



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: December 15, 2015 - 6:30 p.m.

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

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

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<http://live.tigard-or.gov>

Workshop meetings are cablecast on Tualatin Valley Community TV as follows:

Replay Schedule for Tigard City Council Workshop Meetings - Channel 28

- Every Sunday at 12 a.m.
- Every Monday at 1 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 10:30 a.m.

SEE ATTACHED AGENDA



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MEETING DATE AND TIME: December 15, 2015 - 6:30 p.m.

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

6:30 PM

1. WORKSHOP MEETING
 - A. Call to Order - City Council
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Call to Council and Staff for Non-Agenda Items
2. JOINT MEETING WITH THE BUDGET COMMITTEE - **6:35 p.m. estimated time**
3. UPDATE ON THE TIGARD TRIANGLE PROJECT - **7:20 p.m. estimated time**
4. BRIEFING ON AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY REGARDING FUNDING ROY ROGERS ROAD IMPROVEMENTS - **7:40 p.m. estimated time**
5. UPDATE ON RIVER TERRACE DEVELOPMENT - **7:55 p.m. estimated time**
6. PRESENTATION ON THE 2015 COMMUNITY ATTITUDES SURVEY - **8:20 p.m. estimated time**
7. DISCUSSION ON THE WALL STREET IMPROVEMENT PROJECT DESIGN AND CONSTRUCTION MANAGEMENT SERVICES CONTRACT - **8:40 p.m. estimated time**
8. NON AGENDA ITEMS
9. EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to discuss exempt public records under ORS 192.660(2)(f). 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. - **8:55 p.m. estimated time**
10. ADJOURNMENT - **9:35 p.m. estimated time**

AIS-2424

2.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 45 Minutes

Agenda Title: Joint Meeting with the Budget Committee

Prepared For: Toby LaFrance, Finance and Information Services

Submitted By: Carol Krager, Central Services

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

Staff will provide the Budget Committee with the city's fiscal status mid-year and background on the budget process for Fiscal Year 2016-17.

STAFF RECOMMENDATION / ACTION REQUEST

Staff will provide information and seek input on the upcoming budget process; no action required.

KEY FACTS AND INFORMATION SUMMARY

At this meeting, staff will provide the following:

- An update on the close of fiscal year 2015 audit.
- A financial report for FY 2015 through the first five months of the fiscal year.
- Review important dates on the budget calendar for FY 2017.
- Updates on Committee direction regarding the Park Utility and Sidewalk Gap Program.
- Review initial forecast for General Fund.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

The FY 2016 Budget supports Council Goals and the city's Strategic Plan.

DATES OF PREVIOUS COUNCIL CONSIDERATION

The Budget Committee last met when they approved the FY 2016 budget on May 4, 2015.

AIS-2411

3.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 20 Minutes

Agenda Title: Tigard Triangle Project Update

Submitted By: Cheryl Caines, Community Development

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Receive a briefing on the Tigard Triangle including updates on the Lean Code and Metro Community Planning & Development Grant.

STAFF RECOMMENDATION / ACTION REQUEST

Receive an update on the Tigard Triangle including the Lean Code and next steps for implementation.

KEY FACTS AND INFORMATION SUMMARY

Implementation of the Tigard Triangle Strategic Plan is underway. There are several components of putting the plan into action. Staff is currently focusing on two of those components: the Triangle Lean Code and the Triangle Community Development Grant with Metro.

Drafting the Lean Code

During the week of September 14, 2015, Tigard hosted a planning workshop with a consultant team to develop a framework for a new code and gather feedback on preliminary zone and code changes. There were 19 individual meetings during the week-long workshop. Over 100 people participated including city staff, agency representatives, Triangle business and property owners, Tigard citizens, real estate professionals, and community leaders. Reaction to the preliminary zoning and lean code was generally positive. Topics of discussion at the public meetings included building heights, parking requirements, and flexibility/predictability tradeoffs. A report summarizing the workshop meetings is attached (Working Session Report).

Triangle zoning will continue to be a mix of commercial and mixed use. The code will be form based and lean. Form based codes focus primarily on the relationship between the street and site, how buildings relate to one another, and the street scale and design. The use of the term lean comes from a practice known as Lean Urbanism that seeks to accelerate revitalization by minimizing regulation. The new code will have fewer regulations, shorter review times, and require fewer improvements for smaller developments, which results in lower expense and more certainty for applicants. This allows smaller property owners and business entrepreneurs to participate in building the Triangle community through incremental change alongside large scale developers.

A first draft of the Lean Code was provided to city staff by the consultant in late October. Staff has reviewed the draft, discussed major issues with the consultant team, and provided detailed edits and comments. Originally the plan was to develop two separate code chapters: a Lean Code chapter that could be applied to any part of the city, and an updated Triangle Plan District Chapter. Trying to draft a generic lean code and specific code for the Triangle created a confusing setup for some readers. It was decided to include the lean code regulations in the Tigrard Triangle Plan District (Chapter 18.620) for simplicity, which is more in the spirit of the Lean Code philosophy. A second draft is expected in early January.

