



City of Tigard

Tigard Business/Workshop Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: May 15, 2012 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Agenda revised on May 11, 2012. Added Agenda Item No. 6: Receive First Quarter 2012 Council Goal Update

Times noted are estimated.

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Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

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<http://www.tvctv.org/government-programming/government-meetings/tigard>

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Replay Schedule for Tigard City Council Workshop Meetings - Channel 30

- Every Sunday at 11 a.m.
- Every Monday at 6 a.m.
- Every Tuesday* at 2 pm (**Workshop meetings are not aired live. Tuesday broadcasts are a replay of the most recent workshop meeting.*)
- Every Thursday at 12 p.m.
- Every Friday at 3 a.m.

SEE ATTACHED AGENDA



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TIGARD CITY COUNCIL

MEETING DATE AND TIME: May 15, 2012 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. BUSINESS & WORKSHOP MEETING

Agenda revised on May 11, 2012. Added Agenda Item No. 6: Receive First Quarter 2012 Council Goal Update

- A. Call to Order- City Council and Local Contract Review Board
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Council Communications & Liaison Reports - Mayor Dirksen, Council President Buehner and Councilor Henderson
 - E. Call to Council and Staff for Non-Agenda Items
2. AWARD PAVEMENT MANAGEMENT PROGRAM - ASPHALTIC CONCRETE OVERLAY PROJECT CONTRACT **6:35 p.m. estimated time**
3. HIGH CAPACITY TRANSIT LAND USE PLAN PRESENTATION - JOINT SESSION WITH PLANNING COMMISSION **6:45 p.m. estimated time**
4. OUTLINE OF RIVER TERRACE COMMUNITY PLAN **7:45 p.m. estimated time**
5. UPDATE ON THE LAKE OSWEGO-TIGARD WATER PARTNERSHIP
8:30 p.m. estimated time
6. RECEIVE FIRST QUARTER 2012 COUNCIL GOAL UPDATE **9 p.m. - estimated time**
7. COUNCIL LIAISON REPORTS
8. NON AGENDA ITEMS
9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10. ADJOURNMENT - **9:30 p.m. - estimated time**

Workshop Meeting**Meeting Date:** 05/15/2012**Length (in minutes):** 10 Minutes**Agenda Title:** Local Contract Review Board: Award Pavement Management Program - Asphaltic Concrete Overlay Project Contract**Submitted By:** Cathy Wheatley, Administrative Services**Item Type:** Motion Requested**Meeting Type:** Local Contract Review Board**Information****ISSUE**

Shall the Local Contract Review Board award a contract for the city's Pavement Management Program - Asphaltic Concrete Overlay project to Baker Rock Resources?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Local Contract Review Board award the contract for the city's Pavement Management Program -Asphaltic Concrete Overlay project to Baker Rock Resources and authorize the city manager to take all necessary steps to execute the contract.

KEY FACTS AND INFORMATION SUMMARY

The yearly Pavement Management Program (PMP) protects the city's investment in street infrastructure. The program typically includes a combination of minor maintenance projects (slurry seal applications) and major maintenance projects (pavement overlays).

In a payment overlay project, the pavement on a street has deteriorated due to traffic usage and weather, and is at the point where pavement repairs and overlays are necessary to avoid further deterioration and return the street to a good condition. For fiscal year 2012-2013, the city has identified the following streets, or sections of these streets, in need of this level of repair:

- McDonald Street
- Durham Road
- Tiedeman Avenue
- 121st Avenue
- North Dakota Street
- Hunziker Street
- Cascade Avenue
- Sattler Street
- Oak Street
- 95th Avenue

An invitation to bid was issued on April 24, 2012 and advertised in both the Daily Journal of Commerce and The Tigard Times that same week. The invitation to bid contained a bid schedule that broke the work into three packages: one base package and two adds. The Base package contains McDonald Street, Durham Road, Tiedeman Avenue, 121st Avenue, North Dakota Street, Hunziker Street, and Cascade Avenue. Each street thereafter was considered an add package and would be added to the project if the submitted bids and available appropriations were in alignment. The invitation to bid structure allowed the city to award the project to the lowest responsible bidder offering the most available streets to be overlaid, within the available appropriations in the adopted budget.

The bids received on the May 8, 2012 due date were as follows:

Bidder's Name - Schedule A Total - Schedule A + B Total - Schedule A + B + C Total

Baker Rock Resources - \$816,795 - \$998,538 - \$1,063,889

Brix Paving Northwest - \$821,760 - \$1,003,525 - \$1,061,179

Knife River - \$887,230 - \$1,102,273 - \$1,170,450

Eagle Elsner - \$981,080 - \$1,209,841 - \$1,276,657

S-2 Contractors - \$948,659 - \$1,166,020 - \$1,227,465

Given the received bids and with approximately \$840,000 of remaining Pavement Management Program appropriation for the Asphaltic Concrete Overlay work the city will only be able to fund the work contained under the base bid (Schedule A) during the upcoming fiscal year. The streets falling under Schedules B and C will be moved to future project years as appropriations allow. The lowest responsible bidder for the work under Schedule A is Baker Rock Resources at \$816,795 and is staff's recommendation is that the Local Contract Review Board award the work to Baker Rock Resources.

OTHER ALTERNATIVES

The Local Contract Review Board could choose not to award the contract.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

This is a yearly contract that is presented to the Local Contract Review Board for their approval. The Board awarded the FY 2011-2012 contract to S-2 Contractors, Inc. at their June 28, 2011 meeting.

Fiscal Impact

Cost: \$816,795

Budgeted (yes or no): Yes

Where budgeted?: Street Maintenance Fund

Additional Fiscal Notes:

The overall project has \$1,300,000 in construction costs for the three components of the overall project: Crack Sealing, Slurry Seal, and Pavement Overlay. The Crack Seal contract is estimated at \$90,000 and the Slurry Seal contract is \$370,882 leaving just less than \$840,000 for the Asphaltic Contrete Overlay work. At a bid of \$816,795 this project would be under the remaining appropriations for the Pavement Management Program in FY 2012-2013.

This project is for Fiscal Year 2012-2013, all amounts are contingent upon budget approval by the Budget Committee and City Council. No construction shall begin until the appropriations are granted.

Workshop Meeting**Meeting Date:** 05/15/2012**Length (in minutes):** 60 Minutes**Agenda Title:** High Capacity Transit Land Use Plan Presentation - Joint Session with Planning Commission**Prepared For:** Judith Gray**Submitted By:** Judith Gray, Community Development**Item Type:** Joint Meeting-Board or Other Juris.**Meeting Type:** Council Workshop Mtg.**Information****ISSUE**

Consultant presentation to a joint meeting of City Council and the Planning Commission on the Tigard High Capacity Transit Land Use Plan.

STAFF RECOMMENDATION / ACTION REQUEST

Receive project update from staff and consultant and provide input.

KEY FACTS AND INFORMATION SUMMARY

The joint work session is an opportunity for City Council and the Planning Commission to hear a presentation on the High Capacity Transit (HCT) Land Use Plan. The project consultant and staff will use feedback from this joint work session to prepare the final report of the HCT Land Use Plan.

Staff will return to council at a later date (expected in July or August) to ask them to accept, by resolution, the final report in order to acknowledge the efforts and final recommendations of the Citizens Advisory Committee and fulfill the City of Tigard obligations under the Transportation and Growth Management (TGM) contract that funded the project.

After the final report is accepted, council will be asked to direct staff and the Planning Commission to develop measures to implement specific station community concepts. Such measures could include new land use designations, development code changes, public facility and capital improvement plans and infrastructure funding measures. The implementation measures based on the HCT Land Use Plan will require the council's legislative action.

The City Council packet includes the following attachments:

- A brief cover memorandum to support City Council and Planning Commission members in their review;
- A summary of the planning process to date, including key themes heard community input and a summary of public involvement activities;
- A summary of the next steps toward finalizing the HCT Land Use Plan and beginning implementing actions; and
- The draft HCT Land Use Plan report.

OTHER ALTERNATIVES

n/a

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Goal 1.b.ii. Contribute to the Southwest Corridor Plan by adopting Tigard's land use policies and designations and identifying priorities for high-capacity transit (HCT) station location alternatives by mid-2012.

Goal 1.b.ii.1. Develop the economic development opportunities, development plan, city policies and regulations needed to position the Tigard Triangle as an HCT station location.

DATES OF PREVIOUS COUNCIL CONSIDERATION

Previous project updates:

January 18, 2011

April 26, 2011

July 19, 2011

November 18, 2011.

Attachments

Cover Memo

Report - Volume 1

Public Involvement Summary

Next Steps Summary



City of Tigard Memorandum

To: Mayor Dirksen and Members of the City Council; President Walsh and Members of the Planning Commission

From: Judith Gray, Senior Transportation Planner; Marissa Daniels, Associate Planner; Ron Bunch, Community Development Director

Re: Presentation of High Capacity Transit Land Use Plan report

Date: May 1, 2012

At the May 15, 2012 City Council and Planning Commission joint work session, city staff and the consultant for the High Capacity Transit (HCT) Land-Use Plan will present the report's recommendations regarding potential future station communities. The full report consists of three volumes comprising several hundred pages. Volume 1 is the shortest of the three volumes and provides the substance of the project recommendations. City Council and the Planning Commission are requested to focus their attention and input on this document (Attachment 2).

Volumes 2 and 3 both contain background materials that were used to prepare the recommendations. They do not provide policy guidance. Because of their size (approximately 400 pages), and the background nature of their content, individual copies are not provided. However, staff will have copies available at the joint work session which can be accessed via the project web site (http://www.tigard-or.gov/sw_corridor/planning.asp). Staff would be pleased to supply hard copies and/or CDs to commissioners and councilors who desire them.

How We Got Here

The HCT Land-Use Plan is the result of a year-long process involving hundreds of hours of work, coordination and communication by consultants, local and agency staff, advisory committees and Tigard citizens. The amount of technical work was significant, but a significant effort was also made to engage Tigard's citizens. This is because the HCT Land-Use Plan is specifically meant to serve Tigard and to reflect citizens' values regarding what kind of city they want to live and do business in. Special effort was made to work with stakeholders and translate community values and aspirations into Station Community Concepts. A summary of public involvement activities and community values are provided as Attachment 3. The public input addressed these broad questions:

- Where does the community feel that future growth can be accommodated?
- What neighborhood characteristics are right for each location?
- What kinds of improvements are needed to make each area successful?

During the planning process, many concept level decisions were made as to how station communities might function. These included elements such as location of specific street connections, park or open space amenities and other neighborhood design elements. While many of

these decisions were evaluated for feasibility, they are intended to remain highly conceptual, and their enactment is based on the future implementation actions, future funding and market realities, and actual development proposals.

Request of Council and Planning Commission

This agenda item is scheduled for 60 minutes, of which approximately 35 minutes is provided for questions and discussion. In order to assist staff in organizing council and commission input to finalize the report, it is requested that council and commission members consider the following questions:

1. Do the proposed recommendations recognize and implement the expressed community values?
2. Is the City Council and Planning Commission comfortable accepting the plan as a guide to develop future City of Tigard implementing actions?
3. What are the additional things the city should pay attention to as it develops measures to implement the HCT Land Use Plan?

Next Steps

A summary of “Next Steps” is provided as Attachment 4, which illustrates early preparation for this joint work session; the May 15 presentation of the draft report; acceptance of the final report; and future implementing actions.

After City Council and Planning Commission input, the report will be finalized and brought back the council this summer for acceptance by resolution. At that time staff will request council to direct it and the Planning Commission to proceed with developing specific action measures for its future consideration to implement the HCT Land-Use Plan. Implementation measures will include some actions that Tigard could take independently along with others that may require close coordination with the Southwest Corridor Plan. These will be brought back to council for review and adoption. Examples of potential implementation measures are:

- Comprehensive plan and zoning map amendments (new land use designations);
- Application for grant funds for a Tigard Triangle Master plan;
- Amendments to Tigard Transportation System Plan (TSP);
- Expansion of the Downtown Tigard Town Center boundaries;
- Planning for new parks or open spaces;
- Community Development Code Changes; and,
- Funding strategies such as tax increment financing, modified system development charges (SDC’s), or business improvement districts (BID).

Acceptance of the plan will also acknowledge the recommendations of the HCT Citizens Advisory Committee (CAC); fulfill the obligations of the TGM grant that funded the project, and set the stage for the city to apply for another TGM grant to accomplish a key action measure - a comprehensive Tigard Triangle Master Plan.

CITY OF **TIGARD**

CONCEPTS FOR POTENTIAL STATION COMMUNITIES

HIGH CAPACITY TRANSIT LAND USE PLAN

DRAFT REPORT *VOLUME 1 OF 3*

MAY 2012



ACKNOWLEDGEMENTS

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SERA

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<p>CHAPTER THREE <i>POLICY ANALYSIS SUMMARY</i></p>	30

VOLUME 2	APPENDIX 2A <i>STAKEHOLDER INTERVIEW REPORT</i>
	APPENDIX 2B <i>EXISTING CONDITIONS SUMMARY REPORT</i>
	APPENDIX 2C <i>STATION COMMUNITY LOCATION MEMORANDUM</i>
	APPENDIX 2D <i>STATION COMMUNITY TYPOLOGY MEMORANDUM</i>
	APPENDIX 2E <i>STATION COMMUNITY PLAN ALTERNATIVES REPORT</i>
	<i>+ TRANSPORTATION EVALUATION REPORT</i>

APPENDIX 3A <i>COMPREHENSIVE PLAN POLICY REVIEW & ANALYSIS</i>	VOLUME 3
APPENDIX 3B <i>EXISTING ZONING REVIEW: DOWNTOWN AND TRIANGLE</i>	
APPENDIX 3C <i>PUBLIC MEETING NOTES</i>	
APPENDIX 3D <i>EXISTING CONDITIONS TECHNICAL MEMORANDA: LAND USE AND TRANSPORTATION</i>	
APPENDIX 3E <i>MARKET ANALYSIS REPORT</i>	

INTRODUCTION & OVERVIEW

Tigard's *High Capacity Transit (HCT) Land Use Plan* was developed through many months of study, analysis and discussion by Tigard's residents, city staff and representatives from other agencies including Metro and the Oregon Department of Transportation (ODOT). It is intended to be a tool for Tigard to use to implement its vision for HCT station communities within its portion of the Southwest Corridor. The *HCT Land Use Plan* is not a regulatory or policy document that requires adoption by ordinance. Instead it is a guide, based on community values and principles, for the City Council to use to direct the Planning Commission and staff to implement specific Southwest Corridor station community concepts. Following Council approval of a final document, the *HCT Land Use Plan* is recommended to be accepted by resolution. The Council will then be requested to direct staff and the Planning Commission to develop measures such as land use map designations, development codes, public facility and capital improvement plans and infrastructure funding measures to implement specific station community concepts. Ultimately, the implementation measures based on the *HCT Land Use Plan* will require the Council's legislative action.

The *HCT Land Use Plan* is consistent with the goals and policies of the city's *Comprehensive Plan*, *Transportation System Plan (TSP)* and other master plans such as the Parks, Recreation and Trails plans. It was developed to be supportive of, and add to, Tigard's past infrastructure and land-use planning investments.

PLAN BACKGROUND

This report summarizes a yearlong, in-depth, value-based conversation with Tigard's residents, businesses, property owners and other stakeholders regarding the type of community that best fits their vision of Tigard's future. Over the course of the study, residents responded to several fundamental questions about Tigard's future. For example:

- As the Portland metropolitan region adds population and jobs, how and where will Tigard accommodate growth?
- What land use changes and access improvements are needed to make the most of the potential station communities?
- What transportation improvements are needed to provide safe access to jobs, education, shopping, recreation and connections to family and friends?
- How and where will parks, active recreation areas and other public spaces be provided?
- How should parts of Tigard such as residential, employment and retail areas, relate to and connect to one another and adjacent communities?

Tigard's *HCT Land Use Plan* is one of several, ongoing coordinated planning efforts in the Southwest Corridor that address transportation, land use, natural resource and quality of life policy and investment choices. The cities of Portland, Tualatin and Sherwood are doing similar plans. See Figure 1 for a map of the corridor and Figure 2 for a diagram of the Integrated

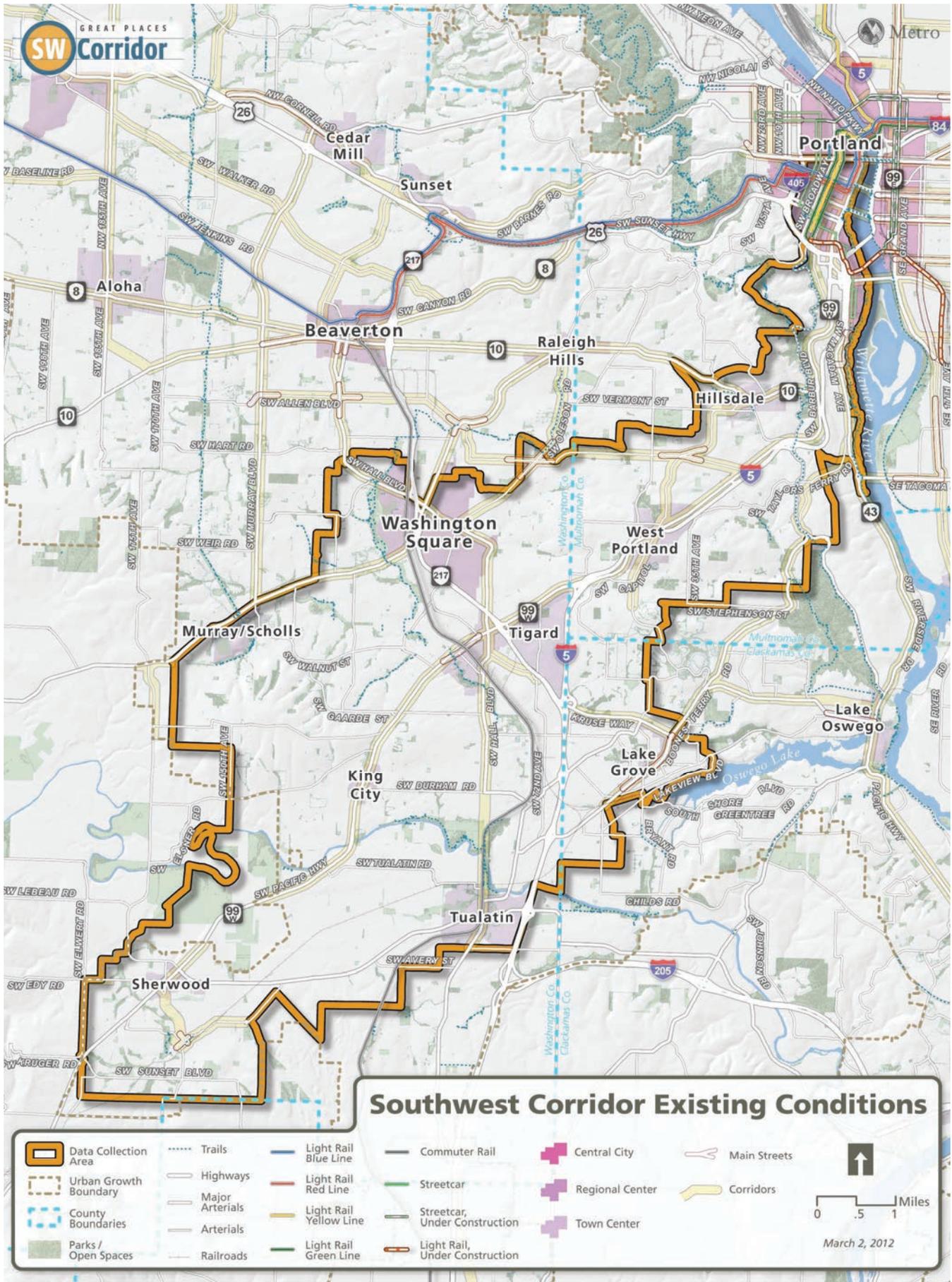


FIGURE 1. MAP OF SOUTHWEST CORRIDOR AREA, PREPARED BY METRO

Investment Strategy put into place for this endeavor. Following or concurrent with local planning efforts, the *Southwest Corridor Plan* will develop a Transit Alternatives Analysis (AA) that will examine options for the type of high capacity transit service to best connect communities in the corridor. Unlike traditional transit planning, which starts by selecting a transit mode and alignment, the AA will also consider the station community and neighborhood land use concepts embodied in the local land use plans.

