

Metro Title 11 Compliance Analysis

King City Urban Reserve Area 6D Concept Plan

Title 11 Planning for New Urban Areas Requirements	Response	Corresponding Plan Section
3.07.1105 Purpose and Intent		
<p>The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.</p>	<p>The King City Urban Reserve Area 6D Concept Plan (Concept Plan) provides for future development of the 528-acre Urban Reserve Area (URA) that the City of King City is seeking to include in the Urban Growth Boundary in 2018. Development of URA 6D is generally envisioned to occur with an initial phase in the western and northern portion of the planning area, with earliest development projected to begin around 2021-2023; neighborhoods in this portion of the planning area are generally expected to develop over a ten-year period. The City envisions a second wave of development occurring in the central and eastern portions of URA 6D as the northern and western portions develop.</p>	<ul style="list-style-type: none"> ▪ The King City Urban Reserve Area 6D Concept Plan
3.07.1110 Planning for Areas Designated Urban Reserve		
<p>(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.</p>	<p>This provision has been met through agency engagement during the development of the Concept Plan. In addition King City and Washington County have adopted an intergovernmental agreement (IGA) that provides guidance regarding the provision of urban services to Area 6D and the transition of the area from county to city planning responsibility.</p>	<ul style="list-style-type: none"> ▪ King City – Washington County IGA

<p>(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes: (1) If the plan proposes a mix of residential and employment uses:</p>	<p>The Concept Plan envisions a blend of housing, neighborhood-serving commercial, light industrial and civic uses; therefore the criteria of 30.07.110(b)(1) apply. Compliance is demonstrated below.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework
<p>(A) A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection (c);</p>	<p>The Concept Plan plans for a variety housing types and densities and commercial uses compatible with the surrounding public systems.</p> <p>The Concept Plan addresses the approximate mix of product types within the URA and discusses the relative infrastructure costs borne by these development types. At full build-out, the plan area is expected to generate approximately 3,576 housing units, including single-family detached homes, duplexes, rowhouses, and apartments that are either stand-alone or located over retail. The Concept Plan also includes a 60,000-square foot neighborhood retail center, and 20,000 to 60,000 square feet of retail envisioned for campus-style employment or institutional uses. Land uses are shown on the Concept Land Use Designations Map, included as Figure 2 of the Executive Summary.</p> <p>The Public Utilities and Services Framework Section of Chapter V, and Appendix E of the concept plan, the Existing Public Utilities Baseline Memorandum, explain how utilities can be extended in an efficient manner to serve the planning area. The overall capacity of the service providers is sufficient to serve this area, though improvements and expansion of the existing nearby public utility infrastructure will be necessary to support the development.</p> <p>The King City Urban Reserve Area Funding Strategy, included as Appendix F of the concept plan, demonstrates that infrastructure costs are competitive with infrastructure costs for nearby development.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework ▪ Executive Summary Figure 2 Concept Land Use Designations Map ▪ Chapter V, Section: Public Utilities and Services Framework ▪ Appendix E, King City URA Concept Plan Existing Public Utilities Baseline Memorandum ▪ Appendix F, King City Urban Reserve Area Funding Strategy
<p>(B) A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;</p>	<p>The plan will create an internal system of streets and paths that offer pedestrians and cyclists internal neighborhood mobility throughout the plan area for convenient access to proposed commercial and institutional uses. Block sizes and patterns illustrating pedestrian and bike travel options are identified in Chapter V, Section: Land Use Framework, pages 46 through 49. The Mobility Framework Section of Chapter V demonstrates how active transportation has been factored in to the design concepts to support bicycle and pedestrian travel throughout the plan area.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework ▪ Concept Plan Chapter V, Section: Mobility Framework