Scoping for the Community Planning and Development Grant (CPDG) and Adoption of the Lean Code

In September, the city was awarded a grant from Metro for \$145,000 in Community Excise Tax (CET) funds. The grant application focused on urban renewal and catalyst site development and branding. However, it has become clear that further stormwater and transportation planning is needed to implement the Lean Code and support development in the Triangle. Staff is working with Metro to develop a slightly modified scope that includes urban renewal and infrastructure planning.

Stormwater requirements are mandated by other agencies and levels of government, so the city's flexibility with these requirements is limited. One way to allow smaller scale development to happen without fully constructing stormwater infrastructure is to utilize a fee-in-lieu mechanism. However, determining a reasonable fee requires a clear understanding of stormwater needs. A citywide stormwater master plan is in the 2016-17 Capital Improvement Plan, and would include planning a regional system for the Triangle. Completion of the master plan is estimated over a year away but there is momentum to adopt a Lean Code for the Triangle. Staff is considering a phased adoption of the Lean Code. The first phase will include a lean process and flexibility on some street standards. Phase two will provide for a leaning of the stormwater requirements.

OTHER ALTERNATIVES

N/A

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

- City Council Goal #3 (Adopt Tigard Triangle Strategic Plan and enable future development capacity).
- Tigard Strategic Plan Goals
 - #1 - Facilitate walking connections to develop an identity.
 - #2 - Ensure development advances the vision.

DATES OF PREVIOUS CONSIDERATION

August 18, 2015 - joint meeting with Tigard Planning Commission.

Prior dates: September 3, 2013, December 17, 2013, May 13, 2014 and August 12, 2014.

Attachments

Tigard Triangle Working Session Report



Working Session Report

September 14-17, 2015

PlaceMakers, LLC
DPZ
Crabtree Group

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Executive Summary

One of Tigard's goals is to be the most walkable community in the Pacific Northwest. That's a tall order, thanks to some inspiring competition. To achieve this, suburban development patterns need to be repaired from auto-centric to more walkable, bike-able, transit-friendly streets. Today, the most walkable part of Tigard is downtown on Main Street. The Lean Code intends to help the Triangle step it up.

While the planning horizon of the Lean Code is 20 years, to enable incremental growth and home-based businesses as well as larger developments, the Lean Code is based on thresholds that differ for "small, medium, large, and extra-large" projects. For the smaller developments, certain requirements including stormwater and traffic impact studies are lessened to spark growth. A Lean Matrix (pages 12-13) is underway to spell out how this cutting the red tape would apply to redevelopment projects of varying sizes.

The Lean Code is a form-based code, shaping the form of the built environment first, then allowing a mixture of compatible uses. The code relies heavily on graphics to spell out rules for a predictable development environment, and aims to be understandable by landowners and businesses as well as attorneys and architects. These regulations are based on character, with wider streets like 72nd Avenue allowing taller buildings up to six stories, and narrower streets like 69th Avenue having buildings up to four stories. Both of these streets are seen as the most walkable in the Triangle, having a main street sort of feel making up the spine of the pedestrian street networks seen on the Network Plan (page 6).

Since mixed-use is allowed, more flexibility is available so that a rezoning is not required for a change of use, providing it is within the range of uses allowed in the Permitted Use Table (page 14). The two new zoning categories, T5 Medium Intensity and T5 High Intensity, are mixed-use that reflect current allowed uses, but are expanded based on public input. The use categories are kept as broad as possible; so that the City does not have to amend the Zoning Map (page 3) every time a millennial has a good idea. Existing big boxes with little redevelopment pressure will stay zoned as Commercial General. The Triangle zoning categories are:

- C-G Commercial General: No changes to the standards, only improvements to the process
- T5 Medium Intensity: 4 stories
- T5 High Intensity: 6 stories, along 72nd Avenue, where there is a wider right-of-way width
- T5 Medium Transit Bonus: if transit gets approved, this district automatically increases to 6 stories, with a 20-foot step-back for the fifth and sixth stories, to alleviate a canyon effect on narrow streets.

The Transect shows how the character of place changes from the most rural to the most urban environment. It's a spectrum showing where different plants and animals – as well as economies and people – thrive. T5 is on the more urban end of the T1-T6 Transect, reflecting the urban aspirations of the Triangle.

Frontage Types (pages 10-11) describe what happens between the building and the sidewalk, encouraging the buildings to shape the shared public realm, making for informal gathering places and a sort of outdoor living room. This includes what sort of encroachments and building faces are allowed.

The Triangle has many reasonably-sized blocks, but it also has some blocks that are much too big – or incomplete – to be walkable. So the Triangle Thoroughfare Plan (page 7) shows how the streets can be completed over time, as development occurs.

Community Planning Process

The Tigard Triangle Lean Code Working Session during September 2015, provided an opportunity for the City of Tigard department leaders as well as the Triangle landowners, business leaders, and developers to work with the PlaceMakers / DPZ / Crabtree consultant team to establish a framework for the new Lean Code to implement the Triangle Strategic Plan. In advance of the September working session, a Lean Code Analysis on legal context was completed, along with a Lean Code Annotated Table of Contents Draft 1.