THE SOUTHWEST CORRIDOR PLAN

The *Regional Transportation Plan* (RTP) was updated by Metro in cooperation with its regional partners in 2010. An element of the RTP includes a tiered set of priorities for potential expansion of the regional high capacity transit system. The RTP designates the corridor from “Portland to Sherwood in the vicinity of Barbur Boulevard/[OR] Highway 99W,” as the next priority for HCT transit investment. Because the designation is geographically broad, there are a significant range of potential transit routes and alignments.

The RTP also identifies the corridor as a priority for multimodal transportation planning investments. This means the *Southwest Corridor Plan* will examine how to best provide improvements to accommodate future travel demand by motor vehicles, transit, freight, bicycles, and pedestrians. The combined *HCT System Plan* and *Multimodal Transportation Plan* both comprise the *Southwest Corridor Plan*. Because of the size of the geographic area and scope of issues to be addressed, the *Southwest Corridor Plan* is a broadly comprehensive and coordinated multi-agency planning effort.

HCT PLANNING - A DIFFERENT APPROACH

HCT refers to transit service that typically makes fewer stops, travels at higher speeds, and carries more people than local transit service, such as the bus lines that currently serve Tigard. Common examples of this type of transit include heavy rail (metro), light rail, commuter rail, rapid streetcar, and bus rapid transit. HCT is most effective when operating in an exclusive right-of-way with full grade-separation, but can also be operated semi-exclusively in a separated guideway (along a parallel roadway and/or with at-grade crossings) or non-exclusively along a transit mall (with buses) or shared guideway with freight traffic (in the



FIGURE 2. SOUTHWEST CORRIDOR PLANNING EFFORTS

case of commuter rail). In the interest of maintaining system reliability, HCT is not designed to operate in mixed traffic with non-transit vehicles.

The traditional approach of planning for transit service has been to identify an alignment based on engineering, right-of-way availability, station spacing, and other fairly objective criteria. The past assumption was that transit-supportive land uses would develop around the stations. Experience has shown that this isn’t always the case. Not all station locations have the potential to develop the economic activity, quality of life amenities, employment and residential densities to support HCT. Furthermore, the *Southwest Corridor Plan* recognizes that HCT stations are not always compatible with some types of existing neighborhoods.

The *Southwest Corridor Plan* is taking a different approach. It is relying on local jurisdictions to plan for the station communities first. The preferred location of station communities, as well as local community values and aspirations, will be a major factor in planning for the type and alignment of future HCT. Successful station communities must be easily accessed by the greatest number of potential passengers. This means they should be vibrant, mixed-use residential and employment areas that are conveniently accessible by

cars, bikes, pedestrians and other types of connecting transit service.

COMMUNITY VALUES AND ASPIRATIONS

Development of the *Tigard HCT Land Use Plan* started in late 2010 with formation of a Citizens Advisory Committee (CAC). The project also engaged a broader spectrum of Tigard residents, civic and business leaders to envision how HCT and other transportation and land-use investments could enhance Tigard's prosperity and overall quality of life. Community engagement took place in a number of ways including individual interviews; public design workshops; information gathering at community events; through the project's website, and a public open house in September 2011.

Through this process the following themes emerged:

- Many things are working right in Tigard and people want to preserve them, like the quality of life in existing residential neighborhoods.
- People want to live in a community where they feel safe getting around on foot, by bike, on transit and in cars.
- Some of Tigard's busiest roads (OR 99W-Pacific Highway, OR 217, Interstate 5, Scholls Ferry Road) are valued for the mobility they provide but are also viewed as having livability impacts.
- People want nearby business areas that have a sense of identity and can draw in visitors as desirable destinations.

- People want easier access to local businesses, services and restaurants.
- There is a need for public transportation improvements in all areas of the community, not just along OR 99W-Pacific Highway.

MOBILITY, PROSPERITY AND CHOICE

The station community concepts presented in this report reflect the above themes and other expressed community values. The proposals have been developed to enhance community mobility including the ability to easily and safely travel by car, bus, bicycle, or on foot. The land use concepts also are intended to promote prosperity by creating focus areas for business activity and job creation.

Prosperity is created by the market responding to transportation and infrastructure investments and producing highly livable and accessible areas where people can choose to work, live and play. People want choice, such as opportunities to live in different types of housing based on personal needs, to do business and work in vibrant livable communities and the ability to travel by a variety of modes depending on preference and need.

PLANNING FOR GROWTH AND CHANGE

The Portland metropolitan region is expected to be home to an additional million people by 2035. In Tigard, this means about 35% more households. It is expected that there will be an even greater increase in the number of jobs in the city. While this may be hard to imagine, it is on track with Tigard's growth rate over the past 20 years.

WHAT IS HIGH CAPACITY TRANSIT (HCT)?

PUT SIMPLY, IT IS MORE RELIABLE, FASTER, AND CARRIES MORE PEOPLE THAN TRADITIONAL BUS SERVICE.

HCT VEHICLES MAKE FEWER STOPS, TRAVEL AT HIGHER SPEEDS, HAVE MORE FREQUENT SERVICE AND CARRY MORE PEOPLE THAN LOCAL SERVICE TRANSIT SUCH AS TYPICAL BUS LINES. HCT OPERATES IN EXCLUSIVE, SEMI-EXCLUSIVE OR NON-EXCLUSIVE RIGHT-OF-WAY AND INCLUDES OPTIONS SUCH AS HEAVY RAIL (METRO), LIGHT RAIL, COMMUTER RAIL, RAPID STREETCAR AND BUS RAPID TRANSIT.

No issue better illustrates the consequences of population and job growth than traffic congestion. This issue has, for several years, been the primary concern of Tigard residents as expressed in several annual community surveys. Expected growth will place further demands on already congested roads and highways; adding time to daily auto commutes and increasing freight costs of nearly all consumer goods. Some increased traffic demand can be met through road improvements. However the built environment coupled with natural barriers makes these projects much more costly than in years past.

Roads and highways will continue to be the main elements of the region's transportation system and private automobiles will likely remain the predominant form of travel. However, because it is not possible to build road capacity to the extent needed to accommodate growth, it is important to consider land-use and transportation policies and investments that provide mobility, prosperity and choice opportunities for existing and future residents. This is the intent of the *Tigard HCT Land Use Plan* - to serve as the city's guide for implementation of an integrated transportation and land use plan that supports the quality of life and prosperity of Tigard's residents and businesses.

REPORT ORGANIZATION

The *Tigard HCT Land Use Plan* is comprised of three volumes.

Volume 1 presents the actual potential station community concepts that will be of interest to most readers. This volume is presented in three chapters.

This introductory chapter provides context for the *HCT Land Use Plan* and the approach. It outlines some of the reasons for doing this plan, the "land use first" approach to HCT planning, key themes heard from the community, and the next steps in the process.

Chapter 2 (Station Community Concepts) contains most of the substance of the Plan. It briefly describes the selection and development of seven potential station communities and then illustrates the

resulting concepts and a high level evaluation of their implementation readiness.

Chapter 3 (Policy Analysis Summary) summarizes an evaluation of relevant policies, including consistency with Tigard's *Comprehensive Plan*. It also identifies regional and state policies that need to be addressed and that could also present opportunities to support Tigard goals.

Volumes 2 and 3 both provide background materials that were used to prepare the concept plan. They do not reflect policy guidance or plan recommendations.

Volume 2 is a collection of technical reports that were prepared by the project team and used to develop the concepts. This volume includes a report of the stakeholder interviews, a summary report of the existing conditions analysis, and the memos summarizing the Tigard Typology and the concept alternatives.

Volume 3 contains the detailed project notes documenting the process, including the consultant's detailed policy evaluation, notes from community meetings, the focus area screening analysis, and technical memoranda from the existing conditions analysis.

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STATION COMMUNITY CONCEPTS

Tigard’s *HCT Land Use Plan* is part of an effort to balance the interests and benefits of community planning and transportation investments. Traditional planning for HCT service has focused on potential transit ridership and travel times. The *Southwest Corridor Plan* represents a new approach: Local community aspirations should shape the route of high capacity transit. Before any potential transit alignments are drawn on maps, communities are asked to decide on the locations that are the best fit as potential station communities. Leading with land use planning enhances local control in shaping the look of station communities and can leverage other investments, such as bicycle and pedestrian access improvements, to support the transit investment.

The *Tigard HCT Land Use Plan* was developed with an extensive public engagement process that began with over 45 stakeholder interviews and the appointment of a CAC by the City Council. A Technical Advisory Committee (TAC) made up of staff from neighboring and partner agencies provided input on technical considerations and feasibility of the concepts. The CAC and TAC met five times over the course of the project, providing direction to the consultant team at each critical milestone of concept planning. Other key elements of the public engagement activities are described below. See Table 1 for a summary of these activities. The major milestones are summarized in technical memoranda, which are provided in Volume 2 of this report.

TABLE 1. SUMMARY OF KEY PUBLIC INVOLVEMENT ACTIVITIES

ACTIVITY	DATE(S)
HCT LAND USE PLAN: STAKEHOLDER INTERVIEWS	November 2010 - February 2011
HCT LAND USE PLAN: DESIGN WORKSHOP	May 25, 2011
HCT LAND USE PLAN: CITIZENS ADVISORY COMMITTEE MEETINGS	January 5, 2011 March 2, 2011 August 3, 2011 September 7, 2011 November 2, 2011
PROJECT WEBSITE	Continuous
HCT LAND USE PLAN: OPEN HOUSE	September 28, 2011
DISCUSSION GROUPS	August 2011
CITYSCAPE ARTICLES (8 ISSUES)	January 2011 - April 2012
COMMUNITY EVENTS	Summer/Fall 2011
PROJECT NEWSLETTERS	February 2011 June 2011 July 2011 September 2011 November 2011
OUTREACH TO COMMUNITY GROUPS (CPOS, SUMMERFIELD)	Fall 2011
KING CITY COUNCIL AND TUALATIN PLANNING ADVISORY COMMITTEE PRESENTATIONS	October 2011

DEVELOPING THE CONCEPTS

This section describes the preferred concepts for seven potential station communities in Tigard. The concepts are a high-level representation of neighborhoods that community members said that they would like to see in Tigard. The process for developing these concepts included these key steps:

1. The project team used several technical screening criteria to select seven locations as potential station community locations.
2. A set of station community “types” – the Tigard Typology – was developed to help classify the basic urban design and land use characteristics for station communities.
3. Two public design sessions were held, giving citizens an opportunity to develop alternative concepts for each of the seven potential station community locations.
4. The concept alternatives were reviewed and a preferred concept for each location was developed.

These steps are described in more detail below.

SELECTING THE CANDIDATE LOCATIONS

Seven potential station area communities in the city were selected using a high-level screening analysis. They were selected based on current community assets, such as urban form, amenities, bicycle and pedestrian

“The **TIGARD TYPOLOGY** helps tell a story about a range of neighborhood types that might support HCT in Tigard.”

connectivity, development potential and transit ridership indicators.

Each of these potential candidate station communities represents options for potential HCT routes. Not all of these candidate station communities will be developed as station communities or with station platforms. Potential HCT routes and station locations will be identified, analyzed and narrowed through the Transit AA of the *Southwest Corridor Plan*.

THE TIGARD TYPOLOGY

Typology is a term that planners use to describe general land use characteristics of a transit station area. The typology classifies the urban design and land use characteristics of community “types”, including the primary land use or mix of land uses (for example, employment, residential, civic) and measurable characteristics such as persons per acre, jobs per household, floor area ratio, etc. It also describes more qualitative characteristics that cannot always be measured, generally described as a “sense of place.” It should be noted that even within one specific Station Community Type, there can be a wide range of characteristics, both qualitative and quantitative (see Table 2).

The project team began by interviewing more than 45 people representing a broad cross-section of the community (see Stakeholder Interviews Report). Participants were asked to describe the kinds of neighborhoods and places they think would best fit Tigard in the future. Community members talked about the characteristics of places they enjoy and discussed their priorities related to transportation and community planning. Some common themes emerged from these conversations, including the desire for:

- Comfortable, easy walking conditions;
- Access to open spaces;
- Existing neighborhoods well-connected to businesses and retail;
- A stronger downtown;
- Improved transit to all parts of city;
- Greater destinations, including open spaces and recreation;

TABLE 2. COMPARISON OF STATION COMMUNITY TYPES

	TOWN CENTER/ MAIN STREET	EMPLOYMENT/ RETAIL	TRANSIT CORRIDOR	TRANSIT NEIGHBORHOOD
LAND USE FOCUS	Specialty retail, office, dining, medium to high-density housing.	An employment and regional shopping destination.	Shopping, dining and residential.	Primarily residential.
CHARACTER AND LAYOUT	The area has an urban village feel. Within one half mile around the station is a mix of housing, retail, services, civic uses and office. Open spaces and businesses combine to create vibrant streets. Apartments or condominiums occupy the upper levels of some buildings. Moving away from the station, there may be townhouses with ground floor office and home-based businesses. The edges of the station area are predominantly residential, blending into the surrounding neighborhoods.	A moderately to intensely populated station area with a land use emphasis on employment and retail activities. Other possibilities include civic buildings and colleges. This central employment/retail core is surrounded by medium to high density multi-story housing in the form of townhouses and apartment buildings. This creates opportunities to live and work in close proximity.	A suburban residential feel mixed with commercial uses closer to the transit corridor. Housing is in the form of townhouses and detached houses with apartments located in clusters near the corridor. The area also has moderately scaled office employment, shopping and dining located near the station.	Moderately populated with a residential feel. Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in. There are limited commercial uses which take the form of small-scale retail or office. More significant clusters of retail and restaurants are within walking and biking distance.
SIMILAR PLACES	Lake Oswego/First Addition, downtown Milwaukie and downtown Vancouver	Bridgeport Village, Tanasbourne, and Lloyd/Irvington	Hillsdale, Orenco and Lake Grove	Laurelhurst, Ladd's Addition/ Hawthorne, Summerfield, and Sellwood/Westmoreland
BUILDING HEIGHTS	1 - 10 stories	1 - 20 stories	1 - 5 stories	1 - 3 stories
FLOOR AREA RATIO RANGE	0.5 - 1.5	0.24 - 0.42	0.2 - 0.6	0.2 - 0.8
UNITS PER ACRE RANGE	20 - 28	6 - 10	8 - 12	8 - 16
EMPLOYEES PER ACRE	20 - 60	35 - 65	5 - 25	3 - 7

- Context-sensitive parking solutions that use land efficiently; and
- Reduced barriers for people to walk, bike, and take transit.

Based on these common themes, and with direction from the CAC, TAC, and other public input, the project consultant developed a series of neighborhood “types” that are specific to Tigard. Four distinct neighborhood types were created to describe the different character of each of the station communities:

Town Center/Main Street: Urban village character, with mix of medium-to-high density housing, ground-

floor retail, services, civic uses and offices within ½ mile of a transit station. As one travels further away from the station, intensity and building heights decrease as the area transitions to surrounding residential neighborhoods.

Employment/Retail: Focuses on large-scale commercial and office development with interspersed institutional uses, surrounded by medium-to-high density residential development. It may also take the form of flexible space office parks with some light industrial manufacturing.

Transit Corridor: Medium-density residential development mixed with medium-scale intensity office, retail and service commercial uses closer to the transit corridor. Likely situated in suburban, auto-oriented settings.

Transit Neighborhood: Low-to-medium density, residential in character, with predominately single-family housing (and occasional multi-family dwellings). Limited small-scale retail and office commercial, intended to primarily serve the immediate community.

The four Station Community types respond to Tigard's specific geography, land use and transportation patterns. They also respond to the *Tigard Comprehensive Plan* goals, policies and action measures that are supportive of high capacity transit.

CREATING CONCEPT ALTERNATIVES

Three alternative concepts were developed for each potential station location. Two were developed at public design workshops held at the Tigard Public Library in May 2011. The design workshops were open to the public. Around 35 people participated in each workshop, with representation from the CAC and TAC and the broader community. Participants, supported by urban design and planning professionals, applied the Tigard Typology to the areas identified as potential station locations. New transportation connections, pedestrian crossings, and parks were also identified. These design sessions resulted in two alternative station community concepts for each area. The consultant team also created separate concepts independently. Some of the themes that emerged during the design workshops include:

- Attention was drawn to the barriers that make such connections challenging, including OR 99W-Pacific Highway, OR 217, I-5, Scholls Ferry Road, Fanno Creek, other sensitive lands, steep slopes and railroads.
- Increasing activity/density depends on getting the right connections between what's already there, as well as offering alternative routes parallel to and across OR 99W-Pacific Highway.
- Mixed-use (re)development was favored for existing large sites (Washington Square

south, north of Bridgeport Village, etc.) and Downtown. Transit Neighborhood was suggested as transitional moderate-density housing (affordable dwelling units, duplexes) around new Town Centers, Employment Centers, and Corridors.

- Participants aimed to preserve the character of established residential neighborhoods.

THE PREFERRED CONCEPTS

The concept alternatives were presented to the CAC and the TAC. Based on direction from the CAC and TAC, the project team developed and refined a preferred alternative for each potential station community that featured a blend of the multiple alternatives, incorporating the strongest elements of each together in a way that best realizes the preferences from the stakeholder interviews and the city's long-term goals. These were presented at a public open house in September 2011. Major themes arising from open house comments include:

- Congestion on OR 99W-Pacific Highway makes crossing difficult for pedestrian, bicyclists, and motorists and adversely impacts businesses.
- Improvements in public transit are needed in all areas, not just along the OR 99W-Pacific Highway corridor.
- Existing residential neighborhoods need to be preserved and supported.
- Natural areas are vital and more are needed.
- Communities need to accommodate the needs of retired people.

Public comment from the open house was used to further refine the station community concepts during CAC and TAC meetings held in October and November. The preferred station community concepts are presented in this report.

