King City became whether to double down on who they were, or to make a hard pivot. The opportunity for them to make that choice, happened shortly after the 2000 census. Following a December 1998 expansion of the Urban Growth Boundary (UGB) to include Urban Reserve (UR #47), the city developed a concept plan for the 91-acre West King City area. Its annexation in

2002 triggered significant residential development causing a dramatic rise in the city's population, a remarkable rise in racial diversity, and a meaningful reduction in the average age of residents.

A simple look at the King City Council tells the story of the city's desire to evolve. As someone who had immigrated to the United States from Nigeria, Councilor Ocholi would stand out on most city councils in Oregon. On the King City City Council, he joined an African American mayor, and a city councilor who'd immigrated from Vietnam as a child. Councilors have been elected or appointed to the city council regardless of age, gender, race, sexual orientation, or country of origin. The message has been clear. If you have the talent and desire to contribute to the city, there will be a place for you to contribute. The results show how the message has been received.



King City Mayor Ken Gibson (left) congratulates Smart Ocholi on his appointment to the City Council; Councilor Chi Nguyen-Ventura is in the background

During the ten-year period between the 2000 and 2010 Federal Census, King City's racial diversity increased from 1.69% to 11%. The population growth numbers have been even more dramatic. The 2000 Census measured King City's population at 1,949. Portland State's Population Center estimated the 2017 population at 3,640. But, with Washington County's elections office reporting 3,660, registered city voters, we believe 4,600 is a conservative estimate for the actual population number. By becoming a welcoming place for all, King City has become an incredibly desirable place for people to live.

AN EVOLVING CITY CHAMPIONS DENSITY AND CREATING A PLACE FOR ALL OREGONIANS

While the city's planning and development has been consistently guided by the Statewide Planning Goals and Metro planning objectives, it has also developed in line with Metro's goals around equity and inclusion. The West King City Plan area was developed to create desirable neighborhoods, which met Metro's minimum density and multi-modal circulation requirements, and as King City opened its doors, people needing a place to live and raise their families rushed in. A recent Housing Needs analysis performed by ECONorthwest calculated the city's unconstrained buildable acres at 1.5, and a preapplication meeting for that site, has already happened this spring.

While some metro jurisdictions have opposed residential infill, and opposed housing affordability, the opposite of that is true in King City. The 2010 census of King City's housing density per square mile was measured at 2,666.7. To put this in perspective, during the same census Portland's housing density per square mile was measured at 1989.4.

The fact that King City's housing density per square mile was 34% higher than Portland's in 2010 is stunning to most people, but most people haven't been to King City. After sixteen years the city is virtually built out, and with no realistic path to vertical infill growth, the city will be unable to continue to help meet the region's housing needs.

King City got to where they are today, by saying yes to all types of development. Manufactured dwellings are



King City has a relatively high urban density and very little vacant buildable land

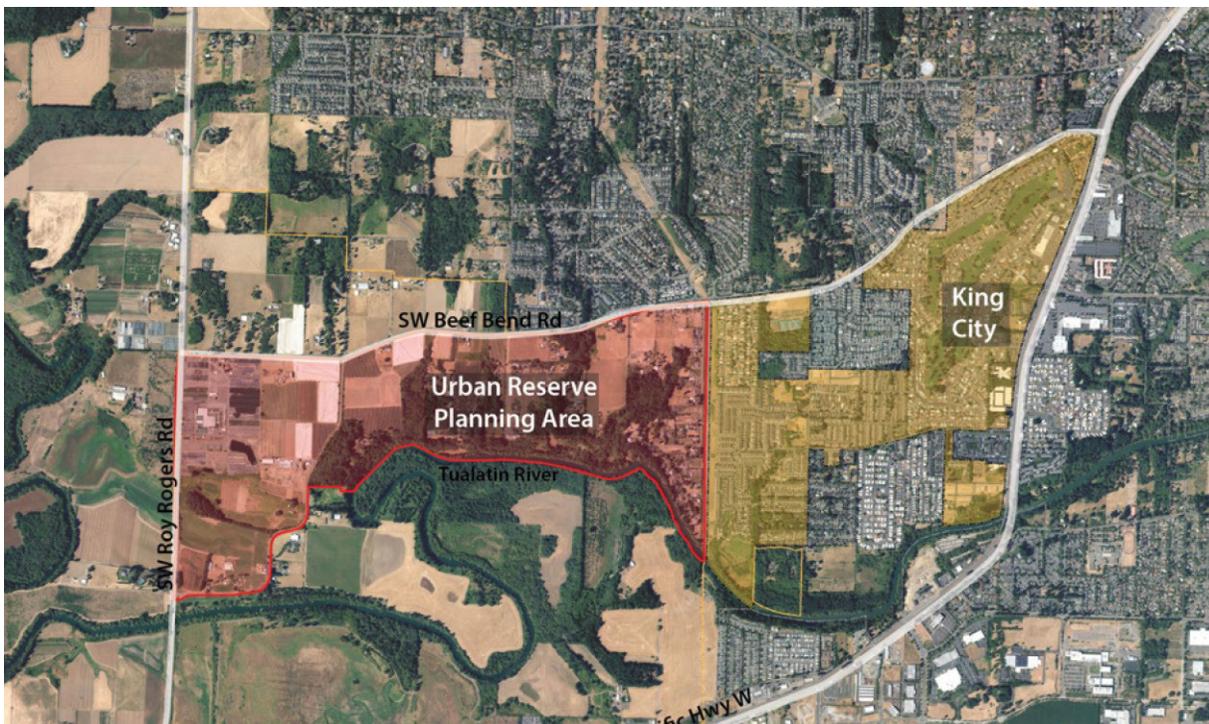
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for redevelopment in downtown Milwaukie.