During nineteen meetings in the Working Session, over 100 people contributed ideas about the development and market context. The City of Tigard Departments of Community Development, Engineering, Public Works, Legal, Finance, Fire, and Police worked together to help develop a lean framework. The Oregon Department of Transportation came to the table as a sounding board for transportation analysis impacts. A smaller working group of Community Development, Engineering, and the consulting team developed a matrix of thresholds to enable development, with a small-medium-large-extra-large approach to development proposals. Drafts of the following documents received two rounds of public input as well as city staff review:

- zoning map
- street network plan
- thoroughfare plan, which designates street classification and section requirements such as width, on-street parking, number of lanes, etc.
- frontage types, which illustrates how different types of development will look on the sites.

The Lean Code aspires to empower incremental placemaking by creating tools and techniques so that more people can actively build their community, focusing on change to create a walkable, bike-able town center. This sort of removing the red tape to building interconnected neighborhoods helps local development advance the community vision. A first draft of the Lean Code will be delivered to the Community Development Department by October 28 and will be considered for adoption in early 2016.

The Lean Code accounts for changing transportation system impacts anticipated as the Tigard Triangle develops. Initially the code assumes that conditions will continue to approximate a typical suburban condition, utilizing the ITE trip generation manual for trip estimation. As the Lean Code anticipates the fulfillment of Metro's requirements for reduced transportation system impact, the use of a 30% reduction over ITE trip generation standards is provided for. As Tri-Met considers future high-

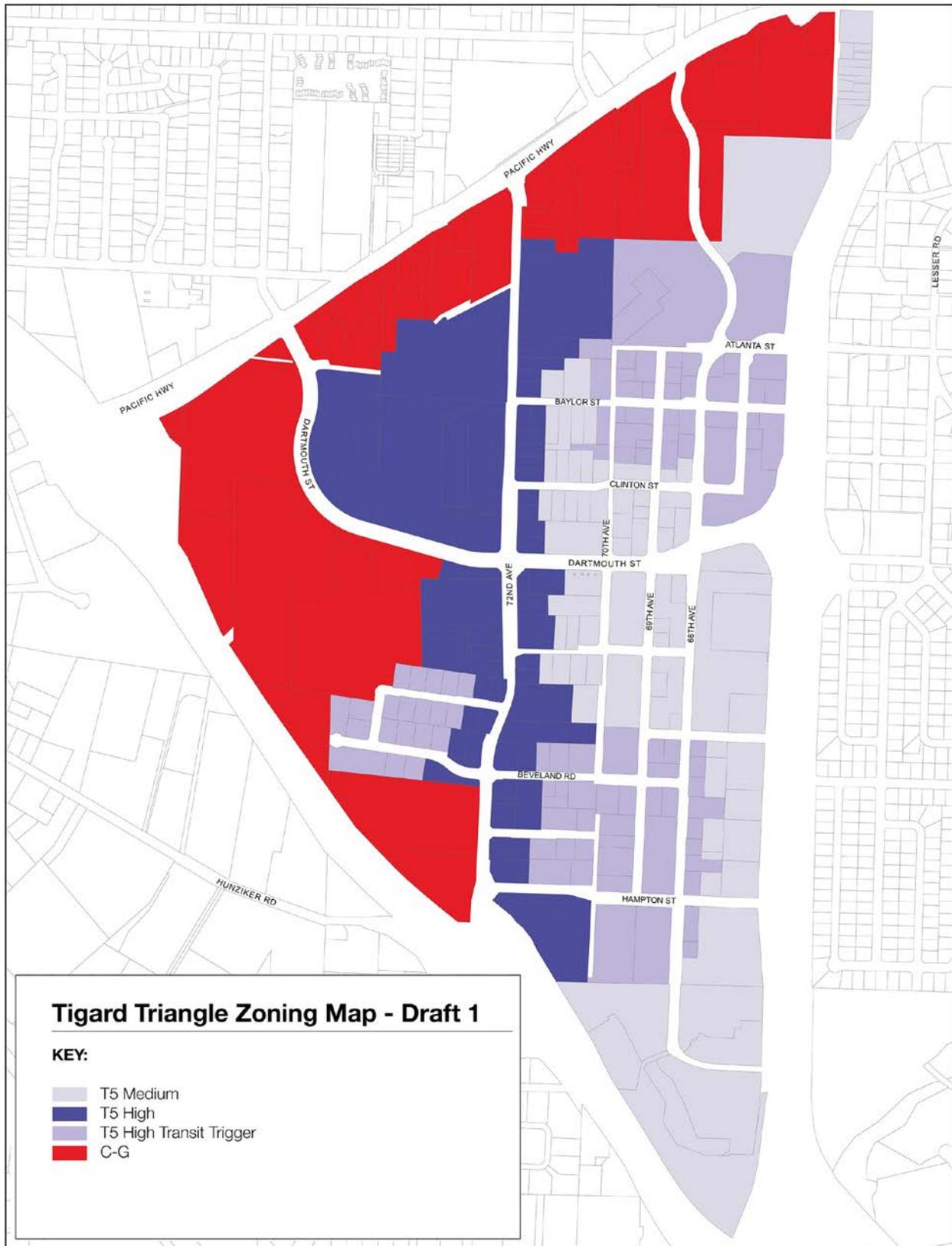
capacity transit service within the Tigard Triangle, the Lean Code provides for the use of up to date mixed-use trip generation reductions developed by UC Davis in coordination with Portland State University. Trip generation rate standards are therefore organized into the following three levels:

Level 1: Current Triangle: Traffic study using ITE trip generation standards required for those uses that would generate over 1,000 new trips via ITE estimate.