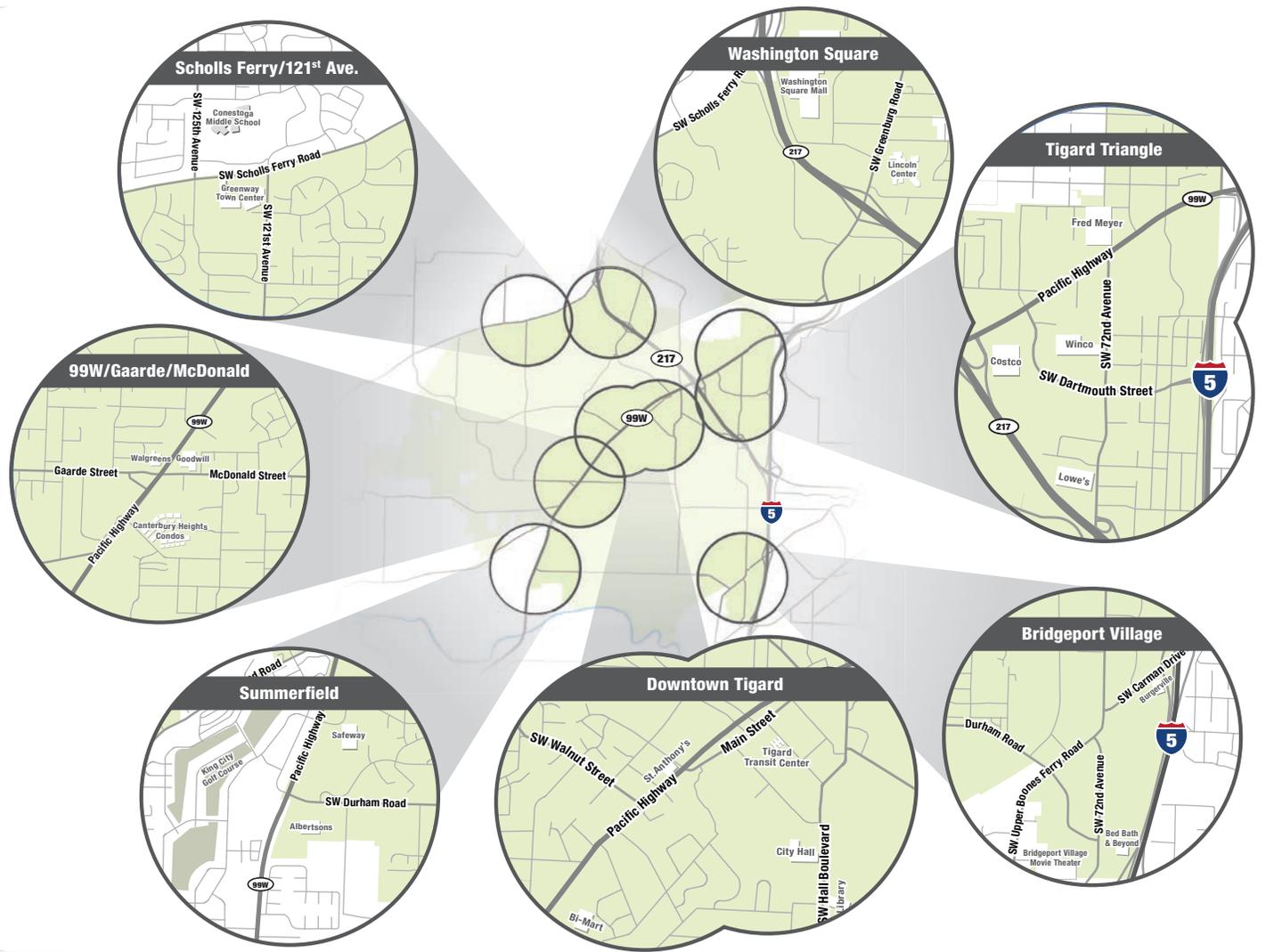


FIGURE 3. KEY MAP OF STATION COMMUNITY LOCATIONS WITHIN CITY OF TIGARD

PREFERRED CONCEPTS FOR THE POTENTIAL STATION COMMUNITIES

The community concepts presented in this section represent the final product of the year-long community process described above. Each concept shows a mix of neighborhood types using the Tigard Typology, center of activity, general community character, and a vision for how people could get around in a car, on foot and bike, and using transit. The concept maps are illustrative and could reflect a range of potential implementation phases or intensities. In some instances policy actions such as zoning changes or transportation projects would be required to allow the level of activity and land use called for in the concepts. A summary of

key issues or opportunities is provided along with each concept map.

While concepts were created for each of the seven potential station communities, not all seven will be implemented. Station communities will be selected during future regional planning, including the Transit AA and subsequent federal environmental review; the concepts developed by this plan will inform that process. However, each of the concepts has its own value and could be implemented without the presence of high capacity transit to help Tigard meet its growth and development goals. Station community concepts are shown for each of the following seven locations (see Figure 3):

DOWNTOWN TIGARD

The Downtown concept is very consistent with current conditions and already adopted plans and policies for Downtown. This area is already designated as a Town Center in Metro's *2040 Growth Concept Plan*.

Major assets include the Tigard Transit Center and the Westside Express Service (WES) commuter rail station. Projects already planned or underway, such as the Main Street Green Street project and *Downtown Circulation and Connectivity Plan*, would advance the preferred concept.

TIGARD TRIANGLE

Among all of the areas, the Triangle reflects some of the greatest opportunity for a station community, as well as some significant challenges. There is opportunity for an efficient grid pattern on the east side of 72nd Avenue, though the large format retail to the west of 72nd Avenue is expected to remain within this planning horizon. Policy changes to current design standards and the regional employment area designation would be needed to allow the types of development that are illustrated in the concept. Extension of the 2040 Town Center boundary is consistent with this concept.

WASHINGTON SQUARE

Washington Square is a designated Regional Center, making it a relatively high priority for regional planning and investment. A master plan was adopted by the City of Tigard in 2000; however, several elements of the plan have not been fully implemented and should be revisited to consider consistency with the station community concept in this report. This location would also require considerable coordination with Beaverton and Washington County, given their interests in adjacent areas. Access and capacity issues on the state and county roadways would also need to be addressed.

SCHOLLS FERRY/121ST

The concept for this location reflects only minor changes. The existing commercial areas would retain their current character, but with added emphasis on the pedestrian environment. This location is nearly evenly divided between Beaverton and Tigard, and bisected by a county road, Scholls Ferry Road. As such, interagency coordination and agreement would be required to achieve the proposed concept.

99W/GAARDE-McDONALD

This location is located within and adjacent to the designated 2040 Corridor along OR 99W-Pacific Highway. The concept for this potential station community would change the mix and intensity of land uses along OR 99W-Pacific Highway. The concept calls for opportunities for residential development in areas that are currently limited to commercial development.

99W/DURHAM

This potential station community location is a designated 2040 Town Center and currently has many characteristics that support transit service, including well-connected streets, a relatively complete sidewalk system, retail and service opportunities nearby. This potential station community has significant portions in King City and unincorporated Washington County, which would require coordination among jurisdictions for mutually supportive and complementary policies and standards.

UPPER BRIDGEPORT VILLAGE

The majority of this station community would retain its current land uses, with regional employment covering most of the area within the city of Tigard. The concept creates a Town Center at 72nd Avenue and Upper Boones Ferry Road, which would provide retail shops and housing for the people who work in this area. The railroad tracks to the west and I-5 to the east create barriers for multimodal access into and out of this area.

DOWNTOWN TIGARD

Metro
2040
TOWN
CENTER

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

The concept reinforces the existing mix of small-scale neighborhood retail along Main Street and builds on the potential for substantial redevelopment adjacent to the downtown core. The rest of Downtown Tigard includes more auto-oriented strip retail along OR 99W-Pacific Highway and Hall Boulevard, legacy industrial uses to the east along Hunziker Road and other low-intensity commercial parcels on Burnham and Commercial Streets. The established single-family residential area is not expected to see much change under this concept.

DEVELOPMENT FEASIBILITY

Downtown Tigard is a high priority area for the city and as an Urban Renewal district is expected to receive significant investment in the coming years. While Downtown Tigard is likely to see smaller uses and lower employment density than Washington Square or Tigard Triangle, there is greater likelihood of denser midrise (2-3 stories) residential development. The rest of Downtown Tigard includes larger parcels that may be redeveloped in the medium- to long-term. There is also significant city-owned land in the vicinity of City Hall. Common development forms in these areas will continue to be 1-2 stories industrial and commercial, with the possibility for mixed-use.

PLAN AND POLICY CONSISTENCY

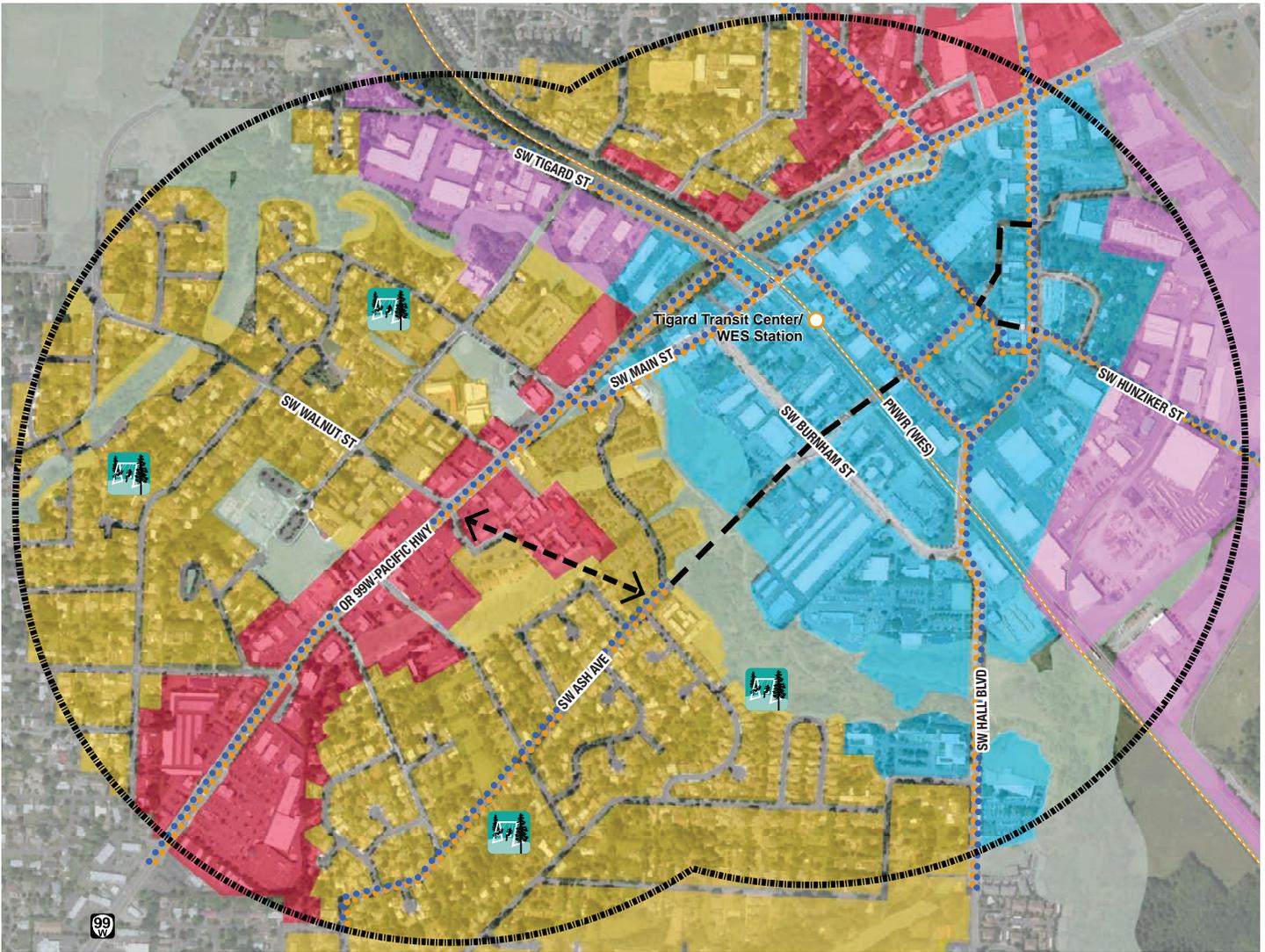
Downtown Tigard is a Metro-designated Town Center, has an adopted downtown plan and urban renewal plan and the concept is consistent with these policies. The zoning and development standards in place for Downtown Tigard are able to support the envisioned concept of dense, mixed-use development. Development standards include ensuring active ground-floor uses, providing robust street connectivity, and orienting buildings towards the street, which promote the vision described in the concept. However, off-street parking policies would need to be strengthened, especially the focus areas closest to the Tigard Transit Center.

TRANSPORTATION ACCESS

The focal point of Downtown Tigard (near Main Street, Fanno Creek and City Hall) features low-traffic streets that are reasonably comfortable for walking and cycling. Fanno Creek Trail provides key connections from surrounding neighborhoods, east and west. The close proximity of Downtown Tigard to OR 99W-Pacific Highway, and the location of the Tigard Transit Center, provides a high level of regional access to this location, making the area desirable for some types of development. However, OR 99W-Pacific Highway poses barriers to all travel modes, especially pedestrians and bicycles, and would need to be addressed, particularly in the western portion of the concept.

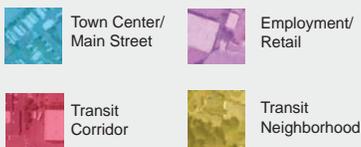
INFRASTRUCTURE INVESTMENT

The Downtown Tigard concept would include a relatively high cost of infrastructure due to a proposed crossing of OR 217, linking Tigard Triangle with the central business district, as well as an extension of Ash Avenue across Fanno Creek and the Portland and Western Railroad (PNWR) line. In addition, four park or open space facilities are conceptualized within this station community concept.



STATION TYPOLOGY

Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



0 1,000 2,000 Feet



CONCEPT PLAN

ACTIVITY CENTER

Main Street would be the center of intensity for this potential station community. Main Street and the immediate vicinity would be characterized by a pedestrian-scale environment that complements current retail uses, increases employment opportunities and integrates well with the neighborhood.

COMMUNITY CHARACTER

The preferred concept for Downtown Tigard generally retains the current mix and location of land uses, while envisioning additional opportunities for offices and more flexible housing options. Main Street is expected to remain commercial in character, but increased office employment is indicated along OR 99W-Pacific Highway and Hall Boulevard. The open space system of Fanno Creek Park would be enhanced.

GETTING AROUND

Given the heavy demand for traffic flow on OR 99W-Pacific Highway and Hall Boulevard, the major transportation improvements for Downtown Tigard are focused on improving opportunities for local circulation. This includes smaller block sizes serving automobiles, pedestrians and bicycles, and improvements to existing informal or incomplete connections, such as the Fanno Creek Trail.

TIGARD TRIANGLE

Metro
2040
TOWN
CENTER

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

The concept generally reflects the current layout of the area, with most of the transitional redevelopment focused east of 72nd Avenue. The single-family neighborhood northwest of OR 99W-Pacific Highway, commercial uses along the highway, and large format retail properties west of 72nd Avenue are not expected to see significant changes in character. The most significant transition with this concept would be an increase in small format retail, restaurants, and housing as a complement to the current employment center, especially in the east part of the Triangle. The area east of 72nd has the basic framework of a local street grid, which would be completed to help support a pedestrian oriented, mixed-use main street environment along 68th or 69th Avenues.

DEVELOPMENT FEASIBILITY

Tigard Triangle is an attractive area for employment and retail due to its excellent transportation access. There is a strong demand for these uses in the future and a significant amount of vacant and underutilized land in the area. Development patterns are expected to include 5 to 6 story midrise office development, 2 to 3 story residential development and single story retail in areas adjacent to OR 99W-Pacific Highway. The challenges would be to increase the intensity of these uses while addressing state and local transportation policies and determining the best use of public dollars to focus the development pattern in a manner that complements downtown.

PLAN AND POLICY CONSISTENCY

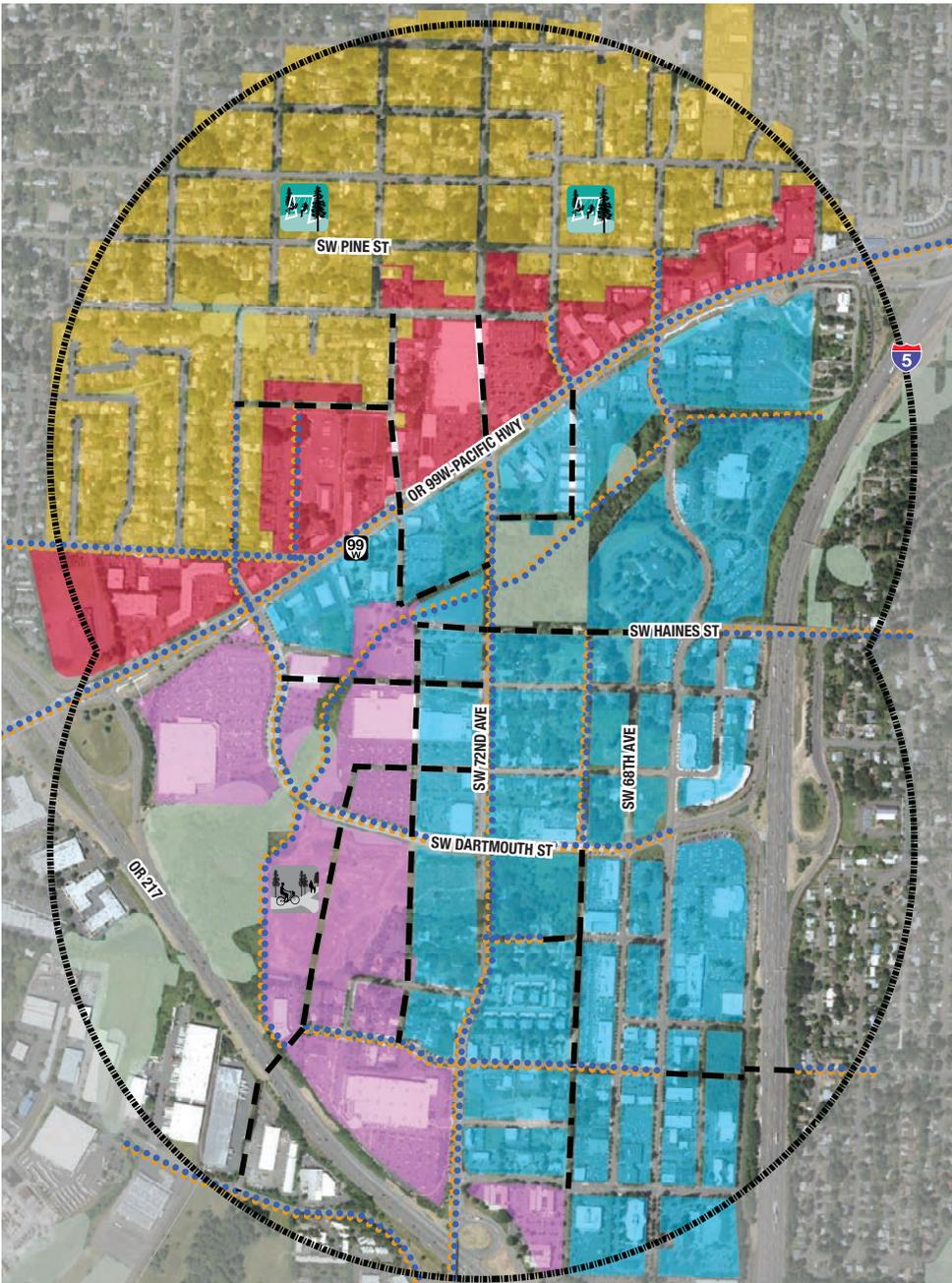
In general, the current comprehensive plan and underlying zoning allows the types of land uses shown in this concept; however, the Tigard Development Code (TDC) limits development to 0.40 floor area ration (FAR), which effectively precludes some of the densities shown in the concept. In addition, some changes would be required along OR 99W-Pacific Highway. Issues associated with the state Transportation Planning Rule will need to be addressed in order to increase development potential. Coordination with the *Southwest Corridor Plan* will likely create the best opportunity to overcome these policy barriers. Finally, the city will need to adopt the Town Center boundary in coordination with ODOT and Metro.

TRANSPORTATION ACCESS

The three state highways that define the Tigard Triangle provide a high level of regional access to this location, which makes the area highly desirable for many types of development. At the same time, these highways pose significant barriers to all travel modes, especially pedestrians and bicycles. It would be necessary for future planning and development to balance the needs for additional motor vehicle and freight mobility with the needs for safe and efficient pedestrian and bicycle access. The right land use mix, design, and building orientation would likely be a part of creating walkability and efficient internal circulation. Transit coverage will need to be expanded to better serve the interior of the Triangle from other regional destinations.

INFRASTRUCTURE INVESTMENT

The estimated cost of implementing the Triangle concept is expected to be high due to the planned crossing of OR 217 linking Downtown Tigard with the Triangle as well as a crossing of Interstate 5 at Beveland Street/Southwood Drive. In addition, the Triangle concept proposes several miles of new streets to complete the local grid system in the area around 72nd Avenue, as well as new parks and open spaces.



STATION TYPOLOGY

Proposed Station Types

Town Center/ Main Street	Employment/ Retail
Transit Corridor	Transit Neighborhood

Proposed Connections (New and Improved)

	Local Multimodal Street
	Bike/Ped Route

Proposed Amenities (Not Located)

	Conceptual Park/Open Space Facilities
	Conceptual Bike/Ped Amenities

Commuter Rail
 Railroads
 Rivers and Water Bodies
 Study Area Boundary
 Parks, Open Space
and Natural Resources

0 1,000 2,000 Feet

CONCEPT PLAN

ACTIVITY CENTER

The Tigard Triangle concept shows the center of intensity east of 72nd Avenue, building on the existing pattern of smaller blocks for a walkable, town center feel. This area would have a growing mix of retail, employment and residential activities.