<p>(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;</p>	<p>The Concept Plan aims to provide a mix of housing to accommodate a wide range of household types, incomes, and needs. As detailed in the Land Use Framework section of Chapter V, a variety of units are planned as appropriate for each neighborhood type. Dwelling unit types include: multifamily units either as standalone apartments or over retail, single family attached units such as rowhouses and duplexes, and single family detached units on mid-size lots, narrow lots, and in cottage clusters. The Land Use Framework section describes how these housing varieties will be interlaced with natural areas, parks, transportation opportunities, and in some places, commercial uses, to create complete neighborhoods.</p> <p>Appendix H, the Housing Needs Analysis, describes the context for housing needs within King City. As explained in this report, King City has only 3.8 acres of buildable residential land, and there is a deficit of capacity within the city of approximately 217 single-family detached units, 252 attached single-family dwelling units, and 471 multi-family units. King City’s population will grow by 980 people over the 2018 to 2038 period. The 3,576 potential units planned for the URA will reduce this housing deficit and allow King City to accommodate future growth.</p> <p>Chapter V of the plan outlines strategies to support development of housing that is affordable to low-income and moderate-income households. The concept plan describes two types of strategies to support development of affordable units: housing regulatory strategies that broaden the types of housing allowed and promote land use efficiency, and strategies that encourage development of housing affordable to low- and middle-income households. King City currently has several regulatory practices in place, which it plans to build upon, to increase housing variety and land use efficiency. Such strategies include allowing a wider range of housing types in single and multi-dwelling zones, establishing smaller lot size standards, encouraging clustered development, and reducing parking requirements. Other affordable housing strategies the city may implement include: financing building permits and system development charges, tax exemptions, land banking, general fund grants or loans, inclusionary zoning, construction excise tax, and tax increment finance.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework, Housing Affordability and Universal Design. ▪ Appendix H City of King City Housing Needs Analysis
<p>(D) Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;</p>	<p>Demographic and locational factors supporting levels of employment are identified in the King City Market Analysis Memorandum, included as Appendix D. The King City Market Analysis memorandum concludes that the plan area could support a 40,000 to 60,000 square foot neighborhood retail center within 5 to 10 years during the first phase of development. Additionally, the area is expected to generate demand for another 20,000 to 60,000 non-residential component after 2030, possibly in the form of a hospitality, campus-style employment, or institutional use. Additional details on these uses are provided in the Land Use Framework section of Chapter V in the Concept Plan.</p>	<ul style="list-style-type: none"> ▪ Appendix D King City Market Analysis Memorandum ▪ Concept Plan Chapter V, Section: Land Use Framework, Main Street/ Town Center

	<p>The employment opportunities will be located in the Main Street/Town Center area on the western side of the URA, taking advantage of visibility and access from Roy Rogers and Beef Bend Roads. The area would be centered at the point where the future extension of Tigard’s River Terrace Boulevard intersects with a future east-west connector street. The street would be designed to accommodate transit and transit stops would be integrated into public spaces. Within the Main Street/ Town Center area, the vision for streets and paths will draw from the Mobility Framework of Chapter V of the Concept Plan and will include Main Street, Shared Street, and Green Boulevard street designs. These streets are intended to be accommodating and safe for pedestrian and bicycle traffic as well as vehicles.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Mobility Framework
<p>(E) Well-connected systems of streets, bikeways, parks, recreational trails and public transit that link to needed housing so as to reduce the combined cost of housing and transportation;</p>	<p>The King City Reserve Area 6D plan strives to create a connected transportation network that will “create an internal system of streets and paths that offer internal neighborhood mobility, so that SW Beef Bend Road is not necessary for every trip”, including providing convenient connections to transit, streets that seamlessly connect to trails, and connecting to existing and planned trails in the region. The Concept Land Use Designations Map for the King City Urban Reserve Area 6D, Figure 2 of the Executive Summary, shows how the area will provide a well-connected system of streets, bikeways, pedestrian ways, parks, natural areas, and recreation trails.</p> <p>The Mobility Framework section of Chapter V outlines how this connected network will be achieved. A Green Boulevard is anticipated to run east-west through the site, potentially connecting to SW Fisher Road to the east and intersecting with SW Roy Rogers Road. In some places, the Green Boulevard may have a planted median and separate multi-use path; in other areas it will provide a more natural frontage design that includes a planted area between the sidewalk and vehicle travel lanes.</p> <p>Where crossing through the town center area at the western portion of the URA, this east-west road will take on the pedestrian and bicyclist-friendly Main Street character, with slow traffic speeds and wide sidewalks. A local neighborhood route is envisioned through the northern portion of the site, running east-west roughly parallel to SW Beef Bend Road, and serving to connect neighborhoods to one another. Local queuing streets, with sidewalks and shared bike facilities, will run through the site to connect neighborhoods to main travel routes at various places throughout the site.</p> <p>Future bus routes have not been identified, but the land use and urban design concept for URA 6D establishes a walkable and transit-friendly environment to support future transit service along major streets such as SW Beef Bend Road, SW Roy Rogers Road, and the southerly extension of SW River Terrace Boulevard. The street through the Main Street/Town Center will be designed to accommodate future transit and transit stops would be integrated into public spaces.</p>	<ul style="list-style-type: none"> ▪ Executive Summary Figure 2 Concept Land Use Designations Map ▪ Concept Plan Chapter V, Section: Mobility Framework