While redevelopment will be the order for the day along Highway 99, Urban Reserve Area 6D is expected to provide the housing units that King City needs over the next 20 years. Although many cities are able to meet future residential needs through infill development, there are very limited opportunities for infill in King City.

Because the largest zoned single-family lot size in King City is 5,000 square feet, adding additional units to existing lots is not feasible. Additionally, the city is not eager to have apartments razed and replaced, because of the impacts that such an action would have on housing affordability. It is with those priorities in mind that the city has decided to look west.

FORMING A VISION AND A COALITION USING THE URBAN RESERVE AREA 6D PLANNING PROCESS

Urban Reserve Area (URA) 6D is comprised of approximately 528 acres located immediately west of King City. It's generally bordered by SW Beef Bend Road on the north, SW Roy Rogers Road on the west, and the Tualatin River on the south. Faced with high consumer demand for



housing inside the city and a dwindling supply of developable or redevelopable land, King City initiated a concept planning process for this area. The city began the planning work in fall 2016.

The city has found that clear communication and early public buy-in is key to the success of future development, and this time was no different. The planning process included public engagement opportunities, with a week-long charrette representing the key point where the general public influenced the direction of the plan. This was complemented by work with a Stakeholder Advisory Committee made up of residents and property owners and a Technical Advisory Committee consisting of agency and organization representatives.

Large lot property owners, some with significant development experience were identified and brought into this process. Because King City has limited financial and staff resources compared to other jurisdictions competing for UGB expansions, collaboration has been a necessity. We've taken an all hands on deck approach to get where we are today, and at times used the staff expertise of both Metro and Washington County to make sure we had the facts and data that we've needed.

As people have learned about our city, and our vision, they've gotten excited. Even some of the adjacent property owners in the Rivermead Area, who were initially opposed to the expansion, have quietly approached the city and said that they are interested in developing their properties.

As others learned that Rivermead homes built within or near the Tualatin River floodplain had septic or sand filtration systems, they've advocated that those houses should go on sewer for the health of our river and population. It's for those reasons that we think that there are multiple annexation pathways to the large tract lots in URA 6D.



Following public hearings by the King City Planning Commission on March 28, 2018 and the City Council on April 4, 2018, the plan was approved by Resolution 2018-03. The *Concept Plan King City Urban Reserve Area 6D* and related background material are provided with this submittal package.

To further support the concept planning effort, the city recently adopted the *City of King City Housing Needs Analysis* following public hearings with the King City Planning Commission on March 7, 2018 and King City Council on March 21, 2018 (Ordinance 2018-02). The plan, ordinance, and DLCD acknowledgement are included with this submittal package.

While a high level of planning has occurred, assuming a UGB expansion includes URA 6D, the city will continue on to the more detailed master planning phase for this area, making supporting amendments to the King City Comprehensive Plan and Community Development Code, and working with property owners and others. Close coordination with partner jurisdictions and agencies will continue throughout the planning, annexation, and development stages.