COMMUNITY CHARACTER

The Tigard Triangle Preferred Concept seeks to blend smaller-scale retail, restaurants and housing to complement the current employment center, especially in the northeast part of Tigard Triangle. Increased housing options would also be allowed northwest of OR 99W-Pacific Highway.

GETTING AROUND

This potential station community is defined by some of the most highly traveled roads in the state, which can create major barriers for getting into and out of Tigard Triangle. Freeway crossings are expensive, so it's important that any new crossing meets multiple transportation needs. The concept includes a new multimodal facility crossing OR 217 to connect Tigard Triangle with Downtown Tigard.

WASHINGTON SQUARE

Metro
2040
REGIONAL
CENTER

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

With extensive retail and little housing in this area, there is substantial opportunity to change the character of the area to make it consistent with the concept and the adopted Regional Center Plan. The focus of the changes in the concept would be along Greenburg Road and the parking areas south of the mall, and on forming east-west connections to the existing Metzger neighborhood to the east. Additional retail is envisioned to take the form of a “main street”. The mall, the office properties west of OR 217, and the neighborhood to the east of Greenburg Road are not expected to see significant changes in character, other than greater pedestrian and bicycle amenities and a multimodal network linking the mall to adjacent neighborhoods.

DEVELOPMENT FEASIBILITY

The Washington Square area is a significant retail and office commercial hub on both sides of OR 217. These uses are expected to thrive in the future, with 5-6 story midrise office development and ground-floor retail as well as single-story retail. Almost 7% of land area in the Washington Square station community (within Tigard) consists of “highly underutilized” creating redevelopment potential, especially at the southern end of the mall complex. However, significant public investment may be needed to develop multi-family housing in an area that has seen a lack of private investment to provide such uses.

PLAN AND POLICY CONSISTENCY

The concept is consistent with the policies in the Regional Center Plan, which are designed to foster compact, mixed-use development to support high capacity transit. Local plans have called for addressing the needs for greater multimodal connectivity, especially across OR 217, and for mixed-use residential development with neighborhood retail to help establish a sense of community at that location. Washington Square has design and development standards in place similar to downtown, which would work to support HCT.

TRANSPORTATION ACCESS

OR 217 provides efficient access to the area, which would help attract many different forms of redevelopment. Transit service is comprehensive, with the Washington Square Transit Center and the nearby WES station providing access to other parts of the region. Reflecting the auto-oriented uses of the area, existing pedestrian and bicycle access is in need of improvement, with OR 217 and Fanno Creek posing a major barrier to east-west travel. Internal circulation within the Washington Square complex would need to be addressed as planning goes forward to ensure that new development incorporates greater multimodal connectivity, while maintaining freight access.

INFRASTRUCTURE INVESTMENT

The future vision for Washington Square includes a new multimodal overcrossing that bridges the divide between both sides of OR 217, while enhancing access to the shopping center from the Hall/Nimbus WES station and the Fanno Creek Trail. This improvement is expected to have a relatively high cost due to the necessary crossing of the PNWR line. There are also proposed improvements to connect the Fanno Creek Trail with the Scholls Ferry/121st station community.

CONCEPT PLAN

STATION TYPOLOGY

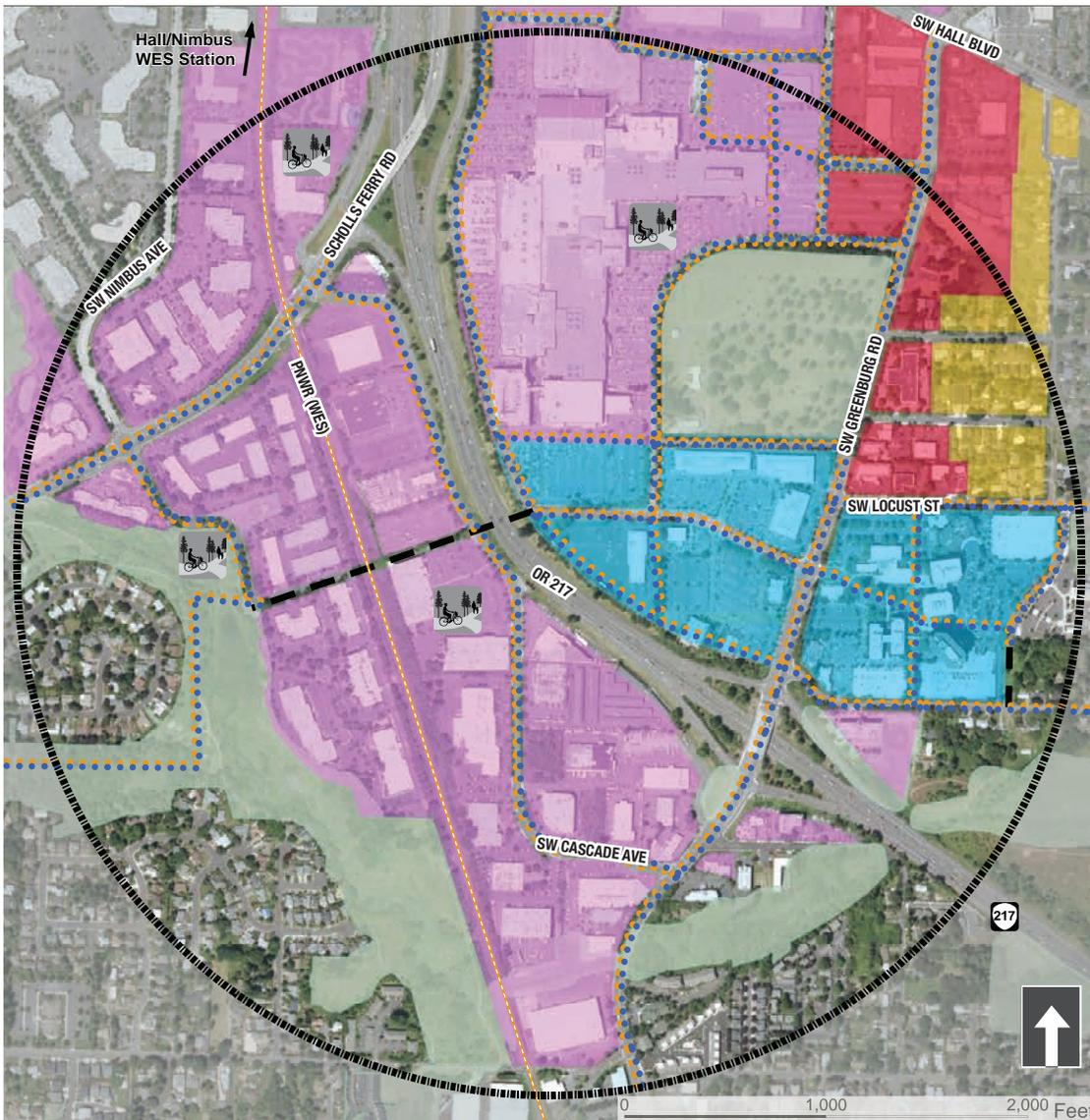
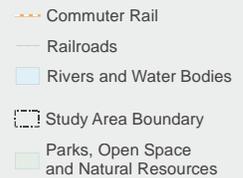
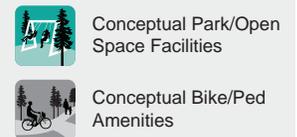
Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



ACTIVITY CENTER

The preferred concept creates a pedestrian-friendly Town Center/Main Street on the east side of OR 217 at Greenburg Road, with a small-scale grid pattern for local circulation. The pedestrian scale and character would continue north on Greenburg Road, as a Transit Corridor, which would create a stronger pedestrian environment on this roadway and provide a transition from large commercial areas to the residential neighborhoods.

COMMUNITY CHARACTER

The general location and type of land uses would not change significantly. However, the addition of the Town Center and Corridor types would support a more walkable area and opportunities to mix residential uses with existing and future commercial activity. The Transit Neighborhood type provides for varied housing types with better connections to the commercial area.

GETTING AROUND

OR 217, Greenburg Road, Scholls Ferry Road and the railroad tracks present formidable barriers. A new multimodal crossing is envisioned over OR 217, which would provide a local connection from Nimbus Avenue to Locust Street. A complete network of sidewalks and improved bicycle access is also a priority.

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

The concept leaves the character of this neighborhood intact with an emphasis on residential and with the existing shopping center serving as the hub of this potential station community. Some redevelopment could occur in the commercial area with the potential for mixed-use retail and high-density residential in buildings that would be oriented along the street. Scholls Ferry Road, as a major commuter thoroughfare, could be reimagined as a main street with a narrower cross-section and multiple midblock crossings to create a more inviting pedestrian experience. Single-family residential neighborhoods are not expected to see a change in character.

DEVELOPMENT FEASIBILITY

This area of Tigard is primarily single-family residential in character but could see a modest intensification of land uses at the Greenway Town Center location and other parcels directly adjacent to Scholls Ferry Road. The station community could complement the shopping mall and large-format commercial at nearby Washington Square with neighborhood-serving retail, but in a more compact urban form. Multi-family residential (2-3 story) may be possible in certain locations, as well as new commercial development.

PLAN AND POLICY CONSISTENCY

The level of support for the concept found in the comprehensive plan and local zoning is varied. Existing commercial zones along Scholls Ferry Road would not be entirely consistent with the concept. Proposed housing redevelopment would be suitable in existing high-density zones. Additional planning efforts would need to be undertaken at both the local and regional level to assess the market and regulatory viability of increasing development intensity and devise an action plan on the mechanisms and incentives to help achieve that growth. Tigard would need to collaborate with the City of Beaverton on future planning efforts.

TRANSPORTATION ACCESS

The level of multimodal access to this location is well-suited to high-density residential development with local-serving retail. Investments would need to be made to bolster transit coverage and improve the active transportation network in order to enhance the character of the neighborhood as a pedestrian-friendly, mixed-use center. A grid system of paths would help improve multimodal circulation.

INFRASTRUCTURE INVESTMENT

Multi-use trail connections to the Fanno Creek Trail and other active transportation investment make up the bulk of planned improvements within the Scholls Ferry/121st concept plan, resulting in a relatively low cost for new infrastructure.

CONCEPT PLAN

STATION TYPOLOGY

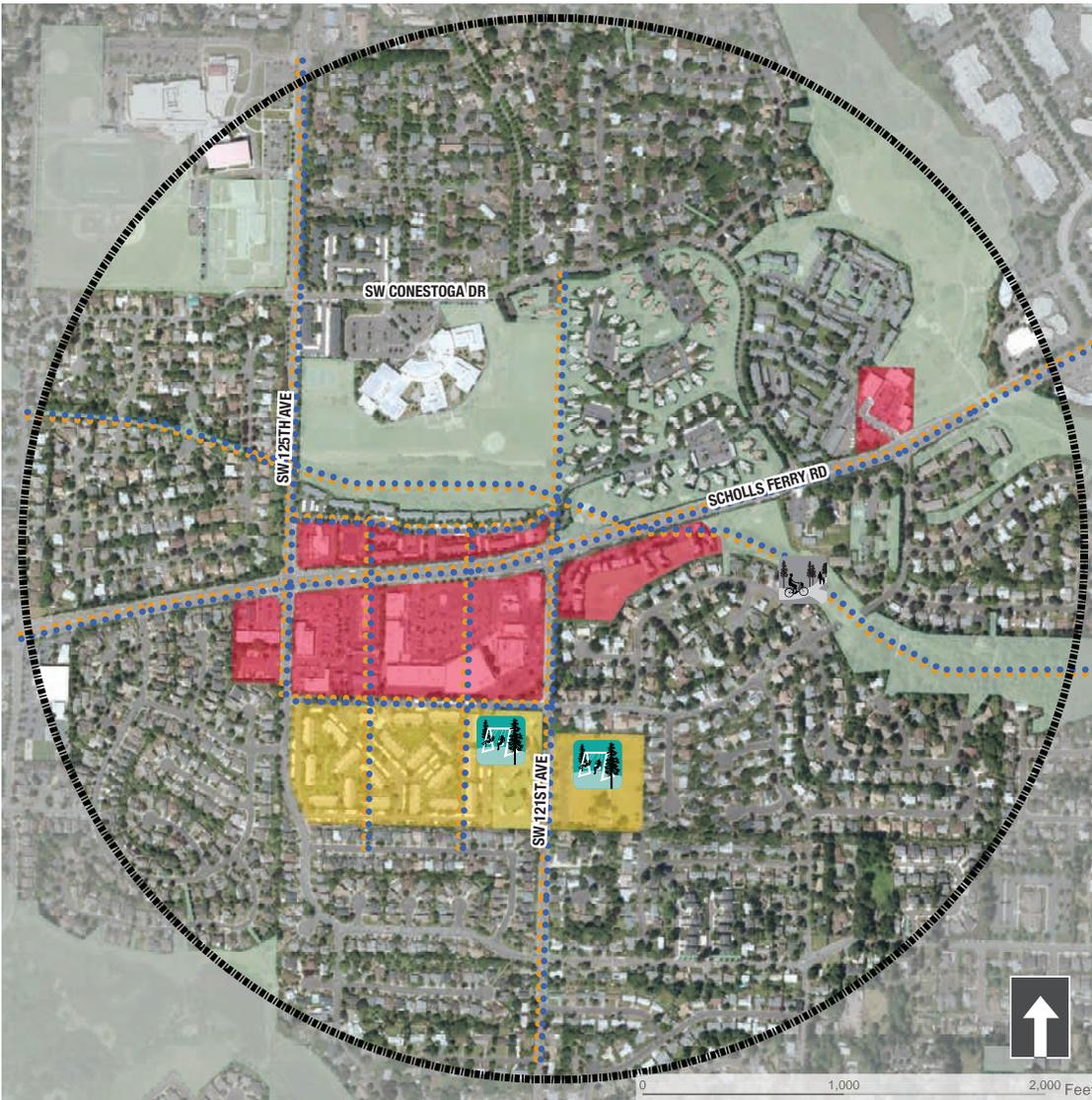
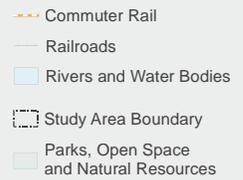
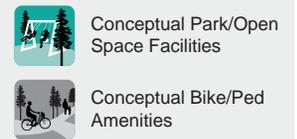
Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



ACTIVITY CENTER

Only minor changes were identified for this area, with an emphasis on improving the Scholls Ferry Road crossings. The center of intensity in this neighborhood remains in the existing commercial area between 121st and 125th Avenues.

COMMUNITY CHARACTER

The existing commercial areas on Scholls Ferry Road are envisioned as the Transit Corridor type, reflecting its current character, but adding an emphasis on the pedestrian environment.

GETTING AROUND

The priority for transportation investments in this area would be to improve crossing opportunities on Scholls Ferry Road and complete pedestrian networks on the local streets.

99W/GAARDE-MCDONALD

Metro
2040
CORRIDOR

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

This location is emblematic of the suburban built form seen elsewhere along OR 99W-Pacific Highway. The concept seeks to revitalize the existing strip commercial centers with higher-density mixed-use, while maintaining the character of single-family neighborhoods situated just beyond the retail areas. Additional changes to the area would include the introduction of a bicycle/pedestrian path grid to serve the commercial development and midblock crossings along OR 99W-Pacific Highway to improve multimodal circulation and safety. Building and streetscape design along the corridor would focus on providing definition and a sense of enclosure to the street. In the interim, this would be achieved through surface parking screening and landscaping, and in the long term through re-orientation of buildings.

DEVELOPMENT FEASIBILITY

OR 99W-Pacific Highway is a thoroughfare of regional and statewide importance, providing significant visibility and traffic to support a variety of commercial uses. The older and/or underdeveloped properties would be best candidates for new transit-oriented development (TOD) in the form of horizontal mixed-use built along the street frontage, with parking behind buildings. Multifamily residential at 2-4 stories with the possibility of ground-floor retail, could be built alongside commercial properties.

PLAN AND POLICY CONSISTENCY

The 99W/Gaarde-McDonald concept would require significant local planning amendments to fully implement the concept. Design standards similar to downtown would need to be put in place to encourage development that fronts the street; new zoning that allows for a mix of residential and commercial uses would be necessary. Regional and statewide policies would need to be addressed to ensure that the area reaches its growth potential without excessive traffic impacts to OR 99W-Pacific Highway. A Station Community could be established as part of the *Southwest Corridor Plan*.

TRANSPORTATION ACCESS

The level of access to this area corresponds with the uses and built form of development that has occurred to date, and would continue to occur unless significant changes to the build environment are made. While OR 99W-Pacific Highway provides principal vehicle and freight access, its design makes traveling by foot or bike an inhospitable experience due to large cross-sections that encourage high speeds, the lack of street network connectivity and crosswalks, and substandard sidewalk infrastructure. A grid network of paths would be designed to improve multimodal connectivity. East-west transit coverage would also need to be improved to facilitate new regional connections.

INFRASTRUCTURE INVESTMENT

The 99W/Gaarde-McDonald concept features bicycle/pedestrian improvements along, and just offset from, OR 99W-Pacific Highway in both directions to help improve mobility and circulation for these modes. New connections are also envisioned across the thoroughfare to provide access to commercial and mixed-use properties. The cost of these improvements should be low, relative to other station concepts.

CONCEPT PLAN

STATION TYPOLOGY

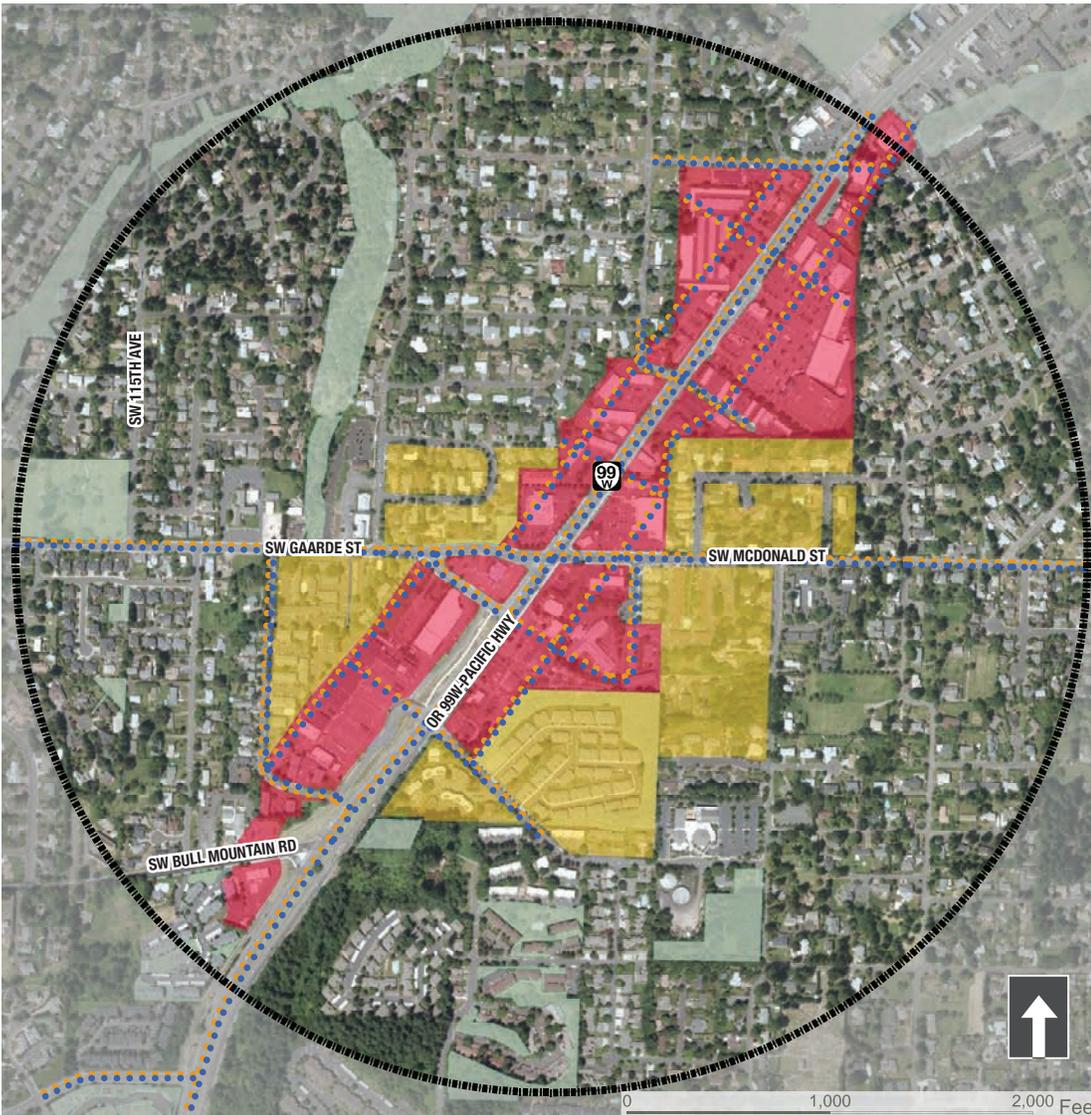
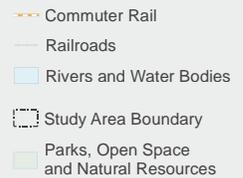
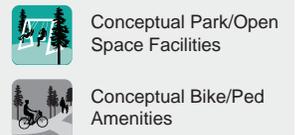
Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



ACTIVITY CENTER

The preferred concept for this potential station community has the highest intensity of activity along OR 99W-Pacific Highway, but with more connections between the commercial and residential areas.