	<p>Two regional trails will connect the URA to outside neighborhoods. The Metro Westside Trail will run along the eastern boundary of the site. The Tualatin River Greenway will run along the north side of the Tualatin River through the site. The proposed on-site trail system will connect to these regional trails as well as the River Terrace trail system to the north, and the Tonquin Trail to the south.</p> <p>The mixed-use Main Street and residential neighborhoods are designed to provide walkable urban places that can be readily served by future transit service along major streets such as SW Beef Bend Road, SW Roy Rogers Road, and the southerly extension of SW River Terrace Boulevard.</p>	
<p>(F) A well-connected system of parks, natural areas and other public open spaces;</p>	<p>The Land Use Framework section of the Concept Plan identifies how the project will include and integrate parks and open spaces. A variety of parks are planned throughout the URA, which will be accessible from neighborhood streets and trails, as shown on the Concept Land Use Designations Map, Figure 2 of the Executive Summary. Several small (approximately 1.5 acres) neighborhood parks will be accessible from neighborhoods east of SW Elsner Road and a community park (approximately three to four acres) will be accessible from the Town Center/ Main Street area at the west. Three larger open space areas will be preserved at the southwest portion of the site. Additional parks to be located within the URA may include: small pocket parks, private parks, urban parks, a linear park along the BPA corridor, and a community agriculture space.</p> <p>The natural area north of the Tualatin River will be preserved and will be visible and accessible from the proposed nature trail through the southern end of the site. The proposed on-site trail system will connect to the regional Metro Westside Trail and Tualatin River Greenway as well as the River Terrace trail system to the north, and the Tonquin Trail to the south.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework, Parks and Open Space ▪ Executive Summary Figure 2 Concept Land Use Designations Map
<p>(G) Protection of natural ecological systems and important natural landscape features; and</p>	<p>Appendix B, the King City URA 6D Concept Plan Natural Resources Baseline Report describes natural resources in the plan area. The URA includes floodplains, riparian areas, and other sensitive lands; the concept plan sets aside a large amount of land to protect and preserve these sensitive natural areas. Future development will be buffered from the Tualatin River and Wildlife Refuge to the south by designated natural areas along the southern edge of the plan area. The other edges of the plan area will include lower densities and buffers between developed and undeveloped areas. Open space is shown on the Concept Land Use Designations Map, Figure 2 of the Executive Summary.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Natural Systems Framework ▪ Appendix B King City URA 6D Concept Plan Natural Resources Baseline Report ▪ Executive Summary Figure 2 Concept Land Use Designations Map