Level 2: Triangle implementation meets Metro requirements for 30% reduction over ITE: Traffic study using a 30% reduction of ITE trip generation standards required for those uses that would generate over 1,000 new trips via ITE estimate, 30% reduced. Requirements from Metro include a traffic management plan, zoning out of auto-oriented uses, etc.

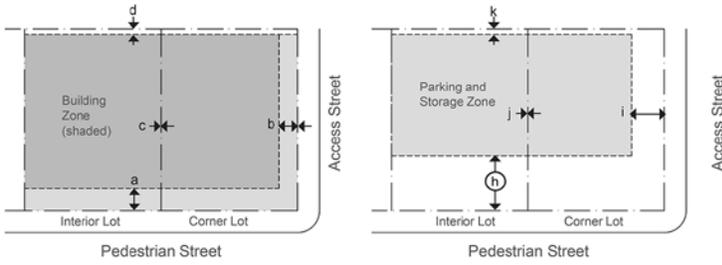
Level 3: Triangle receives Tri-Met rail transit: Traffic study using UC Davis trip generation tool required for those uses that would generate over 1,000 new trips via UC Davis tool estimate.

Tigard Triangle Zoning Map Draft 1



T5 High Bulk Standards

BUILDING SETBACKS AND LOT REQUIREMENTS



MAIN BUILDING SETBACKS		PARKING AND STORAGE SETBACKS			
a	Pedestrian Street	1 - 12 ft. max.	h	Pedestrian Street	24 ft. min.
b	Access Street	20 ft. max.	i	Access Street	8 ft. min.
c	Side Lot Line	0 - 20 ft. max.	j	Side Lot Line	0 ft. min.
d	Rear Lot Line	3 ft. min.	k	Rear Lot Line	3 ft. min.
FRONTAGE BUILDOUT		LOT REQUIREMENTS			
Pedestrian Street:		80% min.	Building Height:	6 stories	
Access Street: 30 ft. min. from Pedestrian Street setbacks			Lot Coverage:	80% max.	

BUILDING FRONTAGE

REQUIRED FRONTAGE SETBACK TYPES

Pedestrian Street:	shallow, urban or pedestrian forecourt
Access Street:	shallow, urban, pedestrian forecourt, vehicular forecourt or screened parking
Additional Requirements:	

REQUIRED SPECIFIC FRONTAGE TYPES

Pedestrian Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)
Access Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)

ACCESS RESTRICTIONS

Pedestrian Street:	1 access way for lots up to 150 ft. of frontage, 1 access per 75 ft. for lots over 150 ft.
Access Street:	minimum spacing of 120 ft. between access ways associated with one lot

MINIMUM GLAZING

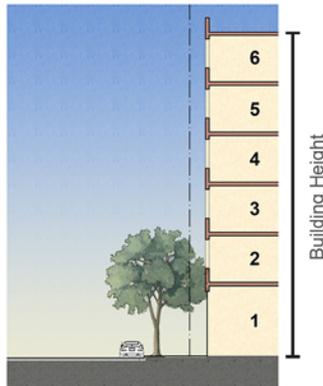
Ground Floor:	75%
Second Floor:	45%
Upper Floors:	30%

AMBIENT STANDARDS

Light Level:	2 fc. max.
Noise: 12am to 7am	60 dBA
Noise: 7am to 10pm	75 dBA
Noise: 10pm to 12am	65 dBA

TABLE X (T5-HIGH). BULK STANDARDS - T5 - HIGH

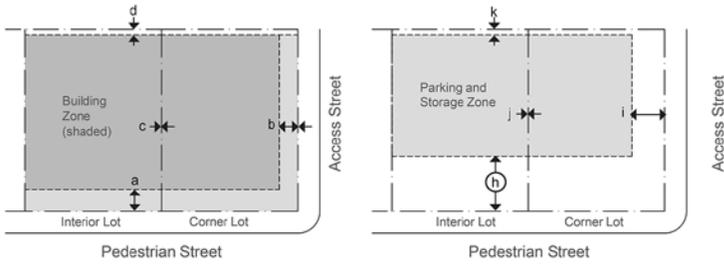
BUILDING HEIGHT AND STEPBACKS



BUILDING HEIGHT		BUILDING STEPBACKS	
Building Height:	6 stories	20 ft. stepback required at 4 stories only at frontages on rights-of-way less than 70 ft. in width	
Transit Bonus:	n/a		
Parking structures:	Building height minus one story		