COMMUNITY CHARACTER

The preferred concept retains the existing commercial and residential uses. However, to increase employment opportunities, commercial uses would include more office space as a complement to the existing retail shops. Some modest increases in residential activity could be achieved primarily through allowing accessory dwelling units or duplexes.

GETTING AROUND

The location is defined by two major roadways that simultaneously serve as major thoroughways while creating barriers to local access. Transportation investments will need to balance the needs of motorists and pedestrians in creating pedestrian crossings for both roadways and more direct connections between commercial and residential areas.

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

This area includes multiple retirement communities and shopping centers bisected by OR 99W-Pacific Highway. The concept would redevelop the shopping areas with more housing and a mix of uses to provide development that better supports HCT. Some of the residential areas could see higher densities, new parks and a more connected street grid, while much of the existing residential would maintain its existing character.

DEVELOPMENT FEASIBILITY

While single-story retail forms are likely to continue, the potential exists for cultivating a town center character at this location due to the fairly high density of nearby retirement communities. The depth of the existing commercial parcels provides development flexibility. The challenge would be promoting development that better supports high capacity transit in an area that is currently characterized by a high-speed highway and strip commercial. Multifamily residential of 2-4 stories with ground floor retail is suitable for much of the area.

PLAN AND POLICY CONSISTENCY

The local comprehensive plan and underlying zoning would need to be updated in order to fully implement the concept, including provisions for mixed-use, higher-density uses compared to what is in place currently. Tigard and King City would need to work together to establish a Town Center boundary (which has been conceptualized in the *Metro 2040 Growth Concept* but not locally planned or adopted), and collaborate on a local land use or station area plan to advance a vision on how the neighborhood could develop. These plans would need to address statewide transportation policies to ensure that traffic impacts to OR 99W-Pacific Highway are mitigated.

TRANSPORTATION ACCESS

While OR 99W-Pacific Highway provides principal vehicle and freight access, its design makes traveling by foot or bike an inhospitable experience due to large cross-sections that encourage high speeds, the lack of street network connectivity and crosswalks, and substandard sidewalk infrastructure. Facilitating local bicycle and pedestrian access would also be necessary to ensure that alternatives for accessing retail destinations exist for those in surrounding communities. A grid network of paths would be designed to improve multimodal connectivity and reduce local traffic on OR 99W-Pacific Highway. East-west transit coverage would also need to be improved to facilitate new regional connections.

INFRASTRUCTURE INVESTMENT

A new grid of streets in the vicinity of the Royal Mobile Villas constitutes the majority of proposed infrastructure improvements in the 99W/Durham concept. Along with new bicycle and pedestrian enhancements concentrated at the intersection of OR 99W-Pacific Highway and Durham Road, the total cost of new investment is expected to be average, relative to the other station community concepts. In addition, three park and/or open space facilities are included within this station community concept.

CONCEPT PLAN

STATION TYPOLOGY

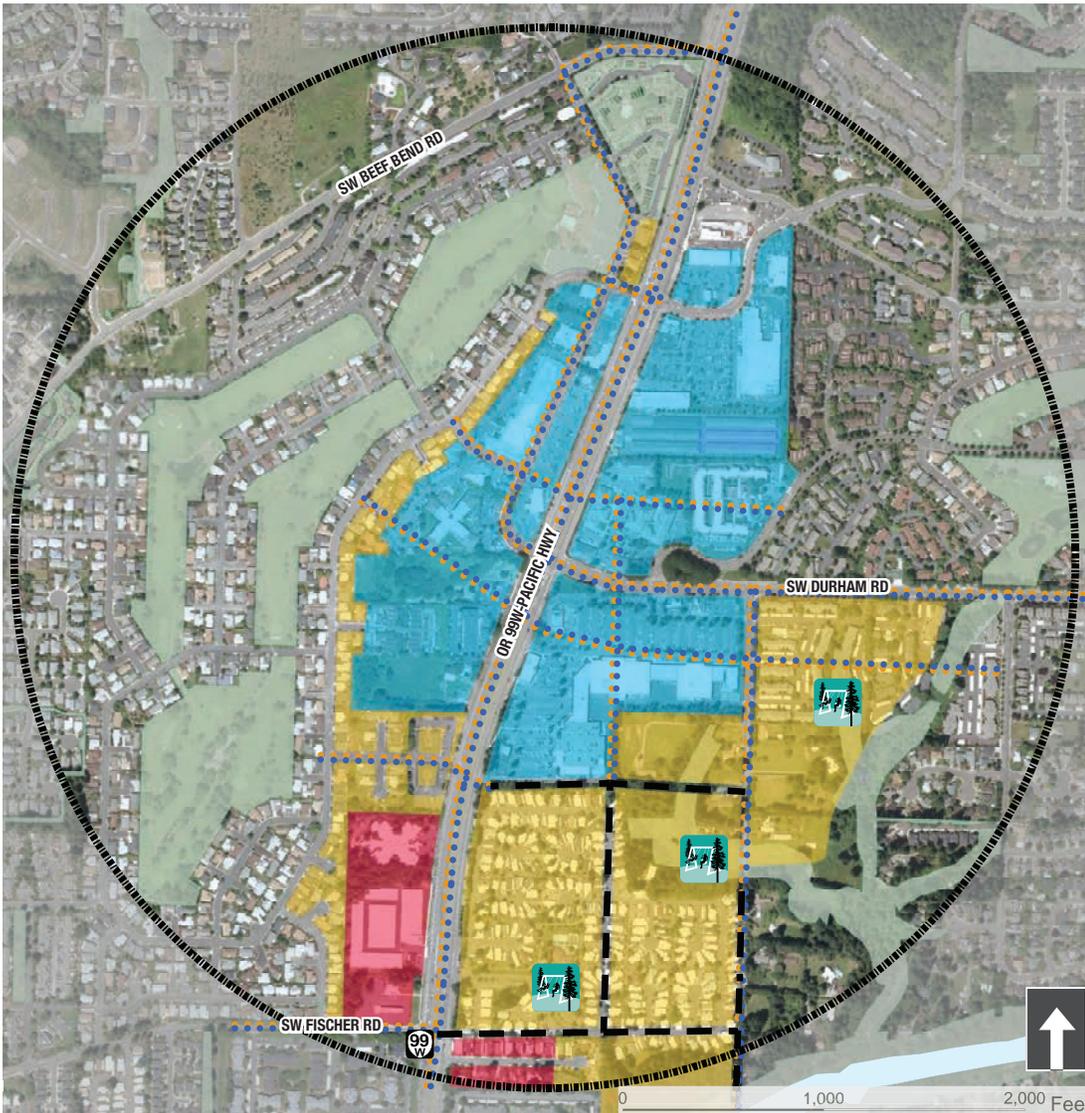
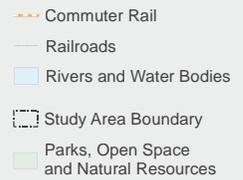
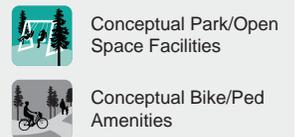
Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



ACTIVITY CENTER

The center of intensity for this location is focused on Durham Road and the current commercial properties next to OR 99W-Pacific Highway, with some areas transitioning to a mix of residential and non-retail employment.

COMMUNITY CHARACTER

The existing location of commercial and residential uses would generally remain the same. However, the commercial areas (Town Center type) in the core would also include office space and housing. The Transit Neighborhood residential areas would generally retain their current character with more variety in housing types.

GETTING AROUND

The priority for transportation improvements in this area is an efficient network of streets on either side of OR 99W-Pacific Highway - providing more pedestrian and bicycle connections which would include opportunities for crossing the highway.

UPPER BRIDGEPORT VILLAGE

CONCEPT OVERVIEW

NEIGHBORHOOD CHARACTER

The Upper Bridgeport Village concept represents only a small change from the existing neighborhood character. The area is expected to remain primarily light industrial and office park. The focus of town center development would be located at the intersection of Upper Boones Ferry Road and 72nd Avenue, with a grid of paths and bikeways to help with local circulation and promote a more walkable urban form. New mixed-use commercial could be built to tie in with the existing Bridgeport Village shopping center in the city of Tualatin. The residential neighborhoods to the west would maintain their existing character.

DEVELOPMENT FEASIBILITY

The Upper Bridgeport Village location is attractive for industrial and employment uses. These uses are expected to continue in 1-4 story form due to the location's designations as an "Employment" and "Industrial" area in Metro Title 4. Given the area's strong freeway access, development is likely to remain primarily office park in nature. There may be opportunities for mixed-use office with ground-floor retail in buildings fronting the street, with the possibility for more residential uses to the south.

PLAN AND POLICY CONSISTENCY

This area represents a significant local and regional employment center and the concept maintains this direction. Some changes to local zoning would be required to increase the intensity of the employment uses, moving from light industrial to office park. The city would need to coordinate with Metro to establish and adopt a Station Community as part of the *Southwest Corridor Plan* and work in partnership with Lake Oswego and Tualatin. Any zone change would also require the city to address statewide transportation policies that could limit development capacity within a quarter-mile of an interstate interchange (which encompasses much of the land in Upper Bridgeport Village).

TRANSPORTATION ACCESS

I-5 provides excellent vehicle and freight access to the area but the industrial nature of the area does not provide the best environment for pedestrians. A proposed grid of paths would help improve internal circulation and connect existing neighborhoods to nearby dining and entertainment options. An extension of Fanno Creek Trail is envisioned to provide convenient bicycle and pedestrian access to points further north and south while an additional trail is envisioned along the PNWR line connecting under Interstate 5. The potential for a new bridge over the WES line to connect to Fanno Creek is included in the concept. All-day transit service is currently not provided and will need to be introduced to provide access to and from other regional destinations.

INFRASTRUCTURE INVESTMENT

The Upper Bridgeport Village concept is expected to have medium cost of infrastructure due to the extension of the Fanno Creek Trail south through the station community and its associated connections to the surrounding communities (one of these access points would require a new PNWR crossing). A bicycle and pedestrian trail would also be extended along another branch of the PNWR line underneath Interstate 5.

CONCEPT PLAN

STATION TYPOLOGY

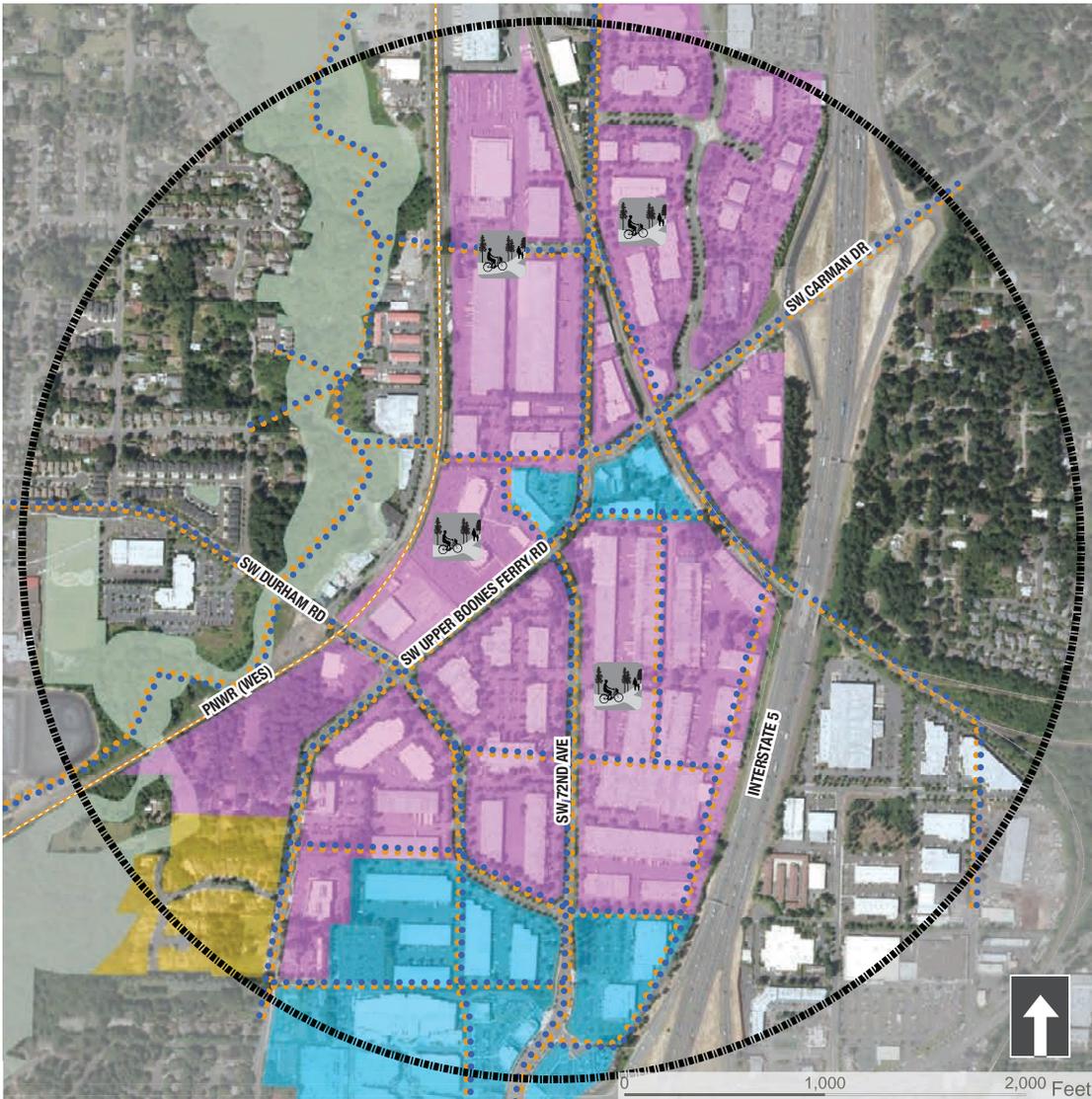
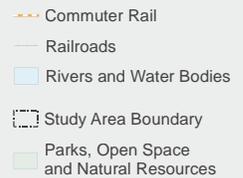
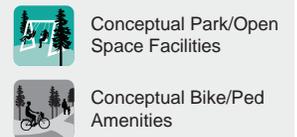
Proposed Station Types



Proposed Connections (New and Improved)



Proposed Amenities (Not Located)



ACTIVITY CENTER

The preferred concept for this location creates a Town Center at 72nd Avenue and Upper Boones Ferry Road, which would provide retail shops and housing for the people who work in this area.

COMMUNITY CHARACTER

The majority of this station community would retain its current land uses, with regional employment covering most of the area. It would also include a more urban-scale “Town Center” type activity center, with a transition area connecting to Bridgeport Village to the south.

GETTING AROUND

Transportation improvements in this location are focused on creating a smaller grid pattern, especially for pedestrians and bicycles, as well as completing the network of sidewalks on existing streets. Opportunities for new or improved connections across the railroad would also be explored, but are subject to significant rail crossing restrictions.

3

POLICY ANALYSIS SUMMARY

The purpose of the policy review and analysis chapter is to determine what significant policy actions the city would need to take to implement the concepts. This chapter provides a brief overview of existing city, regional and state policies, an analysis of those policies as they relate to this project and the major findings from that analysis.

The policy documents reviewed and the questions considered are as follows:

- **Tigard Comprehensive Plan** – Are the concepts consistent with the *Comprehensive Plan*? Should the city consider comprehensive plan amendments or other potential actions to achieve consistency?
- **Metro Urban Growth Management Functional Plan and Regional Transportation Functional Plan** – Are the concepts consistent with the *Functional Plans*, making them eligible for regional transportation investments? This also includes discussion of the System Expansion Policy (SEP) developed as part of the 2040 Context Tool.
- **State of Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP)** – Are there opportunities or issues for these concepts under the recently amended TPR and OHP?

These three documents provide the most important policy context for each of the station community concepts. This policy analysis is based on the application of the Tigard Typology, as described earlier in this document. However, this policy analysis does not assume that HCT is in operation.

OVERALL FINDINGS

The following actions would be required by the City of Tigard and its partners to implement the station community concepts.

- Generally the concepts are consistent with the *Comprehensive Plan* and would help implement the city's growth plans.
- Some changes to existing zoning designations or the creation of new zoning designations would be required to fully implement the concepts, but some concepts could be implemented without significant changes.
- The city's *Capital Improvement Plan (CIP)* and TSP are important documents that would help implement the concepts. There are a few large projects, such as the crossing of OR 217, that would require an amendment to the TSP.
- According to Metro's *Urban Growth Management Functional Plan*, eligibility for regional investment requires the establishment of a regional or town center, corridor, station community or main street boundary; an assessment of the area in the boundary; and a plan of actions and investments for the area. The concepts are generally consistent with this policy, but some additional work would be required to allow a certain mix and intensity of land uses; to provide for local street connectivity and bicycle and pedestrian infrastructure, and to manage parking.
- The concepts move the city in the direction needed to meet Metro's *Functional Plan* requirements for lower mobility standards,

potentially reducing the transportation mitigation required in some areas.

- Metro has special requirements for designated areas designed to protect employment lands. The concepts are generally consistent with this policy but some modest refinements to the Metro Employment and Industrial Areas Map would be required to fully implement the following station community concepts:
 - Downtown Tigard
 - Tigard Triangle
 - Washington Square
- The state TPR Section 0060 was recently amended to provide some new opportunities for jurisdictions looking to encourage economic development and implement compact, mixed-use, multimodal TOD. The amendments include more flexibility for mitigating the traffic impacts of plan amendments and zone changes. With the TPR amendments, areas designated as Multi-Modal Mixed-Use Areas (MMAs) would be exempt from traffic congestion performance standards when seeking a zone change, though further analysis would be required to determine how to meet the requirements of the TPR.
- The OHP was also recently amended to provide added flexibility for the development of alternative transportation performance targets and standards. Alternative or supplemental transportation performance standards will likely be developed as part of the *Southwest Corridor Plan*.

TIGARD COMPREHENSIVE PLAN

The 2008 *Tigard Comprehensive Plan* is the city's first complete update of the original comprehensive plan from 1983 and provides a blueprint that will guide and inform future citywide land use decisions for the next 20 years.

This analysis focused on identifying areas where policy actions may be required to implement the concepts. The appendix includes a detailed analysis of all goals and policies that apply to the *HCT Land Use Plan*. It is

important to note that the comprehensive plan policies include those from the TSP.

Analysis: The Tigard Typology was created in a manner that does not require significant changes to *Comprehensive Plan* goals or policies. However, implementation of several concepts requires the creation of new zones and comprehensive plan designations or small changes to existing zoning designations.