<p>(H) Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.</p>	<p>The Concept Plan strives for a gentle transition between rural and urban areas and between developed and natural areas. The Concept Plan envisions a gradient of density, with the densest development occurring in the western and northern portions of the URA. Moving east, neighborhoods become more residential and are defined by the natural edges of the ravines. The least dense areas would be furthest to the east and along the Tualatin River. A series of neighborhood types and general locations have been identified in the Concept Plan, each with their own mix of uses and specific contexts. The land uses are described in more detail in the Land Use Framework section in Chapter V of the Concept Plan and shown on the Concept Land Use Designations Map, Figure 2 of the Executive Summary.</p> <p>The land uses, infrastructure systems, and facilities planned for King City do not extend beyond the 528-acre site boundary of the Concept Plan area. Future development will be buffered from the Tualatin River and Wildlife Refuge by designated natural areas along the southern edge of the plan area. The other edges of the plan area will include lower densities and buffers between developed and undeveloped areas. These buffers and transitions will minimize impacts to farms, forests, and natural landscape features on nearby rural lands.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Land Use Framework ▪ Executive Summary Figure 2 Concept Land Use Designations Map
<p>(c) A concept plan shall: (1) Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph (2);</p>	<p>The Concept Land Use Designations Map, Figure 2 of the Executive Summary, shows the general location of medium and low-density housing, mixed-use areas, roads, parks, trails, and natural resource areas in sufficient detail to estimate costs of systems and facilities. The details of the proposed land uses are discussed in Chapter V of the Concept Plan. The information provided in this plan has been sufficient to determine the costs of public systems and facilities as demonstrated in the response to (c)(2) below.</p>	<ul style="list-style-type: none"> ▪ Executive Summary Figure 2 Concept Land Use Designations Map ▪ Concept Plan Chapter V, Section: Land Use Framework
<p>(2) For proposed sewer, park and trail, water and stormwater systems and transportation facilities, provide the following: (A) The general locations of proposed sewer, park and trail, water and stormwater systems;</p>	<p>The Concept Plan and Appendices describe proposed locations of utility, transportation, and park and trail facilities, the details of which will be refined during master planning.</p> <p>The Public Utilities and Services Framework section of Chapter V of the Concept Plan describes the proposed improvements and possible locations for proposed sewer, water, and stormwater systems. There are two potential options for serving development in the planning area with sanitary sewer. One option would involve gravity trunk service through the URA to connect to Clean Water Service’s (CWS) planned pump station at the west end of the site. Option two would consist of small subdistrict pump stations. The design of the sanitary/sewer system, including pipe locations and configurations, will be determined during the master planning process, in coordination with CWS.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter V, Section: Public Utilities and Services Framework ▪ Concept Land Use Designations Map ▪ Concept Plan Chapter V, Section: Land Use Framework, Parks and Open Space ▪ Concept Plan Chapter V, Section: Mobility

	<p>The public drinking water provider for King City, including future development of the URA, is the City of Tigard. Water system infrastructure will likely consist of 8-inch and 12-inch diameter distribution mains for local domestic, irrigation and fire suppression service. This infrastructure will typically be located in existing and proposed rights-of-way and will be designed and constructed according to Tigard standards.</p> <p>Stormwater will follow the existing gradient and drainageways to ultimately reach the Tualatin River. Stormwater facilities are envisioned at the existing drainageways as shown on the Concept Land Use Designations Map, Figure 2 of the Executive Summary, which will be designed to meet CWS requirements. Additional on-site stormwater management should be expected if the proposed development has the potential to adversely affect upstream and/or downstream properties.</p> <p>The potential locations for parks and trails envisioned for the URA are shown on the Concept Land Use Designations Map, included as Figure 2 of the Executive Summary. The plan strives for a variety of parks accessible from each neighborhood and a proposed on-site trail system will run through the site and connect to other nearby existing and planned trails. Additional details for parks are described in the Land Use Framework Section and, for trails, in the Mobility Framework Section of the Concept Plan.</p>	<p>Framework, Street Types</p> <ul style="list-style-type: none"> ▪ Executive Summary ▪ Figure 2 Concept Land Use Designations Map
<p>(B) The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit and trail facilities and freight intermodal facilities;</p>	<p>Appendix C, the King City Concept Plan Transportation Baseline Report, describes the mode, function, and general location of the existing roads located near the URA, including SW Rogers Road, which is an arterial. No new state transportation facility, city or county arterial, regional transit facility or freight intermodal facility is proposed within the 528-acre URA.</p> <p>The Transportation Baseline Report also describes the regional trail facilities planned near the site. Portions of two regional trails, the Metro Westside Trail and the Metro Tualatin River Greenway, will run through the site.</p>	<ul style="list-style-type: none"> ▪ Appendix C, the King City Concept Plan Transportation Baseline Report
<p>(C) The proposed connections of these systems and facilities, if any, to existing systems;</p>	<p>The Concept Plan and Appendices describe proposed connections to existing utility, transportation, and park and trail facilities. Connections for streets, parks, and trails are shown on the Concept Land Use Designations Map, included as Figure 2 of the Executive Summary. As shown on the map, two roads will run east-west through the site connecting to major roads at the edge of the URA; local roads will run through the site to connect neighborhoods to these main travel routes at various places throughout the site. The on-site trail system will run through the site connecting to neighborhoods, parks, and to other existing and planned trails outside the URA.</p>	<ul style="list-style-type: none"> ▪ Concept Land Use Designations Map ▪ Appendix E, King City URA Concept Plan Existing Public Utilities Baseline ▪ Concept Plan Chapter V, Section: Public