T5 Medium Bulk Standards

BUILDING SETBACKS AND LOT REQUIREMENTS



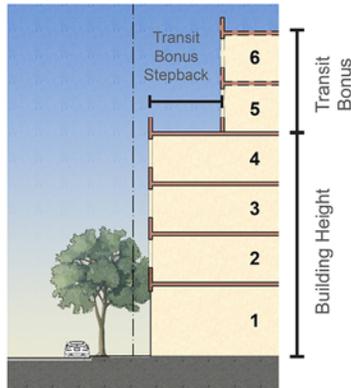
MAIN BUILDING SETBACKS		PARKING AND STORAGE SETBACKS			
a	Pedestrian Street	6 - 18 ft. max.	h	Pedestrian Street	24 ft. min.
b	Access Street	20 ft. max.	i	Access Street	8 ft. min.
c	Side Lot Line	0 - 20 ft. max.	j	Side Lot Line	0 ft. min.
d	Rear Lot Line	3 ft. min.	k	Rear Lot Line	3 ft. min.
FRONTAGE BUILDOUT		LOT REQUIREMENTS			
Pedestrian Street:		70% min.	Lot Coverage:		70% max.
Access Street: 30 ft. min. from Pedestrian Street setbacks					

BUILDING FRONTAGE

REQUIRED FRONTAGE SETBACK TYPES			
Pedestrian Street:	shallow, urban or pedestrian forecourt		
Access Street:	shallow, urban, pedestrian forecourt, vehicular forecourt or screened parking		
Additional Requirements:	common yard and fenced yard permitted for single family residential only		
REQUIRED SPECIFIC FRONTAGE TYPES			
Pedestrian Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)		
Access Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)		
ACCESS RESTRICTIONS			
Pedestrian Street:	1 access way for lots up to 150 ft. of frontage, 1 access per 75 ft. for lots over 150 ft.		
Access Street:	minimum spacing of 120 ft. between access ways associated with one lot		
MINIMUM GLAZING		AMBIENT STANDARDS	
Ground Floor:	75%	Light Level:	2 fc. max.
Second Floor:	45%	Noise: 12am to 7am	60 dBa
Upper Floors:	30%	Noise: 7am to 10pm	75 dBa
		Noise: 10pm to 12am	65 dBa

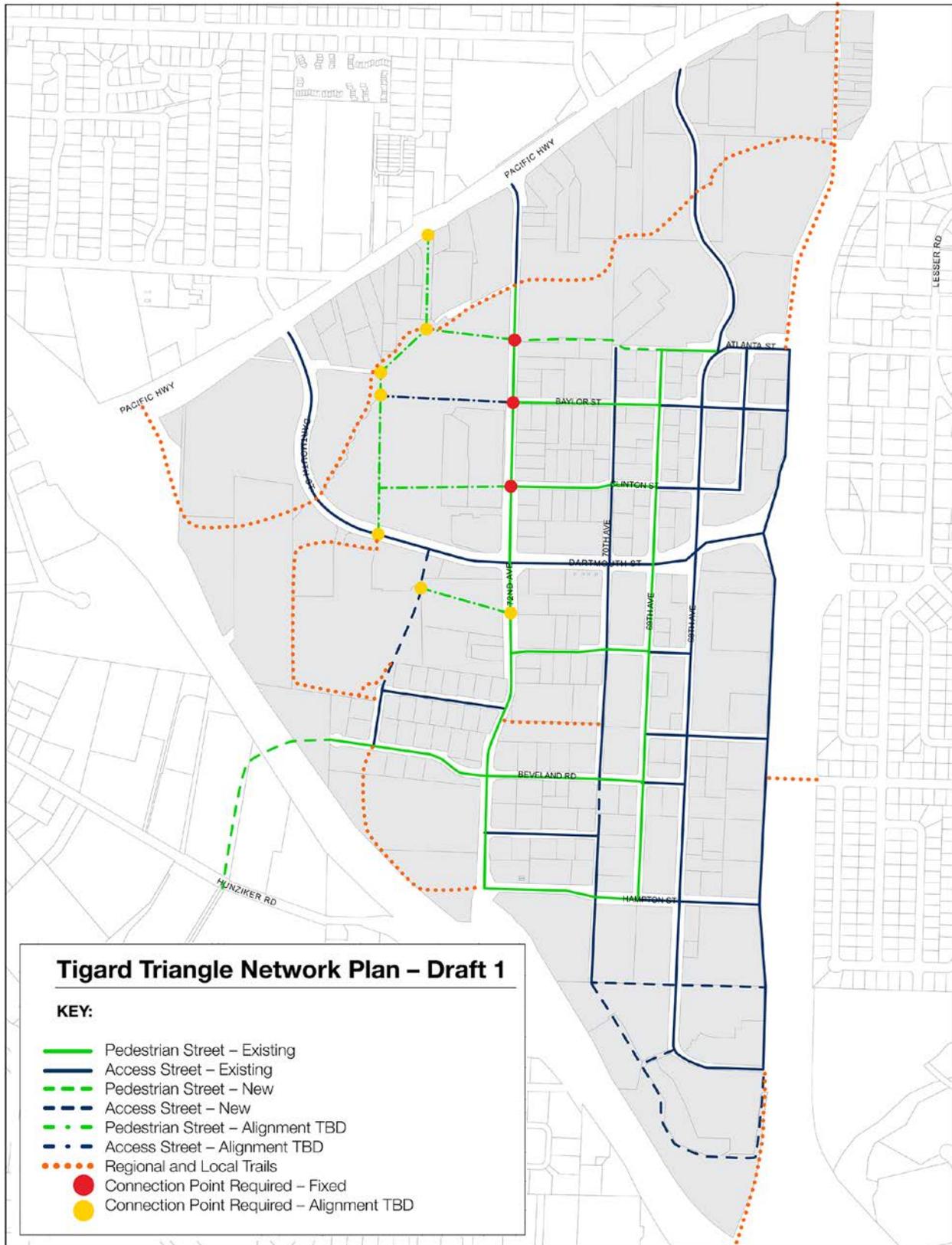
TABLE X (T5-MEDIUM). BULK STANDARDS - T5 - MEDIUM