Based on the comprehensive plan policies reviewed, Downtown Tigard and Washington Square have the necessary policies and zoning to implement the station community concepts. This is primarily due to the specific planning that has previously occurred in these areas. Other concepts require various levels of changes, from new design guidelines to new plan designations and zones. Downtown Tigard, Tigard Triangle, Washington Square, 99W/Durham and Upper Bridgeport Village all feature new roadways, highway crossings and/or railroad crossings, which have yet to be added to local planning documents.

Finding: In general, the concepts are consistent with the *Tigard Comprehensive Plan*. New comprehensive plan and zoning designations would be needed to implement some of the station community concepts. The local TSP and CIP would require updates to reflect the recommended new infrastructure in several concepts.

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN AND REGIONAL TRANSPORTATION FUNCTIONAL PLAN

The *Metro Urban Growth Management Functional Plan* provides tools and incentives to encourage local jurisdictions to support long-term regional growth management goals and objectives as approved by the Metro Council. These tools take the form of comprehensive plan updates and local ordinance and regulation adoptions by local jurisdictions. By adhering to these guidelines as required by the *Functional Plan*, the City of Tigard is eligible for federal and state funding to make investments in transportation for projects that are listed in the RTP. This section also includes a description of the System Expansion Policy (SEP) introduced in 2011 as a component of the *Metro HCT System Plan* and their application to this plan.

Title 1: Requirements for Housing and Employment Accommodation

Title 1 of the *Functional Plan* seeks to maintain an adequate supply of housing for the region. It requires jurisdictions to implement minimum required residential densities in all residential zones and also places stipulations on reducing the capacity for housing in any zone for the purposes of allowing industrial, medical, or educational uses or preserving a natural resource without needing to increase minimum capacity in another zone. Single lots and parcels may have their zoned capacity reduced if there is deemed a negligible effect on a city's overall minimum housing capacity.

Analysis: These regulations do not apply within the framework of the *HCT Land Use Plan* because each residential zone in Tigard already requires minimum density to be at 80% of the maximum residential density allowed in each zone, and any future adopted zone based off the Typology would either include a minimum required density (if in a residential zone) or would be designed as a mixed-use zone with an emphasis on housing. Furthermore, there are no concepts that recommend downzoning to accommodate less intensive uses than what is already in place.

Finding: The City of Tigard is currently meeting the goal of Title 1 and would continue doing so with the concepts in the *HCT Land Use Plan*.

Title 4: Employment and Industrial Areas

Industrial Areas

Title 4 of the *Urban Growth Management Functional Plan* seeks to protect industrial areas by limiting new buildings for retail commercial and professional services to ensure that they primarily serve the needs of workers in the area. In addition, cities and counties must limit those uses to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors as shown on the Regional Freight Network Map in the RTP, including I-5, OR 217 and OR 99W-Pacific Highway. Cities and counties are prohibited from amending local land use regulations pertaining to Industrial Areas to allow retail commercial and

professional uses if they were not allowed prior to 2004.

Analysis: None of the concepts seek to convert Industrial Areas to other uses. The Upper Bridgeport Village concept includes Industrial-designated land, but the Employment/Retail Type can flex to incorporate industrial as currently allowed in that area.

Finding: The concepts found in the *HCT Land Use Plan* would not require the city to request a change in the boundary of Industrial Areas from Metro. The Upper Bridgeport Village concept would incorporate the industrial uses already in place, and no other station communities contain lands designated as Industrial.

Employment Areas

Development guidelines for Employment Areas are less stringent than Industrial Areas, but still prohibit widespread (over 60,000 square feet of gross leasable area in a building or parcel) commercial retail uses in an Employment Area. The General Commercial (C-G) and Professional Commercial (C-P) zones in the City of Tigard are two exceptions as they authorized commercial retail uses before 2003.

Other zones that include Employment Areas in Tigard meet this standard if transportation facilities are deemed adequate to serve the commercial retail uses that would be in place at the time uses begin operation, and are adequate to serve other uses planned for the Employment Area. Retail uses exceeding the maximum allowable limit are permitted if traffic impacts are not shown severe enough to increase congestion levels.

Analysis: Employment Areas are located in the Downtown Tigard, Tigard Triangle, Upper Bridgeport Village and Washington Square station communities. Except for Upper Bridgeport Village, the concepts developed for these areas emphasize mixed-use and might benefit from removing some or all of the employment designation to improve development flexibility. Removing this designation would require meeting a series of conditions presented within Title 4.

The city must demonstrate that the amendment to the Title 4 Map would not reduce the city's employment capacity, degrade off-peak performance of nearby freight routes without mitigation, affect the viability

of industry or contribute to regional jobs-housing imbalance.

Finding: The city should consider removing some or all of the employment land designation for parts of Downtown Tigard, Tigard Triangle and Washington Square to allow more development flexibility and to fully implement the concepts. This work could occur as part of the *Southwest Corridor Plan*.

Title 6: Growth Concept Designations

Title 6 of the plan provides a policy framework regarding Metro’s designated Centers, Corridors, Main Streets and Station Communities throughout the Portland metro region as identified by the *Regional Framework Plan* and the *2040 Growth Concept*. Regional infrastructure investments, such as development of a new HCT line, are meant to be complemented by local land use actions and investments to help enhance the vitality of these areas. The *2040 Growth Concept* encourages urban growth in centers and corridors while linking regional centers with HCT. To be eligible for regional investment in a 2040 Center, Corridor, Station Community or Main Street, jurisdictions must establish a boundary; perform an assessment; and adopt a plan of actions and investments to enhance the area. The plan of actions and investments must include:

- Actions to eliminate, overcome, or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
- Revisions to land use regulations as necessary to allow a certain intensity and mix of uses (39-40 persons per acre in Town Centers and Main Streets, and 45 persons per acre in Station Communities and Corridors);
- Public investments and incentives to support mixed-use, pedestrian-friendly and transit-supportive development; and
- A plan to achieve adopted bicycle, pedestrian, and transit modal targets that includes street, bicycle, pedestrian, transit, and transportation system management and operations (TSMO) system plans consistent with Title 1 of the

RTFP and a parking management program consistent with Title 4 of the RTFP.

Traffic impact analyses conducted for plan amendments within established *2040 Growth Concept* areas are eligible for a 30% reduction below Institute of Traffic Engineers vehicular trip generation rates. This occurs when a jurisdiction has adopted 2040 Center boundaries; revised its comprehensive plan and/or land use regulations to allow and encourage transit-supportive land use; prohibited auto-dependent uses; and adopted a plan to reach non-single occupant vehicle mode share targets. Moreover, higher volume/capacity (V/C) standards found in the OHP are eligible for use when considering a plan amendment if the preceding conditions are met.

Analysis: Downtown Tigard is a 2040 Town Center. Inclusion of the Tigard Triangle into the Tigard Town Center boundaries has yet to be adopted by the city. The King City Town Center is shown in the *2040 Growth Concept* at the intersection of OR 99W-Pacific Highway and Durham Road but has not been established through a local town center planning effort, nor have Town Center boundaries been adopted. Washington Square is a designated Regional Center and 99W/Gaarde-McDonald and Scholls Ferry/121st are both located within and adjacent to 2040 Corridors that do not have adopted boundaries. Of the seven potential station communities, only Upper Bridgeport Village is currently not a center, corridor, main street or station community in the *2040 Growth Concept*.

To qualify for regional investments in these designated locations, the city must assess and outline a plan to reduce or eliminate barriers to compact, mixed-use development and to meet mode split targets.

The conditions for meeting regional investment criteria would apply to all existing and future *2040 Growth Concept* centers, corridors, station communities, and main streets within the City of Tigard. In addition, Scholls Ferry/121st and 99W/Gaarde-McDonald are two potential station communities that are along Corridors but may need to be redesignated as a 2040 Station Community.

Finding: Downtown Tigard and Washington Square currently have adopted Center boundaries. If the city

wishes to pursue the other concepts identified in this report they will need to establish new *2040 Growth Concept* boundaries as well as the associated assessment and plan of actions. These boundaries are necessary to be eligible for regional investment and reduced mobility and trip generation rates.

System Expansion Policy (SEP)

The SEP have been developed as part of the 2040 Context Tool to guide local jurisdictions who wish to position themselves favorably for future decisions on HCT implementation through policy amendments and comprehensive plan or TSP updates. Because HCT is currently the only defined regional investment, the SEP is directly related to the guidelines in Title 6, which establish density targets for Centers and Corridors as part of the *2040 Growth Concept*. The SEP criteria are delineated in Table 3; no rigid targets have been established for these measures by Metro and the SEP has not been adopted as part of the Metro Code. The SEP is only designed to look at existing land

use, funding, policy and zoning and does not factor future-based scenarios that can signal an increase in development potential such as plan amendments, zone changes and the availability of vacant and underutilized land.

Analysis: The *Southwest Corridor Plan* will include an examination of several potential transit station communities along the corridor based on SEP measures that will help inform an analysis based on the 5 “P” indices: People, Performance, Ped/Bike, Physical Form and Places. This analysis will then determine the potential of existing zoning and other factors engendering transit-supportive development at each node. Those station communities that score the highest will be best-positioned to advance further into planning and HCT implementation. The seven proposed concepts identified as part of the *HCT Land Use Plan* would be included in this Metro analysis.

TABLE 3. METRO SYSTEM EXPANSION POLICIES

MEASURE	DESCRIPTION
DENSITY OF PEOPLE	Current households and jobs per net acre within ½ mile
DENSITY OF ULI BUSINESSES	Number of Urban Livable Infrastructure (ULI) Businesses within ½ mile. (ULI refers to the range of urban amenities available, which can add value to an area in the form of higher achievable pricing for residential development.)
TRANSIT ORIENTED ZONING	Assigning values to regional zoning classifications within ½ mile. (Examples of transit oriented zoning are mixed-use, high-density zones with no minimum parking regulations.)
AVERAGE BLOCK SIZE	Density of acres of blocks within ½ mile
SIDEWALK COVERAGE	Completeness of sidewalk infrastructure within ½ mile
BICYCLE FACILITY COVERAGE	Access to bicycle infrastructure measured as distance to nearest existing bicycle facility within ½ mile
TRANSIT FREQUENCY	Transit frequency within ½ mile of corridor
HOUSING & TRANSPORTATION AFFORDABILITY	Demonstrating that potential transit investment will serve communities with high rate of cost burdened households.
PARKING REQUIREMENTS	Implement parking requirements in corridor that meet or exceeds Title 4 of the RTFP.
LOCAL FUNDING MECHANISMS	Implement funding mechanisms corridor communities that could help fund capital or operations to support transit investment and station area development, including urban renewal, tax increment financing, local improvement district, parking fees, or other proven funding mechanisms.
EQUITY	Looking at low-income, minority, senior and disabled populations within corridor.

Finding: The *Southwest Corridor Plan* will evaluate potential transit communities in Tigard to determine their suitability for future regional investment.

TRANSPORTATION PLANNING RULE (TPR) 0060

The Oregon TPR was adopted in 1991 to create a strong link between land use policies and transportation policies through implementation of Statewide Land Use Planning Goal 12, Transportation. To that end, the TPR requires that jurisdictions within a metropolitan planning organization adopt a TSP that includes planning for motor vehicles, freight, public transportation, bicycle and pedestrian facilities, and parking. Section 0060 of the TPR includes the requirement that jurisdictions evaluate proposed plan amendments and zone changes to ensure that the planned transportation system is adequate to support future desired land development.

Amendments to Section 0060 of the TPR were adopted by the Land Conservation and Development Commission (LCDC) in December 2011. The revisions are intended to better balance economic development with transportation performance and better provide for compact development in urban centers.

One of the major policy modifications allows local jurisdictions to amend a functional plan, comprehensive plan or land use regulation without needing to apply vehicular traffic congestion performance standards for areas that are classified as MMAs. Congestion performance standards include V/C ratio, total travel time and travel time delay. Proposed amendments meet this requirement if they only affect land entirely within an MMA and are consistent with the definition and function of the MMA. However, even qualified proposed amendments would still be subjected to other performance standards including those applying to multimodal safety and network connectivity. An MMA located within a quarter-mile from an existing or planned interchange requires written concurrence from ODOT with the MMA designation. The ODOT consent must be based on safety considerations for all modes.

These changes are in addition to the continuing 10-30% reduction of daily and peak hour vehicle trips presumed for uses located within a mixed-use,

pedestrian-friendly center that encourage walking, bicycling and taking transit between destinations.

Analysis: These changes may lower the regulatory barriers to plan amendments which accomplish this type of development and its intent to change spatial growth patterns. The TPR may also provide more opportunities for Tigard to implement some of the concepts that require plan or zone changes without having to account for transportation impacts exclusively in the form of vehicle congestion and travel delay, which are typically remedied through expanded or improved automobile infrastructure. Instead, this may allow Tigard to meet transportation demand goals in the form of improved pedestrian, bicycle, and transit infrastructure that could be supported through the implementation of compact, mixed-use development.

All concepts are planned to be consistent with the requirements of an MMA, however, MMA designation of those station communities that encompass interchanges or are within a quarter-mile of these interchanges would require ODOT consent. This would affect the Tigard Triangle, Downtown Tigard, Washington Square and Upper Bridgeport Village concepts depending on whether a zone change is necessary.

Finding: In areas where zone or plan changes are recommended to fulfill the vision of the station community concept, a TPR analysis is necessary to explore the level of impact that new allowed land uses may have on nearby roadways, to address alternative mobility standards that may be developed through the *Southwest Corridor Plan*, or to designate MMAs.



Public Involvement Summary

High Capacity Transit Land Use Plan

Throughout the High Capacity Land Use Plan process we have received significant and incredibly valuable input from the community. We have heard a variety of thoughts, some quite different from others and yet, some common themes have emerged.

What We've Heard

- ▶ Many things are working and people want to preserve them, like the existing residential neighborhoods.
- ▶ People want communities where they feel safe getting around on foot, bike, transit and in cars.
- ▶ Some of our busiest roads (Pacific Highway/99W, Highway 217, Interstate-5, Scholls Ferry Road) are valued, but are also viewed as barriers to livability.
- ▶ Natural areas are vital and more are needed.
- ▶ People want areas with a sense of identity and that are destinations.
- ▶ People want easier access to local businesses and restaurants.
- ▶ There is a need for public transportation improvements in all areas, not just along Pacific Highway/99W.



Mobility, Prosperity and Choice

In short, what we have heard is that we come from different backgrounds, and have different needs, but we share some common values and visions for our community.

- ▶ **We want mobility.**
The ability to get around easily whether by car, bus, foot or bicycle.
- ▶ **We want prosperity.**
A community where all of our people can comfortably live, work and play and where the built and natural environments encourage, rather than inhibit, economic development.
- ▶ **We want choice.**
Opportunities to live in different types of housing based on our personal needs, depending on our comfort level and the stage of life we may be in.



Tigard residents review plans at the project design workshop held in May 2011. Photo by Doug Vorwaller.

Public Involvement Summary

ACTIVITY	DESCRIPTION	PARTICIPANTS
Stakeholder Interviews	Staff conducted one-on-one interviews with project stakeholders.	45
HCT Land Use Citizen's Advisory Committee	Council-appointed citizen's committee served in an advisory role throughout planning process, five meetings held.	13
Cityscape Articles	Articles appeared in eight city newsletters providing project information and updates.	Citywide distribution
Project Newsletters	Electronic newsletters distributed through Community Development Listserv provided project updates and ways for citizens to get involved.	141 members (as of 4/1/2012)
Planning Ahead Newsletter Article	Articles with project updates; distributed through Community Development Listserv and at community events.	141 members (as of 4/1/2012)
Project Website	Website includes reports, articles, and videos/meeting summaries from CAC meetings.	2,515 hits (as of 4/1/2012)
Website comments	Comments received from online feedback form.	17
PROJECT SPONSORED EVENTS		
Design Workshop(s)	Afternoon participants used interactive mapping tool to describe station communities they would like to see. More "low tech" sketching tools were used in the evening, for the same task.	34 afternoon participants (TAC) 36 evening participants
HCT Land Use Plan Open House	Metro facilitated separate discussions with Tigard & Summerfield stakeholders.	35
Discussion Groups	Metro facilitated separate discussions with Tigard & Summerfield stakeholders.	20
Tigard Connections Team Kickoff Event	Open event at Tigard Public Library to engage community members in SW Corridor Plan participation.	21
OUTSIDE EVENTS		
Tigard Balloon Festival	A table was staffed to provide project information to festival participants, and to solicit ideas and feedback.	—
Tigard Area Farmer's Market	A table was staffed to provide project information to market participants, and to solicit ideas and feedback.	—
City Center Advisory Commission	Staff presentation and committee discussion.	9
Pedestrian and Bicycle Subcommittee of the Tigard Transportation Advisory Committee	Staff presentation and subcommittee discussion.	8
CPO 4K (King City and Vicinity) Presentation	Staff presentation and question and answer session with community planning organization.	20
CPO 4M (Metzger) Presentation	Staff presentation and question and answer session with community planning organization.	7
King City Council Meeting Presentation	Staff presentation and question and answer sessions with elected officials and public.	15
Summerfield Coffee Discussion	Staff presentation and question and answer session with community members.	13
Tualatin Planning Commission Presentation	Staff presentation and question and answer session with planning commissioners and public.	9



HCT Land Use Plan — Next Steps

Small Group Sessions April 30 – May 10	Joint Workshop – CC & PC May 15	Future Council Meeting July	Implementing Actions Next 3–12 Months
<p>Review/Clarify</p> <p>Meeting with staff to review project, draft report and next steps.</p> <p>Purpose</p> <ul style="list-style-type: none"> ▶ Understand the report. ▶ Understand what is being asked of City Council and Planning Commission. ▶ Identify clarifying questions. <p>Suggested Focus Questions</p> <ol style="list-style-type: none"> 1. Does the plan reflect community values? 2. Are you comfortable accepting this plan as a guideline to implementing actions? 3. What additional items should we pay attention to as we move into implementing actions? 	<p>Draft Report</p> <p>Consultant presentation of HCT Land Use Plan concepts.</p> <p>Purpose</p> <ul style="list-style-type: none"> ▶ Present community concepts developed through the HCT Land Use process. ▶ Explain how the concepts address community values and priorities. ▶ Discuss potential implementing actions and policy changes. ▶ Receive input from Council and Planning Commission to finalize the report. 	<p>Final Report</p> <p>Staff will present a revised report, incorporating City Council and Planning Commission input.</p> <p>Purpose</p> <ul style="list-style-type: none"> ▶ City Council will be asked to approve a resolution “accepting the Final Concepts to inform future implementation actions and further Tigard’s participation in the Southwest Corridor Plan.” ▶ City Council will be asked for direction on implementing actions to further Tigard priorities with based on the Concepts in the HCT Land Use Plan. 	<p>Staff and Planning Commission</p> <p>Staff will work with the planning commission to identify and refine specific land use and transportation amendments needed to achieve the station community concept(s).</p> <p>Potential Implementing Actions</p> <ul style="list-style-type: none"> ▶ New land use designations for potential station communities and other areas. ▶ Triangle master planning (TGM application). ▶ Development code changes. ▶ New parks and open spaces. ▶ TSP amendments. ▶ Complete Main Street Green Street. ▶ Adopt Downtown Connectivity/ Implementation Plan. ▶ Implement new funding strategies.

Workshop Meeting

Meeting Date: 05/15/2012

Length (in minutes): 45 Minutes

Agenda Title: Outline of River Terrace Community Plan

Prepared For: Ron Bunch

Submitted By: Ron Bunch, Community Development

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council Workshop Mtg.

Information

ISSUE

Staff will update the council on the status of the River Terrace Community Plan including a proposed timeframe and specific tasks needed to complete it.

STAFF RECOMMENDATION / ACTION REQUEST

Council is requested to receive briefing from staff, ask questions and provide input as desired.

KEY FACTS AND INFORMATION SUMMARY

The city has agreed via an intergovernmental agreement (IGA) with Washington County to refine its West Bull Mt. Concept Plan (Attachment 4) into a community plan. This planning effort will be known as the River Terrace Community Plan and encompass an area that includes urban growth boundary expansion areas 63, 64 and Roy Rogers West (Attachment 3). The community plan will put into place a means to implement the vision of the concept plan through zoning, development code regulations and implement other measures that will make urban development possible. The process will also include updates to utility, parks and transportation master plans. Furthermore, the community plan will provide the financial strategies necessary to fund and maintain required infrastructure improvements.