	<p>Water, sanitary sewer, and stormwater connections are described in Appendix E and in Public Utilities and Services Framework Section of Chapter V of the Concept Plan.</p> <p>Extension of transmission piping and possible development of additional storage facilities will be required to provide water service to the King City URA. Additional 410-foot pressure zone storage and the extension of transmission piping west along SW Beef Bend Road and south on SW Roy Rogers Road are anticipated. King City is working with the City of Tigard to determine the timing and costs of these improvements.</p> <p>For sanitary sewer, the development will most likely connect to a sanitary sewerage pump station, which is already planned to serve River Terrace to the north. However, an option of serving the area through small sub-district pump stations is also being considered. The design of the sanitary/sewer system, including pipe locations and configurations, will be determined during the master planning process, in coordination with CWS.</p> <p>Stormwater will follow the existing gradient and drainageways to ultimately reach the Tualatin River. Several stormwater facilities are envisioned at the existing drainageways as shown on the Concept Land Use Designations Map, Figure 2 of the Executive Summary, which will be designed to meet CWS requirements. Additional on-site stormwater management should be expected if the proposed development has the potential to adversely affect upstream and/or downstream properties; the details of these facilities will be determined through development review.</p> <p>Two regional trails will connect the URA to outside neighborhoods. The Metro Westside Trail will run along the eastern boundary of the site through the BPA Corridor. The Tualatin River Greenway will run along the north side of the Tualatin River through the southern end of the site. The proposed on-site trail system will connect to these regional trails as well as the River Terrace trail system to the north, and the Tonquin Trail to the south.</p>	<p>Utilities and Services Framework</p> <ul style="list-style-type: none"> ▪ Memorandum. ▪ Concept Plan Chapter V, Section: Mobility Framework ▪ Concept Plan Chapter V, Section: Land Use Framework, Parks and Open Space
<p>(D) Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;</p>	<p>The Infrastructure Funding Strategy included as Appendix F provides preliminary estimates of costs for anticipated water, sanitary sewer, park, and transportation facilities. Figure 3 of Appendix F shows estimated infrastructure costs and allocation of these costs. The information provided in this appendix is sufficient to determine feasibility and allow cost comparisons.</p> <p>Development fees in the plan area were compared to those in the Tigard River Terrace, located just north of the plan area. Based on preliminary calculations and current assumptions, the total infrastructure-related fees for a single dwelling in the King City plan area can be competitive with those in nearby areas. A table of cost comparisons is provided as Figure 6 of Appendix F.</p>	<ul style="list-style-type: none"> ▪ Appendix F King City Urban Reserve Area Funding Strategy ▪ Concept Plan Chapter V, Section: Infrastructure Funding ▪ Executive Summary, Infrastructure Finance Section