BUILDING HEIGHT AND STEPBACKS

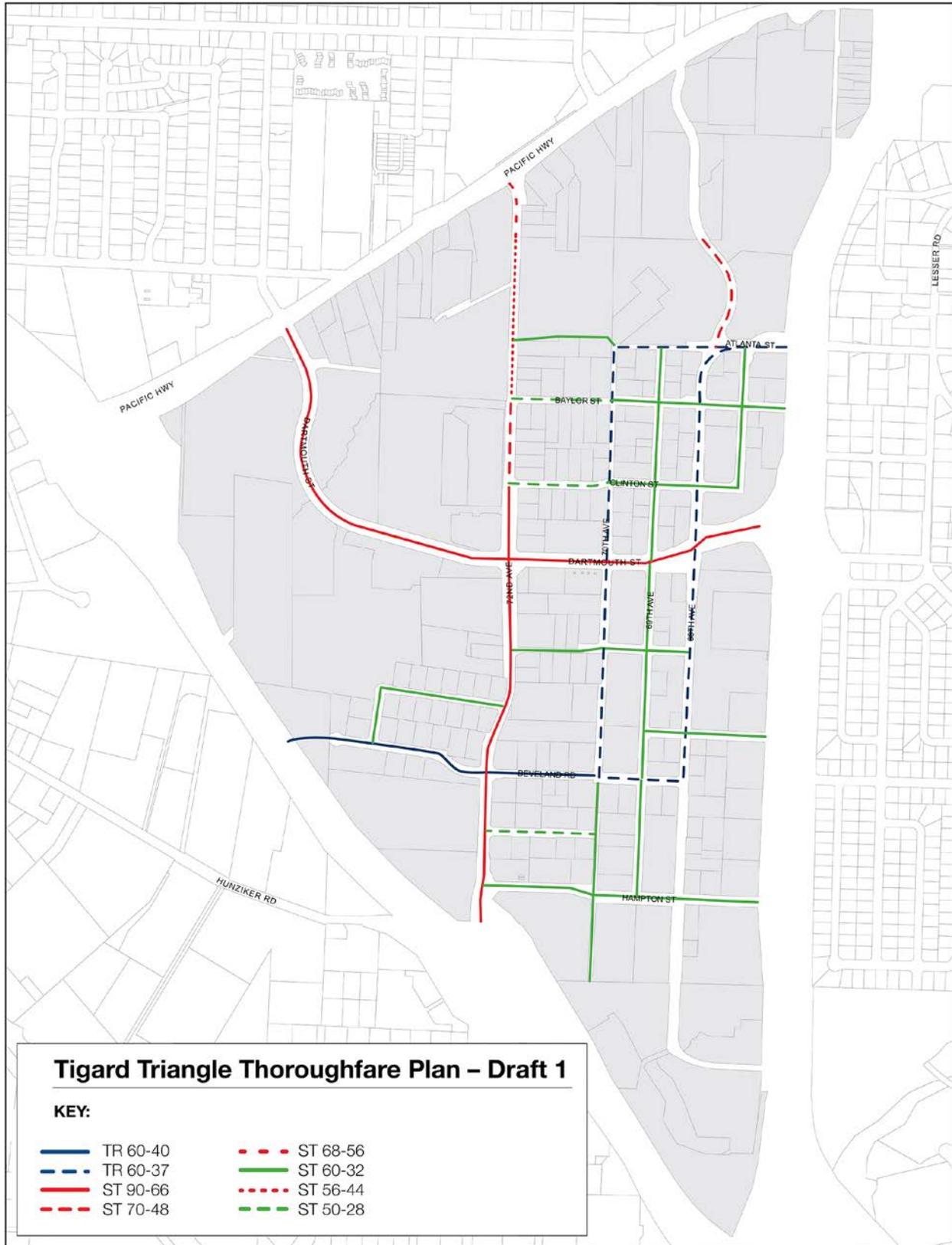


BUILDING HEIGHT		BUILDING STEPBACKS	
Building Height:	4 stories	20 ft. stepback required along frontages for all stories above 4	
Transit Bonus:	2 stories		
Parking structures:	Building height minus one story		