The development of the community plan will require coordination between city departments, as well as with other government agencies. This will include close coordination with the City of Beaverton as it develops a concept plan for the South Cooper Mountain area. Working together on transportation and sanitary sewer issues will be particularly important. Involvement and input of citizen stakeholders will also be necessary.

More detailed information can be found in Attachment 1, which includes background information, basic outline and timeframe for the community plan, next immediate steps and council decisions during the process (Attachment 2).

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

- 1. Take the Next Step on Major Projects

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

- River Terrace Memo
- General Timeframe

River Terrace Vicinity Map

Concept Plan Map

Powerpoint Presentation



City of Tigard Memorandum

TO: Mayor Craig Dirksen and Members of the City Council

FROM: Ron Bunch, Community Development Director

RE: River Terrace Community Plan

DATE: May 2, 2012

INTRODUCTION

The following summarizes the status of the River Terrace community plan. It provides a brief history of the River Terrace vicinity, and reviews the numerous issues and tasks associated with developing the land use, public facility plans, regulations and funding mechanisms necessary for the area to urbanize. A general timeframe is also provided consistent with the schedule and work plans that were developed during the city's annexation of Area 64.

Please note that the term "River Terrace" is used synonymously /interchangeably with Areas 63, 64 and the Rural Element to describe the area brought into the Urban Growth Boundary (UGB) and the area included in Washington County's West Bull Mountain Concept Plan. At the time of Area 64 annexation, staff felt it important to use the term "River Terrace" to ensure a distinction between the subject area and unincorporated urban Bull Mountain.

BACKGROUND/DISCUSSION

Recent History

Area 63 and 64 comprise about 470 acres of rural lands that were brought into the Metro Urban Growth Boundary (UGB) during Metro's 2001 -- 2002 UGB expansion. At about that time the City Of Tigard was working with Washington County to annex West Bull Mountain. The prevailing thought was that once this was accomplished the city would be contiguous to Areas 63 and 64 and annexation would follow. Tigard would have then been in a position to do the required planning and ultimately annex the two areas.

The West Bull Mountain annexation did not occur, which prevented the city from obtaining contiguity with Area's 63 and 64. Washington County then took responsibility for doing the necessary planning to urbanize the area. During this process the county decided to add the 250 acre Rural Element area, which was not in the UGB, to the Concept Plan. This was done with the concurrence of Metro staff. Addition of the "Rural Element" was necessary to make it possible to realistically plan for the provision of transportation, sewer and water facilities for both Area 63 and 64.

The prospect of additional unincorporated urban land on its boundaries was very concerning for Tigard. Tigard participated in the concept planning tasks at the Technical Advisory Committee level and consistently expressed that Washington County and Tigard should work together to find a way to provide municipal government services to the Areas 63 and 64. The issue expanded in 2010 as Washington County and Metro, with Tigard's participation, designated several hundred additional acres in the vicinity as future urban reserves.

Washington County completed the Concept Plan in November 2010. A primary finding was that there was no way for the county or service districts to provide all urban services to the area, especially domestic water. However the county adopted the West Bull Mountain Concept Plan by resolution as a guide to future urban development. Because the plan was not adopted by ordinance, it left the door open for Washington County and the city to discuss what jurisdiction should have governance authority.

In October 2011 Tigard, with the assistance of the City of Beaverton, and the concurrence of Washington County, annexed Area 64 via a triple majority annexation. Over 75% of property owners signed petitions for annexation to occur. Metro Council also voted in October to expand the Urban Growth Boundary. This expansion included 50 acres of the Rural Element (known as Roy Rogers West). This small area was added to increase the feasibility of service extension and provide contiguity between Areas 63 and 64.

Over the months following the annexation, Tigard and Washington County developed an intergovernmental agreement for coordination of governance activities and transfer of road ownership. To complete the necessary planning, the county agreed to assign its remaining Construction Excise Tax Planning Grant funds (approx. \$134,000). At this time, the city is poised to initiate the community planning process on July 1, 2012. Once adopted by council, the tools created by the Community Plan will allow urbanization to occur.

Annexation of Area 63

The city has not yet received a request form property owners to annex Area 63. Furthermore, annexation is complicated by a possible remand of Metro's Urban Growth Boundary expansion decision by the Land Conservation and Development Commission (LCDC). Staff at the Department of Land Conservation and Development (DLCD) has recommended LCDC remand Metro's decision for additional findings that it comply with Statewide Planning Goal 14, Urbanization and other errors. The primary concern associated with this decision is that it might, at a later date, negate the inclusion of the 50 acre piece of Roy Rogers West that provides contiguity between River Terrace (Tigard) and Area 63. However, the 90 day enactment period of the Metro ordinance that adopted the UGB expansion has passed. The local decision is valid and the downside of potentially waiting many months for this issue to be resolved outweighs the risks associated with moving ahead with annexation. City staff is discussing this matter with the city attorney and hopes to have a strategy soon as how to best proceed.

Relationship of the River Terrace Community Plan and the Preferred West Bull Mountain Concept Plan

The Preferred West Bull Mountain Concept Plan was developed over a period of five and a half years from about 2005 to 2010 by Washington County in partnership by Metro. As above, the West Bull Mountain Concept Plan does not have legislative land use authority. Instead it provides the framework within which the River Terrace Community Plan will be developed. In other words, the Community Plan will consist of specific regulatory land-use maps; public facility and transportation master plans; infrastructure financing mechanisms; codes and regulations etc. to implement the West Bull Mountain Concept Plan.

Policy Questions

To date, the following five policy questions have been discussed by the City Council. Council's direction on these matters will guide development of the River Terrace Community Plan.

- 1. Will the River Terrace Community Plan honor the work done on the West Bull Mountain Concept Plan?** During the process of annexing Area 64, the question was posed to the city regarding whether it would honor the West Bull Mountain Concept plan or change it. The Concept Plan required significant agency and public input during the five year process. It was approved by the Technical Advisory Committees and Citizen Advisory Groups that worked on it. The city's response was that it has an obligation to respect the public process and develop the Community Plan in accordance with the Concept Plan. The exception being that some changes may be necessary, based on the more detailed level of analysis required by the Community Plan.
- 2. Will certain areas of the West Bull Mountain Concept Plan be given preference to develop sooner than the other?** Tigard Tualatin School District at a recent joint meeting with the City Council sought assurance that both Areas 63 and 64 would be available for development at the same time (for the purposes of facility planning and development). Council expressed the view that no preference should be given to one area over another regarding timing of development opportunities.
- 3. Will Tigard continue to involve stakeholders when it develops the River Terrace Community Plan?** Agencies and property owners have posed the question to the city whether it will involve stakeholders including property owners, abutting jurisdictions and agencies in developing the Community Plan. Tigard has assured that this will occur.
- 4. Will River Terrace be subject to brand new land-use regulations or will Tigard utilize its existing land-use regulatory framework?** Staff has been asked by council to use, to the extent possible, the city's existing land use policy and regulatory framework in developing the River Terrace Community Plan. This means that there will not be wholesale development of new land-use districts and policies specific to River Terrace. The city's Comprehensive Plan and Zoning Map designations will be applied where applicable as well as its Community Development Code. However, there will also be numerous amendments to city master plans such as the Transportation System Plan (TSP), Water Master Plan, and Parks, Trails, Recreation and Open Space Plan.
- 5. The City of Beaverton is concept planning North Cooper Mountain, which is adjacent to River Terrace (north of Scholl's Ferry Road). Will Tigard ensure coordination of the**

Community Plan development with the City of Beaverton's concept planning efforts? The Tigard City Council at the recent joint meeting with the Beaverton City Council stressed the importance of close coordination with the City of Beaverton and others that have interests in planning for new urban development including Clean Water Services (CWS) and Washington County.

River Terrace Community Plan

The River Terrace Community Plan will implement, to the extent practical, the West Bull Mountain Concept Plan. It will cover the currently annexed area of River Terrace (Area 64), Area 63 and the 50 acre portion of the Rural Element (Roy Rogers West). The remainder of the rural element will not be included in the Community Plan because it is not in the Metro UGB and cannot be annexed to the city.

As part of the Community Plan, the City Council and/or the Planning Commission will have responsibility for holding legislative public hearings to accomplish the following items. Attachment 2 shows a list of tasks and the necessary hearings for each task.

➤ Establish land-use designations, regulations, and standards on about 515 acres

Residential densities will be consistent with those of the West Bull Mountain Concept Plan and will provide the development opportunity for about 2,800 housing units. The main housing types will be low and medium density residential on about 90 percent of the net buildable acreage. The remaining residential lands will accommodate high density development.

➤ Designate approximately 8 acres of neighborhood commercial sites

Other than a 19 acre school site in Area 63, no other employment land is proposed.

➤ Apply natural resource protections

Identify and modify existing maps for wetlands and potential Clean Water Services Vegetated Corridors and natural hazard areas (lands subject to landslides).

➤ Amend the following City Master Plans and regulatory maps to address River Terrace infrastructure requirements:

- Parks, Recreation and Trails
- Storm/Surface Water Quality
- Water Master Plan
- Sanitary Sewer (CWS)
- Urban Forestry
- Transportation System Plan

➤ Develop a Financial Strategy

In addition, the City Council will need to approve a River Terrace financial plan which will pay for the construction of required new infrastructure and its operations and maintenance. This plan may include changes to system development charges (SDCs) to implement the River Terrace plan elements for parks, storm water management, sanitary sewers, water, and transportation improvements. It may also be necessary to consider an SDC for major street improvements that specifically benefit development in River Terrace.

In addition to system development charges, it will be important to address whether or not different utility rates for water, sewer, and storm/surface water quality will also be assessed because of the area's

special characteristics. For example, pumping stations are required for sanitary flows. The council may wish to evaluate other fees and charges such as whether or not to levy a community planning surcharge on new land-use permits and/or for building permits to ultimately recoup the investment the city makes in providing the development entitlements associated with the Community Plan.

Community Plan Timeframe

Staff anticipates development of the Community Plan will take between 12 and 18 months. There are several variables that will affect the timeframe, such as the efficiency of the local legislative process (Planning Commission and City Council hearings); stakeholder opposition and possible appeals; and the fate of Metro's UGB Decision, etc. The River Terrace Timeframe chart (Attachment 2) summarizes the sequence of tasks and timeframe. The timeframe does not take into account these factors and it may have to be adjusted if unanticipated issues arise as work progresses.

Staff understands that council wishes to adopt an effective and useful Community Plan, but also has a desire to complete the plan as soon as possible. One way to do this is to not wait until the whole package of proposed amendments are completed before starting the public hearing process. Hearings can be held as soon as each legislative element is completed with a specified enactment date upon acknowledgment of the entire package by the Land Conservation and Development Commission and approval of Metro.

E:\LRPLN\River Terrace Community Plan\Council Materials\5-15-12 Meeting\Final Documents\901_5-15-12 River Terrace Attach 1 the one to use_dl.docx

Attachment 2: General Timeframe - River Terrace Community Plan

Task	2012				2013					
	May/June	July/Aug	Sept/Oct	Nov/Dec	Jan/Feb	Mar/Apr	May/June	July/Aug	Sept/Oct	Nov/Dec
Project Scoping, CWS Coordination, Citizen/Agency Engagement Plan	★									
Area 63/Roy Rogers West Annexation, Annexation to CWS & Metro Districts	★	★		★						
Apply Tigard Comprehensive Plan Map Designations		★	★		★	★				
Goal 5 Natural Resources Inventory, Maps and Protections		★		★		★	★			
City Master Plan Amendments & River Terrace Financial Plan		★		★		★		★	★	
Refinement of Transportation Analysis & TSP Amendments			★		★	★	★	★		
Amend Tigard Urban Services & Urban Planning Area Agreements			★			★		★		
Develop and Apply Zoning & Development Code Regulations				★		★		★	★	★
Final Hearings and DLCD/Metro Review										★

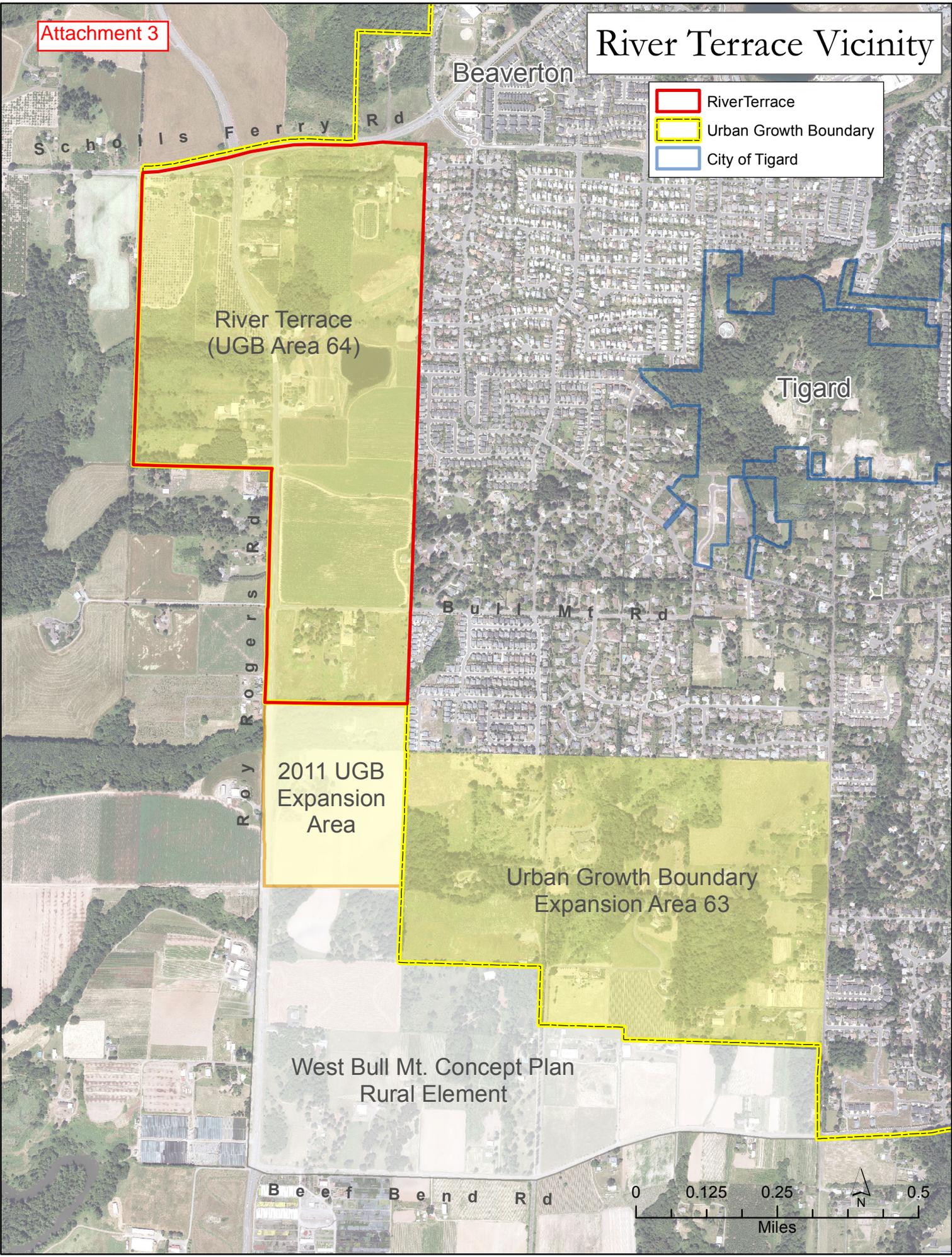
★ Stakeholder Meeting/Workshop

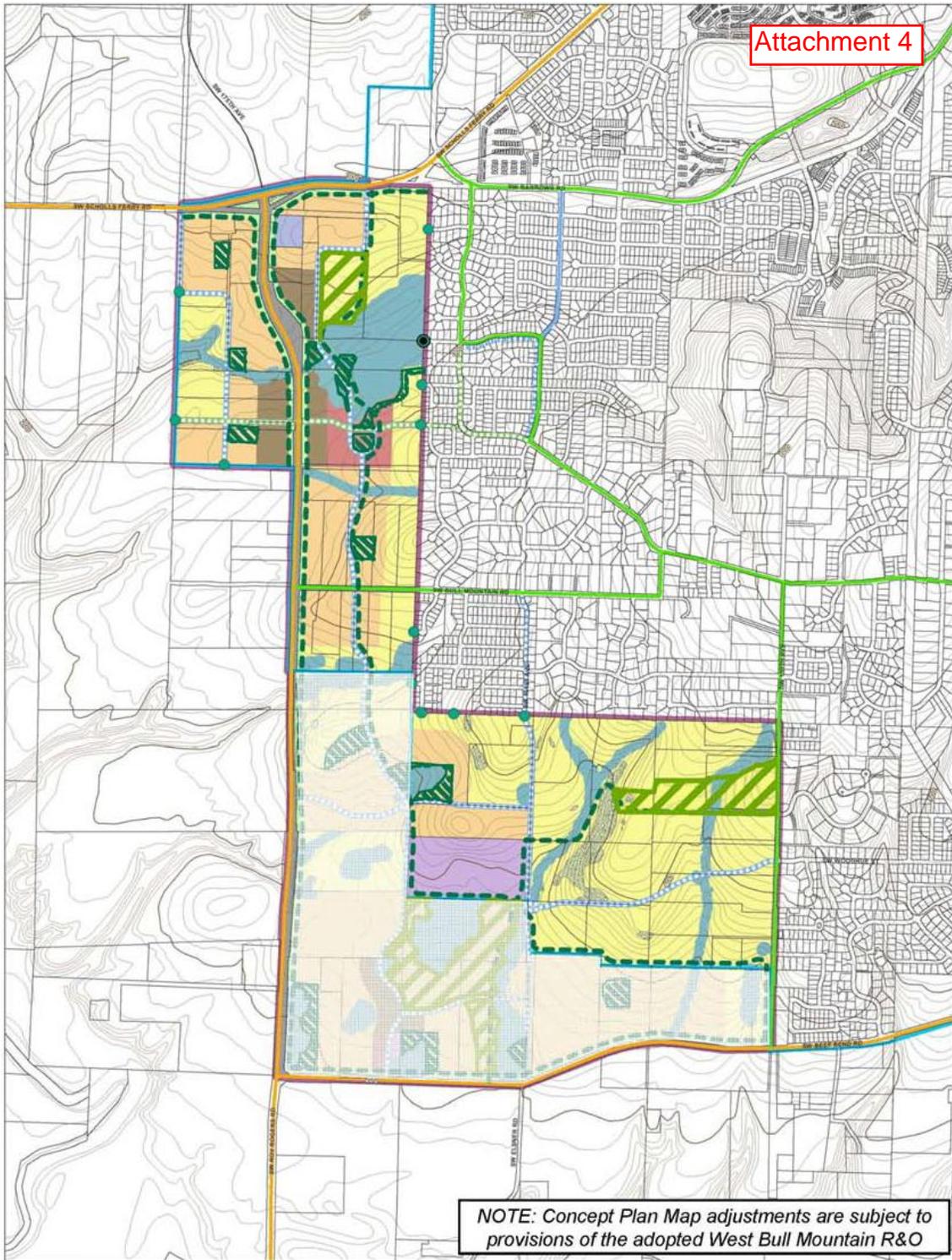
★ Planning Commission Hearing

★ City Council Hearing

River Terrace Vicinity

-  River Terrace
-  Urban Growth Boundary
-  City of Tigard

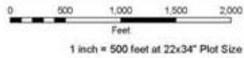




West Bull Mountain Planning Area

Concept Plan

October 13, 2010



Data on this map is from Washington County and Metro's RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map. Land use, parks and streets are conceptual. Locations are approximate. Not all streets are shown.