THE KING CITY PROPOSAL FOR URA 6D

Metro requires King City to address all Metro Urban Growth Management Functional Plan provisions in section 3.07.1425 (d) 1-5. These sections are addressed below and supported by appendices to this proposal narrative.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.***

On March 21, 2018, the city adopted the City of King City Housing Needs Analysis prepared by ECONorthwest. This housing needs analysis was based upon the current Metro regional growth forecast and population distribution estimates. The plan was subsequently acknowledged by DLCD on April 23, 2018.

2. *Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.*

The Concept Plan King City URA 6D includes the necessary plan elements and satisfies the provisions of section 3.07.1110 as described in the Title 11 Compliance Analysis included with this submittal package.

3. *Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.*

King City has actively participated in planning of the Southwest Corridor town center, has completed the work funded by grants, and made the Comprehensive Plan and zoning code amendments necessary to implement that plan. The city has had conversations with the commercial landowners regarding redevelopment opportunities and is eager to have redevelopment occur. With limited city resources, the city believes that redevelopment will occur with a catalytic project such as the Southwest corridor light rail line. The city believes that the closest comparison is the city of Milwaukie's redevelopment since the Orange Line has been built.

The city will take all steps necessary to continue to promote and encourage redevelopment but needs willing property owners incentivized to carry forward the vision. The portion of the city adjacent to Highway 99 is the only commercially zoned part of the city. Our vision for Area 6D includes additional lands to turn the city into a 24-hour city, though we will continue our focus on Highway 99.

4. *Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.*

From its beginning as a retirement community, King City has always provided a variety of affordable housing types. Our housing mix includes single family detached and attached, apartments, condominiums, and manufactured homes. With single family lot sizes from 2,500-5,000 sq. ft., King City's detached single family neighborhoods share many elements with clustered cottage developments. Over 50% of the current King City population has household income of less than \$49,000 a year, which we believe demonstrates King City's commitment to providing a place for all Oregonians regardless of income. Our philosophy of inclusion and housing diversity has continued and is reflected in our comprehensive plan policies, treatment of former UR #47, and our recent King City Town Center Plan and Implementation Strategy.



This 1,100 square foot modular home by Anderson Anderson Architecture was constructed in Japan with a budget of \$154,000. This works out to about \$140/SF. Source: Anderson Architecture

The King City Community Development Code (CDC) and the corresponding zoning designations allow and encourage the mix of housing types noted above. The city's commitment to housing affordability is also reflected in our classification of existing manufactured home parks (including Mountain View on Beef Bend Road) as conforming development rather than as nonconforming. We believe that manufactured and modular dwellings will be an important part of the housing mix for URA 6D, and our commitment to manufactured and modular dwellings has been part of our presentations to both the Washington County Board of County Commissioners and the Washington County Coordinating Committee.

We believe that modular and manufactured homes should be fully integrated into our housing mix, rather than isolated. While many residents of King City currently use single occupancy cars, the Southwest Corridor light rail will provide efficient service to the regional transportation system. With that in mind, we have adopted minimum parking requirements that are consistent with Metro's directives. While the buildout of the Southwest light rail line is outside of the city's control we know that this will be an amazing amenity for us and neighboring jurisdictions and we believe that this will be a catalyst for redevelopment and increased housing density along Highway 99.



Before this is built, we'll need to decide on a date and color. In King City, we like purple.

While other jurisdictions have large lot single family homes as part of their planned UGB expansion, our focus has always been on the missing middle. We do not anticipate any large lot developments in King City. We anticipate that the single family detached homes that are part of the mix will be on 2,500-5,000 square foot lots, consistent with the current housing mix. Exhibit 28 of the ECONorthwest Housing Needs Analysis measured King City's median home sales price from August of 2016 - July of 2017, at \$115,000 less than the city of Tigard's median housing price over the same period and \$51,000 less than Beaverton's.

5. Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.

At the time of King City's formation an emphasis was put on community, community building and active recreation and projects. Opportunities are provided for all people, regardless of income. Early projects included a golf course, built for residents and the public. While 18 holes at Portland Parks and Recreation's Redtail Golf Center costs \$46.00, an annual pass for unlimited play at the King City golf course costs \$419.00. Youth, can purchase a pass for unlimited golf between March 1st and September 30th for \$149. In addition to providing an amenity for the community, the golf course provides affordable access to a sport that can normally be very expensive.



King City Public Golf Course with cottages in the background

Clubs and interest groups were formed to bring people together and to assist in necessary projects. A city history describes how in 1967 men in the woodworking shop, built shelving for the 1,200 books in the newly formed library, while the sewing group received a certificate of merit from Dammasch Hospital for their many hours of work, and a paper drive was organized to purchase wheel chairs that could be loaned to residents. A high priority was placed on volunteerism, with none of the public officials including the municipal judge receiving pay for their services.