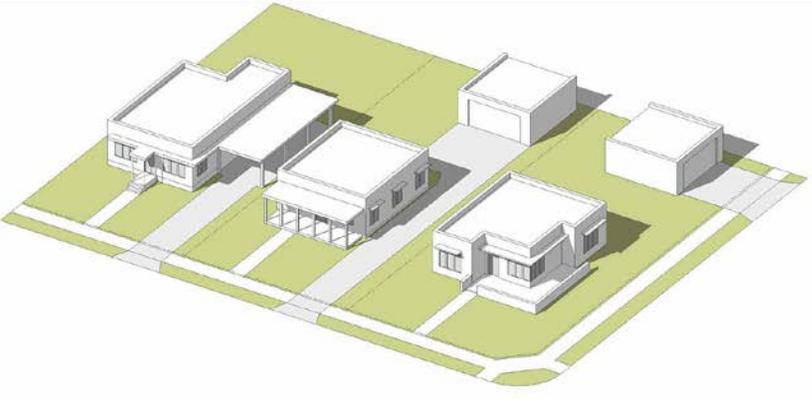
Tigard Triangle Network Plan

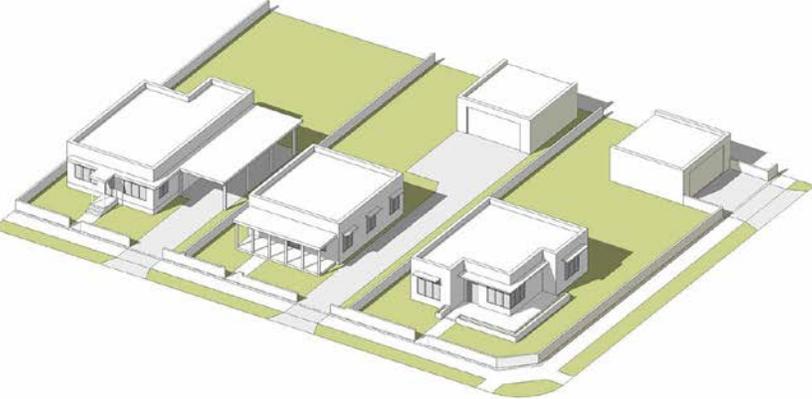


Tigard Triangle Thoroughfare Plan



Frontage Setbacks: Common Yard and Fenced Yard

SETBACK TYPE: COMMON YARD	
Illustration	
Surface	70% minimum must be landscaped with groundcover, shrubs, trees or understory trees; Paving is limited to walkways, driveways, and <i>specific frontages</i> .
Walkways	1 per frontage providing access to building entries
Fencing	Permitted at or beyond the building setback line, not along frontage lines

SETBACK TYPE: FENCED YARD	
Illustration	
Surface	50% minimum must be landscaped with groundcover, shrubs, trees or understory trees; Paving is limited to walkways, driveways, and <i>specific frontages</i> .
Walkways	1 per frontage providing access to building entries.
Fencing	Required at <i>frontages</i> and permitted at or beyond the building setback line. <i>Primary frontage</i> fences should be between 3 and 4 feet tall. <i>Secondary frontage</i> fences should be between 3 and 6 feet tall.

Frontage Setbacks: Shallow and Urban

SETBACK TYPE: SHALLOW

Illustration



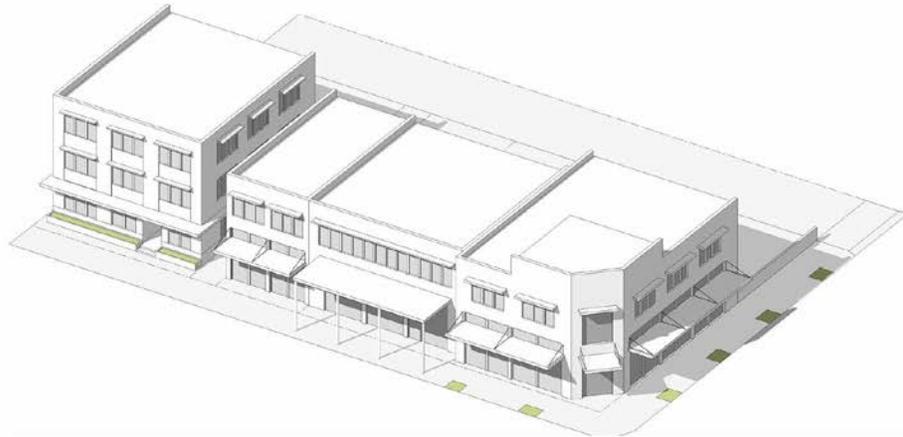
Surface May be paved or landscaped

Walkways 1 per frontage providing access to building entries

Fencing Permitted at or interior to the building setback line at *pedestrian streets*. Permitted at or interior to *access streets*. Permitted at outdoor seating areas.

SETBACK TYPE: URBAN

Illustration



Surface Must be paved and at sidewalk grade.

Walkways n/a

Fencing Permitted at outdoor seating areas only.

Frontage Types: Porch, Stoop, Common Entry

SPECIFIC FRONTAGE: PORCH

Entry Grade 36 in. max. from sidewalk grade

Requirements

- A porch is required at the primary building entrance.
- Porches must be no less than 6 feet in depth and 12 feet in width.
- Porches and related structures may encroach into frontage setbacks.



SPECIFIC FRONTAGE: STOOP

Entry Grade 48 in. max. from sidewalk grade

Requirements

- A stoop is required at building entrances, projecting from or recessed into the facade.
- Stoops and related structures may encroach into frontage setbacks.