- | | | | |
|---|--|--|--|
| <p>Boundaries</p> <ul style="list-style-type: none"> — UGB — Plan Area — Area Taxlots <p>Contour Lines</p> <ul style="list-style-type: none"> — 10 Foot Contour — 100 Foot Contour <p>Trails</p> <ul style="list-style-type: none"> — Trails | <p>Road Functional Classification</p> <ul style="list-style-type: none"> — Arterial — Collector — Proposed Collector — Neighborhood Route — Proposed Neighborhood Route <p>Required Connections</p> <ul style="list-style-type: none"> ● Ped/Bike Connection Only ● Street Connection | <p>Land Use Categories</p> <ul style="list-style-type: none"> — High Density Residential — Medium Density Residential — Low Density Residential — Neighborhood Commercial — Institutional — Utility | <ul style="list-style-type: none"> — Existing/Planned ROW — Community Park — Neighborhood Park — Linear Greenway — Slopes greater than 25% — Wetland* and Estimated CWS Vegetated Corridor** |
|---|--|--|--|

* Wetland location and size are preliminary.
 ** The location of the CWS vegetative corridor buffers are approximate and should be used for planning purposes only. These areas are subject to change.

C I T Y O F T I G A R D

Respect and Care | Do the Right Thing | Get it Done



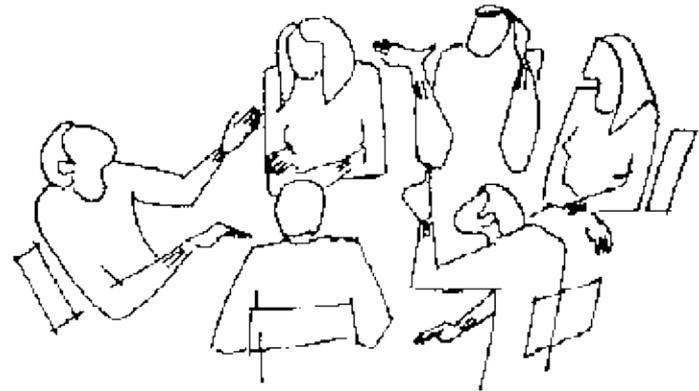
Tigard City Council River Terrace Community Plan Presentation

City Council Workshop

May 15, 2012

Purpose of the Presentation

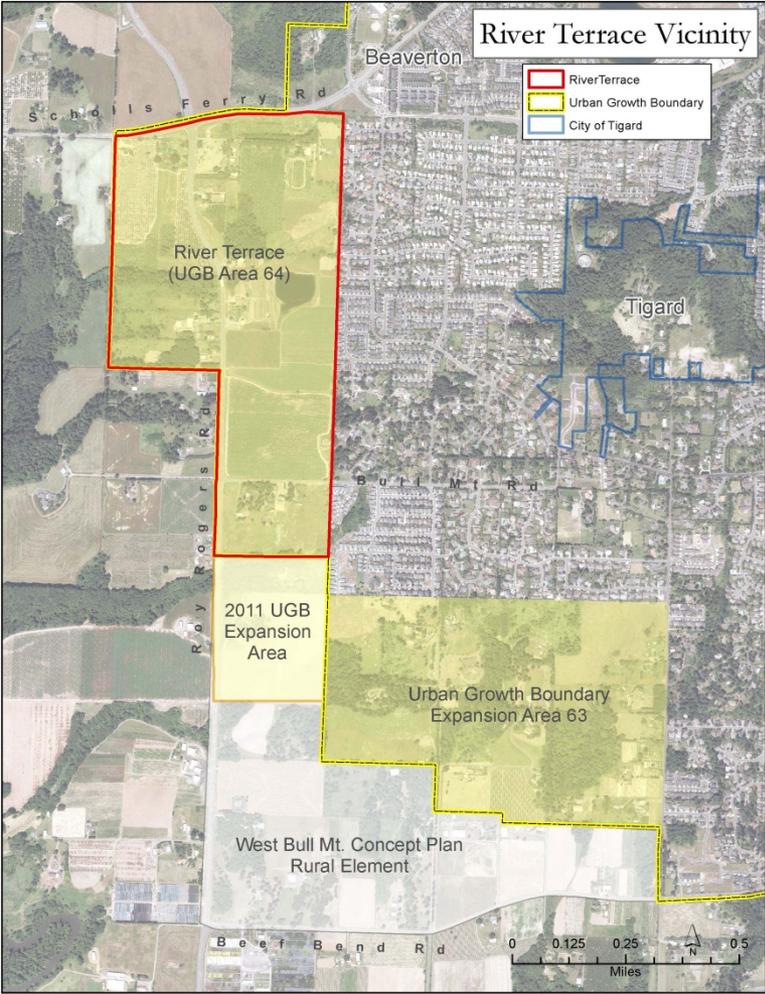
- ▶ Where we are
 - ▶ Concept Plan
- ▶ Where we are going
 - ▶ Community Plan
- ▶ Timeframe and Schedule
- ▶ Immediate tasks to complete
 - ▶ Annexation and work with partners
- ▶ Future Council decisions



Where We Are

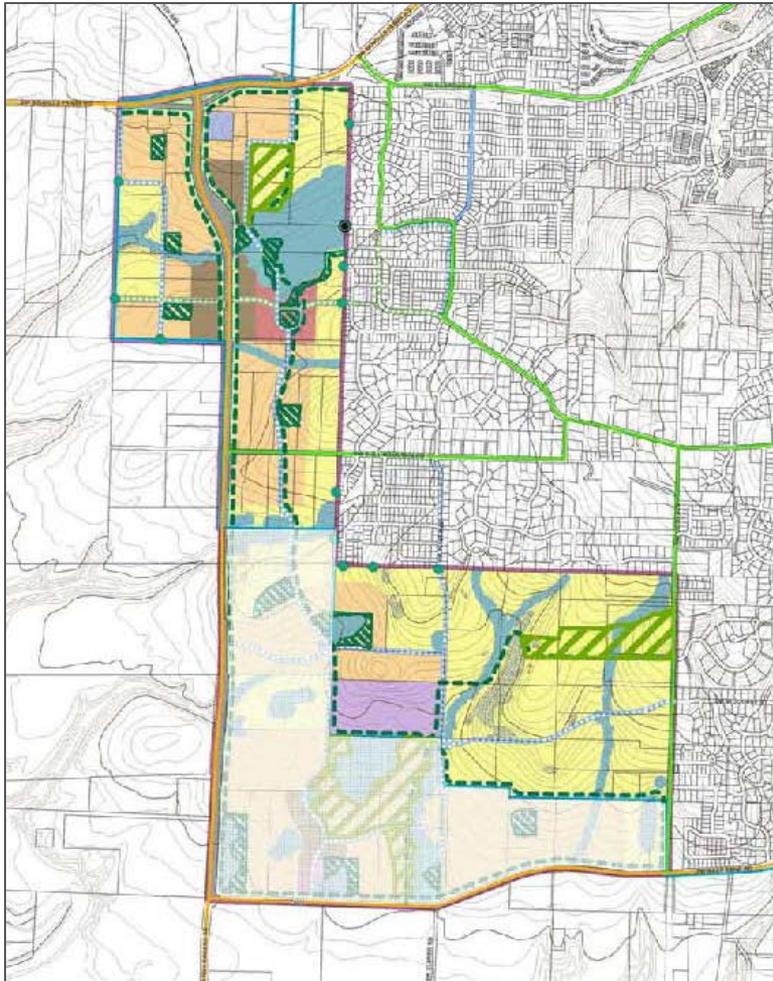
- ▶ West Bull Mt. Concept Plan
 - ▶ Guide to future urban development;
- ▶ River Terrace Annexation (Area 64)
- ▶ IGA with Washington County
 - ▶ Authorizes Tigard to refine Concept Plan
 - ▶ Washington County supports future annexations
- ▶ Transfer of CET Funds
 - ▶ \$134,000 and Washington County staff time
- ▶ Future Annexation

CITY OF TIGARD



River Terrace Area

CITY OF TIGARD



West Bull Mt. Concept Plan

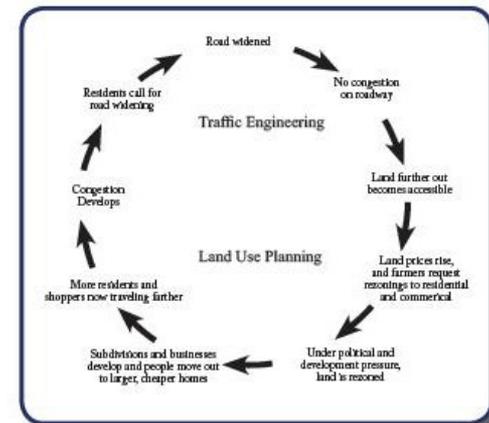
Where We Are Going

- ▶ Update Washington County Agreements
 - ▶ Tigard Urban Planning Area Agreement
 - ▶ Tigard Urban Services Area Agreement
- ▶ Develop Public Involvement Plan
 - ▶ Stakeholders
 - ▶ Agency partners
- ▶ Boundary Expansions
 - ▶ Clean Water Services
 - ▶ Metropolitan Service District



Where We Are Going

- ▶ River Terrace Community Plan
 - ▶ Goal 5 Natural Resource Designations
 - ▶ Transportation System Plan Update
 - ▶ City Master Plan Updates
 - ▶ Land Use and Regulations
 - ▶ TUSA and UPA Agreements
- ▶ River Terrace Financing Plan
 - ▶ New Infrastructure Financing
 - ▶ Operations and Maintenance
- ▶ DLCD/Metro Review



CITY OF TIGARD

Timeframe and Schedule

Attachment 2: General Timeframe - River Terrace Community Plan

Task	2012				2013					
	May/June	July/Aug	Sept/Oct	Nov/Dec	Jan/Feb	Mar/Apr	May/June	July/Aug	Sept/Oct	Nov/Dec
Project Scoping, CWS Coordination, Citizen/Agency Engagement Plan	★									
Area 63/Roy Rogers West Annexation, Annexation to CWS & Metro Districts	★	★		★						
Apply Tigard Comprehensive Plan Map Designations		★	★		★	★				
Goal 5 Natural Resources Inventory, Maps and Protections		★		★		★	★			
City Master Plan Amendments & River Terrace Financial Plan		★		★		★		★	★	
Refinement of Transportation Analysis & TSP Amendments			★		★	★	★	★		
Amend Tigard Urban Services & Urban Planning Area Agreements			★			★		★		
Develop and Apply Zoning & Development Code Regulations				★		★		★	★	★
Final Hearings and DLCD/Metro Review										★



Stakeholder Meeting/Workshop



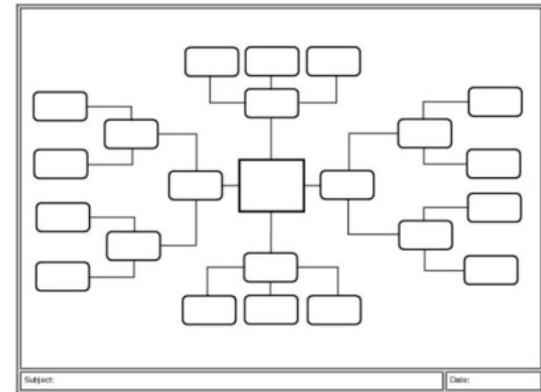
Planning Commission Hearing



City Council Hearing

Next Immediate Steps

- ▶ Implement Work Plan
 - ▶ Assign Tasks
 - ▶ Distribute Resources
 - ▶ Refine Timelines and Scope
- ▶ Public Involvement Plan
 - ▶ Contact Stakeholders & Agency Partners
 - ▶ Schedule First Set of Meetings
- ▶ Annexation (Area 63 & Roy Rogers West)
 - ▶ Communication with Property Owners, Metro and DLCDC



Future Council Decisions

- ▶ Annexation Hearings (City, Clean Water Services, Metro)
- ▶ Public Hearings
 - ▶ Sensitive Lands
 - ▶ Land Use Designations (Comp. Plan and Zoning Maps)
 - ▶ Public Facility Plan (water, sewer, transportation, stormwater)
 - ▶ Transportation System Plan (TSP) Amendments
 - ▶ Parks, Trails, Open Space Master Plans Amendments

Future Council Decisions

- ▶ Financial Plan Adoption
 - ▶ System Development Charges
 - ▶ Utility Rates
 - ▶ Other fees and charges
- ▶ Intergovernmental Agreements
 - ▶ Clean Water Services
 - ▶ Washington County
 - Tigard Urban Services Agreement
 - Tigard Urban Planning Area Agreement

Questions?

Workshop Meeting**Meeting Date:** 05/15/2012**Length (in minutes):** 30 Minutes**Agenda Title:** Update on the Lake Oswego-Tigard Water Partnership**Prepared For:** Dennis Koellermeier**Submitted By:** Greer Gaston, Public Works**Item Type:** Update, Discussion, Direct Staff**Meeting Type:** Council Workshop Mtg.**Information****ISSUE**

No policy questions exist at this time. Staff will update the council on the Lake Oswego-Tigard Water Partnership.

STAFF RECOMMENDATION / ACTION REQUEST

There is no staff recommendation; councilors are asked to listen to the update and participate in a discussion on the water partnership.

KEY FACTS AND INFORMATION SUMMARY

In preparation for the upcoming meeting with the Lake Oswego City Council, staff will provide an update on the status of the water partnership. This update will cover the following topics:

- Current Court of Appeals challenge of the water rights extension.
- Environmental permitting.
- Land use permitting status in Gladstone, West Linn and Lake Oswego.
- Bonita Pump Station site acquisition.
- Thirty-percent design cost estimates.
- Tigard's bond sale and its impact on future rates.
- Schedule.
- Upcoming milestones.

This update provides an opportunity for the council to discuss various partnership topics and pose questions prior to the joint meeting with the Lake Oswego City Council. The joint meeting will be held on Tuesday, May 22, 2012, at 6:30 p.m. at the Lake Oswego Council Chambers, 380 A Avenue, Lake Oswego, OR 97034.

OTHER ALTERNATIVES

None

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

2012 Council Goal No. 1.a., "Continue oversight of design, permits, rate implementation and costs for the Lake Oswego-Tigard Water Partnership."

DATES OF PREVIOUS COUNCIL CONSIDERATION

In the past few years, many water partnership agenda items have come before the council.

The council also receives weekly partnership updates in its Friday newsletter packets and quarterly status reports via council goal updates.

Fiscal Impact

Fiscal Information:

Tigard is currently in the fourth year of a partnership agreement with the City of Lake Oswego. Under the agreement, Tigard and Lake Oswego will develop water supply facilities jointly; Tigard will be responsible for approximately 52 percent of the estimated \$249 million total cost.

Tigard has \$8.2 million in the fiscal year 2011-2012 budget to fund partnership projects.

Workshop Meeting

Meeting Date: 05/15/2012

Length (in minutes): Consent Item

Agenda Title: Receive First Quarter 2012 Council Goal Update

Prepared For: Joanne Bengtson

Submitted By: Joanne Bengtson, City Management

Item Type: Receive and File

Meeting Type: Consent - Receive and File

Information

ISSUE

First quarter informational update on 2012 City Council Goals.

STAFF RECOMMENDATION / ACTION REQUEST

Information only. No action needed.

KEY FACTS AND INFORMATION SUMMARY

Attached is a first quarter progress report on 2012 City Council goals.

OTHER ALTERNATIVES

n/a

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

This is the first progress report for the 2012 Council Goals. Each year Council receives four regularly-scheduled quarterly updates.

Attachments

1st Quarter Goal Update

Goal 1. Take the Next Step on Major Projects

- a. Continue oversight of design, permits, rate implementation and costs for the Lake Oswego-Tigard Water Partnership.
 - Project plan completion/review at 30 percent.
 - Resolution of Oregon Parks and Recreation Department easement issues.
 - Initial land use hearing for water treatment plant in West Linn.
- b. Implement the Comprehensive Plan through code revisions, including
 - i. Tree code.
 - Planning Commission work sessions and public hearings underway on tree code.
 - Council hearings on Planning Commission code recommendation anticipated this summer.
 - Council adoption of Tigard Municipal Code amendments pertaining to civil infractions, nuisance violations underway.
 - ii. Contribute to the SW Corridor Plan by adopting Tigard's land use policies and designations and identifying priorities for high-capacity transit (HCT) station location alternatives by mid-2012.
 1. Determine the economic development opportunities, development plan, city policies and regulations needed to position the Tigard Triangle as an HCT station location.
 - Draft HCT land-use plan completed; presentation and review to Council expected May 2012.
 - Southwest Corridor Plan underway with strong Tigard representation from elected official, staff and robust citizen engagement efforts.
 - Tigard Triangle recognized as a potential station community city and concept accepted by other jurisdictions participating in Southwest Corridor Plan.
 - Transportation Planning Rule amendments approved by Oregon Transportation Commission and Land Conservation and Development Commission favorable to future urban development in the Tigard Triangle
 - Tigard invited to apply for additional Transportation Growth Management Grants for Tigard Triangle transportation and land-use planning (Master Plan)
- c. Deliver on the promise of the voter-approved park bond by identifying all acquisition opportunities and completing the majority of park land acquisitions and improvements by the end of 2012.
 - Acquired Paull property and currently negotiating on other properties.
 - Due diligence, discovery and appraisals continued for park acquisition properties.
 - At Council's February 14 meeting, an intergovernmental agreement was approved that states Washington County will contribute \$400,000 in Metro local share dollars to partially fund the purchase of the Sunrise property, acquired last May.

Goal 2. Financial Sustainability

- a. Maintain the long-term financial health of the General Fund and reserves.
 - i. Develop a long-term financial strategy by mid-2012.
 - Hired long-term financial strategy consultant, key interviews underway.
- b. Communicate regularly to residents about the alignment of city priorities with resources.
- c. Evaluate the city's sustainability efforts on an ongoing basis.

- Hired sustainability consultant.

Goal 3. Downtown

- a. Identify a geographic-opportunity area in the downtown with the greatest potential to create a catalyst for further development. Concentrate most resources there.
 - b. Contact owners of key, structurally sound Main Street buildings with vacancies. Begin cooperative effort to secure tenants that will contribute to the vitality of downtown.
- Progress made in securing a public open space in the downtown.
 - Main Street/Green Street project design 90 percent complete and reviewed by CCDA.
 - Main Street public art planning underway.
 - Level one environmental assessment underway for downtown public facility site.
 - CCDA consideration of downtown tenant incentive program.
 - Two new façade improvement grants approved.
 - Partnership with downtown businesses to enhance downtown events.
 - Downtown connectivity plan proceeding.
 - Several promising contacts made with prospective developers/investors and new businesses.

Goal 4. Annexation

- a. Re-evaluate the city's annexation policy.
 - b. Develop a philosophy and approach to consider annexations, including islands.
- On February 28, Council adopted a resolution extending incentives for voluntary annexation.
 - Staff developed a work plan to begin outreach to residents and property owners of unincorporated islands.
 - Staff prepared an annexation background report to serve as a basis for Council's discussion of annexation policy at the June 19 workshop meeting. The report includes history and the legal framework for annexation.
 - Council discussion provided staff with direction and request for additional information.
 - Scope of work being prepared for the River Terrace Community Plan with anticipated start date being July 2012.
 - Progress made on achieving triple majority annexation of Area 63.
 - Coordination occurred between Tigard, Beaverton, Washington County and Clean Water Services (CWS) on major improvements to Scholls Ferry Road (Teal Boulevard to Roy Rogers Road). Discussions began with CWS on other necessary infrastructure.
 - City signed agreement with Washington County regarding coordination and responsibilities during the community planning process and how to assign unspent Construction Excise Tax funds.

Goal 5. Recreation

- a. Evaluate options and resources to create a pilot recreation program:
 - i. Inventory existing city and community recreational programs, facilities and resources.
 - ii. Create recreational opportunities by partnering with the school district and other agencies or groups.
 - iii. Identify funding options aligning with the recreational programming demand.
- Initial negotiations began with Tigard Tualatin School District regarding joint facility use.
 - Due to workload demands of the Parks Bond acquisition, development projects and citywide budget reductions, 2012 work products are being limited to activities under items 5.a.i. and ii.

- A white paper was completed for presentation to the 4/23/12 Budget Committee deliberations; including recreation program product ideas and their budget needs.