	<p>Details on infrastructure finance are also supplied in the Infrastructure Funding section of Chapter V of the Concept Plan, and in the Executive Summary.</p>	
<p>(E) Proposed methods to finance the systems and facilities; and</p>	<p>The Infrastructure Funding Strategy included as Appendix F describes four categories of necessary infrastructure projects corresponding to the “service area” of the project; it is recommended that the costs of infrastructure generally be allocated to the beneficiaries of the infrastructure within the service area. Major off-site projects will be likely be funded by a city, county or other regional capital improvement program. Funding for framework or district projects serving residents and businesses in the entire plan area will be shared throughout the district. Subdistrict infrastructure might serve a 50 – 100-acre area, such as a neighborhood; to allow developers the flexibility to plan and pay for infrastructure within each of these areas, this funding strategy provides only very general guidance about subdistrict infrastructure. Local or on-site infrastructure will be built to serve specific developments and will be built and paid for by the developer.</p> <p>Framework infrastructure is the focus of the funding plan due to the importance of fairly and equitably allocating larger costs. The Funding Strategy recommends that a supplemental fee be imposed to generate funds to pay for key elements of framework infrastructure.</p>	<ul style="list-style-type: none"> ▪ Appendix F King City Urban Reserve Area Funding Strategy
<p>(F) Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.</p>	<p>Highway 99W is a state highway which runs through the existing boundaries of King City and runs to the south of the URA. There are no existing or planned Highway 99W interchanges within the URA, and no planned improvements to interchanges with this plan. However, the King City Concept Plan Transportation Baseline Report assessed nearby intersections with Highway 99W with respect to speed, intersection control, traffic performance, safety, and pedestrian and bicycle facilities. Based on the assessment, Highway 99W improvements are recommended at Fisher Road including a second eastbound right turn lane and second northbound left turn lane with an additional receiving lane on Fischer Road for approximately 300-350 feet.</p>	<ul style="list-style-type: none"> ▪ Appendix C, the King City Concept Plan Transportation Baseline Report ▪ Appendix I King City URA 6D Traffic Operations Analysis ▪ Appendix F, Infrastructure Finance Plan

<p>(3) If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;</p>	<p>This provision is not applicable. The Concept Plan does not call for designation of land for industrial use.</p>	
<p>(4) If the area subject to the concept plan calls for designation of land for residential use, the concept plan will describe the goals for meeting the housing needs for the concept planning area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available. As part of this statement of objectives, the concept plan shall identify the general number, price and type of market and nonmarket-provided housing. The concept plan shall also identify preliminary strategies, including fee waivers, subsidies, zoning incentives and private and nonprofit partnerships, that will support the likelihood of achieving the outcomes described in subsection (b) of this section;</p>	<p>The Housing Needs Analysis (HNA) for WHVS, included as Appendix H, projects housing demand for the area, in the context of the King City’s projected growth rate and housing deficit. As explained in the Executive Summary, the land currently available in King City will be able to accommodate about four percent of the city’s 20-year forecasted housing demand. The HNA was used to inform the housing quantities and mix of housing types described in the Concept Plan.</p> <p>The Land Use Framework Section of Chapter V shows the breakdown of unit types planned to meet the City’s housing needs. The amount of housing within the URA, at full build out, is estimated to be approximately 3,576 housing units, with 1,222 multi-family dwelling units, 560 single-family attached units, and 1,794 single-family detached units. The Affordability Strategies subsection describes a number of regulatory and affordable housing strategies that may be employed to increase the variety and affordability of market rate housing and to incentivize the development of affordable housing.</p>	<ul style="list-style-type: none"> ▪ Appendix H City of King City Housing Needs Analysis ▪ Executive Summary, Housing Needs Section ▪ Concept Plan Chapter V Section: Land Use Framework
<p>(5) Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of this chapter;</p>	<p>The Natural Resources Baseline Report, included as Appendix B, provides a planning level assessment and description of natural resources in the URA study area; this assessment is also summarized in Chapter IV of the Concept Plan. The URA includes floodplains, riparian areas, and other sensitive lands. The Tualatin River forms the southern boundary of the URA, and is a key natural resource feature within the study area. The URA includes several north-to-south trending drainage ravines as well as some floodplain areas to the north of the river.</p> <p>As explained in Appendix B, a Title 13 Inventory of the URA shows local intact wildlife habitats and hydrography systems such as rivers, streams and floodplains, which are expected to encompass most natural wetlands in the area. These riparian corridors and related floodplain and upland</p>	<ul style="list-style-type: none"> ▪ Appendix B King City Concept Plan Natural Resources Baseline Report ▪ Concept Plan Chapter IV Section: Natural Resources Baseline Report