In 1968, the same year that the 500th home was completed, the April 1968 edition of the King City Courier newspaper, edited by Mercedes Paul, championed the many volunteers that worked to make our region a better place writing: "Two groups of women sew for hospitals, four residents help at Boise School in the Albina district by teaching those who need individual assistance. Five men with carpentry talent built five play-

houses four feet square for the Albina Child Care Center. Three other gentlemen have been teaching Math at St. Barnabas Church each Friday to drop-outs. Gretchen George continues to tape books for the blind. Five ladies assisted the Salvation Army headquarters in filling 700 bags of toilet articles for the induction center.”

While things have obviously evolved, the culture of neighbors helping neighbors and looking out for one another has remained consistent. While King City is now open to people of all ages, as discussed earlier a premium has been placed upon inclusion and making sure that all residents have an ability to meaningfully participate in the city in whatever capacity they are able to help.



Having a compact, affordable community with easy, and generally walkable, access to retail, services, entertainment, and recreation has been a constant urban design principle for the city. In 1967, two of the first ordinances passed by the city council dealt with sidewalk maintenance and dog control issues. Convenient access to the town center shopping, recreational opportunities, affinity groups and creation of a new neighborhood park in the western portion of the city has increased livability for residents and nonresidents alike.

The planned extension of King City to the west continues the approach of having a compact, affordable community with easy access to retail, services, entertainment, and recreation also guides the URA 6D Concept Plan. A mixed-use main street will be easily served by transit, diverse neighborhoods with a variety of housing types will respond to community needs, and parks, a trail system, and multi-modal circulation will help residents efficiently access community amenities.

Additionally, the eventual annexation of the Rivermead area homes, and the connection of the homes on the river to city sewer services should have a beneficial impact on the health of the Tualatin River. Because the Tualatin River has been envisioned as a water trail for our region any steps that can be taken to prevent pollution and stop human waste contamination should be and will be taken. Those steps can only be taken with annexation into the city.

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

With unemployment at a record low, the Metro region is very economically competitive. However, the cost of living in both the region and King City is also climbing. Although King City has done an incredible job of making housing happen in our region, it is on the verge of having virtually no buildable lands inventory. In order for our region to maintain our economic competitiveness it is critically important that work force housing, or the missing middle of the housing market, be built. King City has an amazing record of building all types of housing, saying yes to projects, and providing maximum flexibility so that affordable products can be brought to market. At no point in this process or its history as a city has King City advocated for “executive housing.”

The city has strongly supported transit to take advantage of our location near current and planned regional employment centers. The city has actively participated in the SW Corridor project. Demonstrated an on-going commitment to retain a viable town center including plan/CDC amendments to encourage mixed-use and promote active transportation. And, the city has evolved to become more well-rounded and diverse as it has grown with a much greater mix of working age families and retirees.

The city's plan for URA 6D offers more of the same product that has worked for the city in the past as

well as provisions which could provide a range of employment opportunities in the main street town center area. The city provides relatively easy access to the employment opportunities in the SW portion of the region and is looking for a housing product mix that will be accessible to workers that those companies need. Coordination with the Tigard Tualatin School District has been ongoing throughout the planning to make sure that zoning is provided for any necessary school sites, and there has been coordination with Metro staff throughout this process regarding what zoning the region needs, and what King City should ask for.

3. People have safe and reliable transportation choices that enhance their quality of life.

As stated earlier, two of the first ordinances that the King City city council passed dealt with pedestrian safety and accessibility. Virtually all city streets have sidewalks. Sidewalks are supplemented by strategically located pathway connections to enhance overall pedestrian system utility and convenience. That focus on the pedestrian and pedestrian safety continued as King City brought lands into our UGB. Former URA #47 between 131st and 137th was developed according to a concept plan supporting interconnected local street and pedestrian routes.



There are few cul-de-sacs by design, and of those that exist, most of them have pedestrian through connections. The city has been proactively working with Washington County and ODOT to fill sidewalk and bike lane gaps. Full improvement of Fischer Road has recently been completed with joint city county funding, and ODOT is preparing to construct missing sidewalks along Highway 99W within the town center.

With less staff and financial resources than other cities coordination with partner agencies and the providers of grant funds has been key. The city worked proactively with TriMet and the result was enhanced bus service to the town center area. We have learned that education and effective advocacy by elected officials and citizens can help educate both service providers and residents about the opportunities that exist to get out of the car and help ease congestion. The city has been a very active participant in SW Corridor discussions and believes that will bring opportunities for even more transportation choices to the city.