	<p>habitat are shown in Figure 10 of Appendix B. Some of the wetlands have been drained or are being farmed, so do not provide typical wetland functions and values. Title 13 does not preclude development in these areas, but instead requires that certain measures be taken to mitigate or minimize impacts to habitat or water quality adjacent to development.</p>	
<p>(6) Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;</p>	<p>The development of the Concept Plan was guided by the City’s Comprehensive Plan as well as Statewide Planning Goals and Metro planning objectives. The Staff Report to City Council details how the Concept Plan complies with these goals and objectives.</p>	<ul style="list-style-type: none"> ▪ Staff Report to City Council
<p>(7) Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined at ORS 195.065(4), when the area is urbanized;</p>	<p>King City is responsible for the preparation, adoption and amendment of a public facility plan for the urban planning area. Per the IGA between Washington County and King City, the City is identified as the appropriate provider of land use planning services and local transportation facilities within the urban planning area. Exceptions to this agreement include facilities provided by other service providers subject to the terms of any intergovernmental agreement the city may have with other service providers; facilities under the jurisdiction of other service providers not covered by an intergovernmental agreement; and future facilities that are more appropriately provided by an agency other than the city.</p>	<ul style="list-style-type: none"> ▪ King City – Washington County IGA
<p>(8) Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;</p>	<p>King City has a recently adopted IGA with Washington County. This IGA establishes King City as the responsible party for the overall planning, public involvement, development review and annexation of URA 6D.</p>	<ul style="list-style-type: none"> ▪ King City – Washington County IGA

<p>(9) Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulations to the area intended to comply with subsection (c) of section 3.07.1120; and</p>	<p>The overall planning timeline is described in Chapter VII of the Concept Plan. Once a UGB expansion is approved for the King City Urban Reserve Area 6D, the development process will begin with a master planning phase. Concurrent with, or after, the master planning phase, the King City Comprehensive Plan and Community Development Code will need to be updated to properly reflect the master plan and support its implementation. Properties must then be annexed into the city prior to development, and the initiation of annexation will be the responsibility of property owners.</p>	<ul style="list-style-type: none"> ▪ Concept Plan Chapter VII, Section: Next Steps
<p>(10) Be coordinated with school districts, including coordination of demographic assumptions.</p>	<p>As demonstrated in the Charrette Report, Appendix B of the Concept Plan, the Tigard-Tualatin School District was represented on the Technical Advisory Committee (TAC) and was directly involved in the planning and development of the Concept Plan. As part of the TAC, the school district was involved in discussions regarding the changes in demographics that may result from development of the plan area. Based on feedback received from the school district in these advisory meetings, it is understood that a primary school may be necessary to accommodate growth from development of the URA; this school has been included in the planning for the institutional/park mix of the Main Street/Town Center neighborhood. King City and the Tigard-Tualatin School District will continue to coordinate school siting needs during the master planning process.</p>	<ul style="list-style-type: none"> ▪ Appendix King City Concept Plan Charrette Report
<p>(d) Concept plans shall guide, but not bind: (1) The designation of 2040 Growth Concept design types by the Metro Council; (2) Conditions in the Metro ordinance that adds the area to the UGB; or (3) Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.</p>	<p>The Concept plan has been developed to be consistent with Metro 2040 Growth Concept guiding principles, the Urban Growth Management Functional Plan and King City’s Comprehensive Plan. This plan will guide the Metro Council in the designation of a 2040 Growth Concept design type, and the conditions in the Metro ordinance to add the area to the UGB. This plan will also be used to guide the City of King City in any amendments to the comprehensive plan or land use regulations following addition of the area to the UGB.</p>	<ul style="list-style-type: none"> ▪ The King City Urban Reserve Area 6D Concept Plan