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The URA 6D plan creates a main street/town center in URA 6D, which will have transit-supportive land use and densities. Safe, convenient, and pleasant walking and bicycling routes throughout URA 6D and existing King City are critically important to current and future residents and the city is committed to providing those opportunities. On-going coordination with transportation partners including TriMet, ODOT, Washington County, and Tigard will continue as the planning process moves forward.

4. The region is a leader in minimizing contributions to global warming.

King City has been a regional leader, in our region, in minimizing contributions to global warming. When originally built, single family homes ranged for 845 sq ft. to 1,738 sq ft, with a minimum density of over 8 units per acre. With a 2010 housing density per square mile that exceeded the city of Portland's, King City has demonstrated its commitment to having a compact, pedestrian and bike accessible city. The city has been consistently supportive of existing transit and future service improvements. Our current city and future plans provide easy access to the town center, which allows residents to meet most of their daily needs, and we

have prioritized providing zoning support for a variety of smaller and more energy efficient housing types.

The concept for URA 6D includes having a compact, affordable community with easy access to retail, services, entertainment, recreation, and other amenities. This has been a constant principle for the city, since inception. King City wants residents to have the amenities that they need in King City, so they don't have to climb into their cars.

While some traditions that the city enjoyed during the 1960s, like having a pro bono municipal judge, are a thing of the past, others are going strong. In addition to the golf course and swimming pool, the King City Civic Association offers a library, lawn bowling, woodworking shop, ceramics studio, and over 25 clubs and affinity groups. The idea has always been to provide the amenities centrally, so that individual citizens don't need to have something like a woodshop at their own home. And, also to ensure that whatever their interest, it is close by.



The URA 6D Concept Plan strives for convenient pedestrian and bicycle access to commercial centers and amenities

URA 6D will boast a mixed-use and higher density main street to encourage more energy efficient units and more walkable and transit-supportive development character. And, the city will look for opportunities to educate current and future citizens about programs, grants, and other ways that they can have energy efficient homes and minimize their carbon footprint. King City is committed to remaining a regional leader in minimizing contributions to global warming. At a time where satellite communities outside of Metro's jurisdiction are offering new and more affordable housing product, King City wants to offer it within Metro's jurisdiction. This is necessary to minimize people's commutes to work and minimize their carbon footprint.

5. Current and future generations enjoy clean air, clean water and healthy ecosystems.



King City's commitment to clean air, clean water, and healthy ecosystems, is demonstrated by the active outdoor recreational opportunities that it provides to its residents as well as its willingness to provide sewer services to the houses that are currently adjacent to the Tualatin River and utilizing septic and sand filtration systems.

Although some of the properties in the northern portions of the Rivermead neighborhood are essentially small farms, the properties in the southern portion of the Rivermead neighborhood are built at closer to urban levels of density, but are lacking the infrastructure necessary to minimize their environmental impact. They can only be brought into the city and provided with urban services if the area is brought inside of the UGB.

Additionally, the opportunities for biking, hiking, parks, and enjoying nature are prioritized in the concept plan for Area 6D. We are very proud of our proposed trail system and we believe it will

provide a lot of opportunities for people of all ability levels to enjoy nature in the place where they live. Of the 528 acres that the city is seeking to bring into the UGB, only 318 of those acres are developable. As a result, our plan has wild areas, left in their natural state as well as parks which will be amenities for the current and future city.

6. The benefits and burdens of growth and change are distributed equitably.

Unfortunately, in our region, King City has become an outlier, when it should be the model city. King City's record is one that demonstrates how to buildout a URA efficiently, how to cultivate a culture of inclusion, and how to leverage limited staff and financial resources to maximize amenities for current and future residents. King City prides itself on the role it has played in getting a full range of residential products to the market. We're proud that from 2000 to 2010, our racial diversity in the city went from 1.69% to 11%.

Unlike King City, there are an increasing number of cities, neighborhood associations, and others who are working increasingly hard to get to "no." Whether it is city council prioritizing views above infill density, neighborhood associations seeking historic designations or downzoning, or individual neighbors that have learned how to delay projects for months if not years through appeals, the message they send is the same. Density is great, if it's somewhere else.

Concepts like clustered cottages are increasingly difficult to get adopted into city codes, because of unreasonable citizen fear. And, while city councils decry the housing emergency, lack of affordable housing, and lack of available housing in State of the City addresses, many of those same jurisdictions turn down applications to build, requests for density bonuses, or have system development charges and other fees that make it economically unfeasible for developers to develop anything other than executive housing.

Of jurisdictions that get UGB amendments to add more land to their cities, some take over a decade to plan the areas, while some areas are never planned at all. Unfortunately, those decisions lead to overall inequity in our region when it comes to both the benefits and burdens of growth.

In King City, development has paid for itself out of necessity. The city hasn't had the financial resources to financially participate in development. King City has helped bring a more affordable product to the market by streamlining permits and inspections, clearly and proactively communicating with developers, providing maximum flexibility in the code, and, to the extent possible, providing certainty regarding project timelines.

The mayor and members of the city council have done extensive outreach to make sure that citizens were aware of what was going on, were receiving correct information, and had the ability to meaningfully participate in past processes as well as this process. Those efforts have led and will lead to better understanding, and less future opposition. King City is already proactively working with developers who own property in URA 6A to make sure that they understand what the city wants and needs, and to make sure that the city's expectations are reasonable.

They have been at the table through all phases of the planning, and our application is stronger because of the time, expertise, and other resources that they have contributed to this process. When we decided that we wanted



The King City URA 6D Concept Plan Charette Opening Event

to explore the concept of System Development Credits (SDCs), our mayor, city manager and city attorney went to the developers that own land. Our message was that with over 50% of our population earning less than \$49,000, we wouldn't be utilizing increased utility fees to fund infrastructure.

We told them we likely needed to explore gap funding options including SDCs, and we were committed to making sure that whatever we did would be fair to them. They said they understood, they agreed that increased utility fees were not an option we could utilize, and conversations regarding different funding ideas including SDCs and Local Improvement Districts (LIDs) are happening right now.

When people have asked if we'd be dedicating certain amounts of land to traditional trailer parks, we've been clear in our response. Yes, to manufactured and modular dwellings, no to walls and dead-end streets. Yes, to trailers, no to trailer parks. Yes, to inclusion, no, to isolation. When we've explained that our goal is to destigmatize living in manufactured housing, and that the way that we think we can best meet that core objective is by making manufactured housing part of the regular housing mix, they've understood.



*This modular unit is manufactured in Ferndale, Washington. Prices start at \$113,000.
Source: Method Homes*

For people who are less comfortable with the concept of manufactured dwellings we've included slides to familiarize them with new architecturally designed products. These new products look great, and at around 1,000 square feet, are of the size and scale of traditional King City homes. Those sorts of communications, as well as visual aids have done a lot to alleviate concerns, and to demonstrate a more accurate picture of what the end product will look like.

As King City looks at equitably distributing the benefits and burdens of growth, our commitment is that we will be part of the solution. Our housing mix for URA 6D is going to look a lot like Goal 10, with a variety of housing options. Options, that working Oregonians can afford. Our process will be open, inclusive, and focused on building our community. Our desire is to continue our work creating a safe and welcoming place for the many people who feel unsafe and unwelcome in our country at this time. Eighteen years ago, if Metro had applied your equity lens to our city you wouldn't have liked what you saw. But, if you apply your equity lens to us today, what a difference eighteen-years makes.

CONCLUSION

King City has made a significant investment of time and resources to put this application together. We have received the help and support of many, and we've learned much during this process. In the beginning, many people doubted whether or not our application would be viable. They questioned whether we had the skill and expertise to meet the technical requirements of the new Title 11 based application. They looked at the current size of our city and told us that we were asking for too much. Others told us we shouldn't get our hopes up, and that we were wasting our time.

The people that told us that didn't know King City. They didn't realize that we'd been on the ground, meeting with owners, and identifying our path forward towards urbanization. They were not aware that we have a vision for our next twenty years of dynamic growth, and a history of doing just that.

Finally, we need your help. Without your help, we won't be able to continue to grow. We've been so successful that we're out of land. Too many people want to move to King City, and we want to continue to be able to welcome them. We also think that we've shown that ability to deliver everything that Metro and our region says that it wants: compact urban form; multimodal transit options; pedestrian and cyclist

infrastructure; a history of housing affordability; efficient growth; housing diversity; and equity. We have a committed council, a staff that wants to move things forward, and residents that have bought into our vision.

We believe we have a unique role to play in our region's future. We don't think that you'll hear another story like ours or see another application like ours. We are ready to begin our next journey. With your help it can happen.



King City thanks you for your consideration.