SPECIFIC FRONTAGE: COMMON ENTRY

Entry Grade At sidewalk grade

Requirements

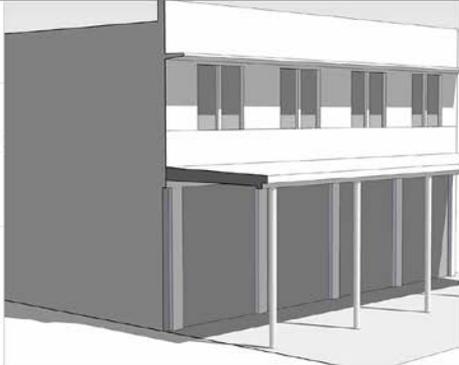
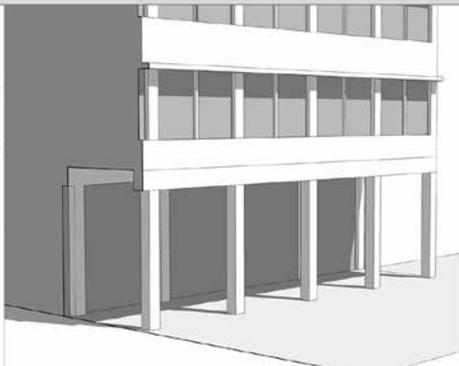
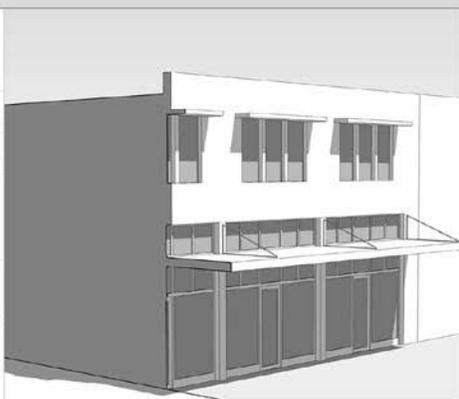
- A single collective entry into a multi-tenant lobby is required at the primary building entrance.
- Canopies and awnings are permitted to project into setbacks.

Guidelines

- Canopies and awnings should encroach into the public right-of-way.



Frontage Types: Gallery, Arcade, Shopfront

SPECIFIC FRONTAGE: GALLERY		
Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • A gallery is required along a minimum of 80% of the frontage • Galleries must be no less than 8 feet in depth with no less than 10 feet of vertical clearance. • Awnings are not permitted in galleries. 	
Guidelines	<ul style="list-style-type: none"> • Galleries should project into the setback for their full depth. • Galleries should encroach into the public right-of-way, covering the sidewalk. 	
SPECIFIC FRONTAGE: ARCADE		
Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • An arcade is required along a minimum of 80% of the frontage. • Arcades must be no less than 8 feet in depth with no less than 10 feet of vertical clearance. • Awnings are not permitted in arcades. 	
Guidelines	<ul style="list-style-type: none"> • Arcades should project into the setback for their full depth. 	
SPECIFIC FRONTAGE: SHOPFRONT		
Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • A shopfront is required at the primary entrance of the tenant space. • Tenant spaces must provide shopfronts along no less than 80% of the tenant space frontage. • Tenant spaces with frontage on access streets must provide a shopfront along no less than 40% of the tenant space frontage. • Display windows may project into setbacks up to 5 feet. • Awnings may project into right-of-way to within 2 feet of the curb. 	
Guidelines	<ul style="list-style-type: none"> • Building entries may be recessed from the facade up to 8 feet in depth. • Where ground floor grade is above sidewalk grade, the differential should be accommodated for within the building. • Awnings should encroach into the public right-of-way, covering the sidewalk. 	

Tigard Triangle Lean Matrix

Threshold Name	1A	1B	1C	2A	2B	2C
Site Size	0-1 acres	0-1 acres	0-1 acres	1-3 acres	1-3 acres	1-3 acres
Development Characteristics	Adaptive reuse with no added floor area	<800 SF ground floor area addition, two story max	All Other	Adaptive reuse with no added floor area	<1,200 SF ground floor area addition, two story max	All Other
Dedication Right-of-Way per Network Plan	Required	Required	Required	Required	Required	Required
Build Street Frontage Improvements per Network Plan	Trees only	Trees only	Trees, Parking, and Sidewalks	Trees only	Trees only	Trees, Parking, Sidewalks, Curbs and Lanes
Build New Public Streets Required by this Chapter, in Addition to the Network Plan	n/a	n/a	n/a	n/a	n/a	n/a
Stormwater Quality Best Management Practices	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4
Peak Stormwater Release Rate	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev.	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev.	10% Less than Pre-Dev.
Sewer Main to Site	n/a* except per County req.	n/a* except per County req.	Required	Required	Required	Required
Storm Inlets and Pipe to Site	n/a	n/a	Required	n/a	Required	Required
Water Main Upsizing to Site	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD
Traffic Study	n/a, except where drive-thru	n/a, except where drive-thru	n/a, except where drive-thru	n/a where ITE estimate < 1,000 new trips	n/a where ITE estimate < 1,000 new trips	n/a where ITE estimate < 1,000 new trips
Parking Spaces	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter
Parking in Pedestrian Street Frontage	No More than 50% of Frontage	No More than 50% of Frontage	Per This Chapter	No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	Per This Chapter
Parking in Access Street Frontage	n/a	n/a	Per This Chapter	n/a	n/a	Per This Chapter
Review Fees						
Mitigation Fees						

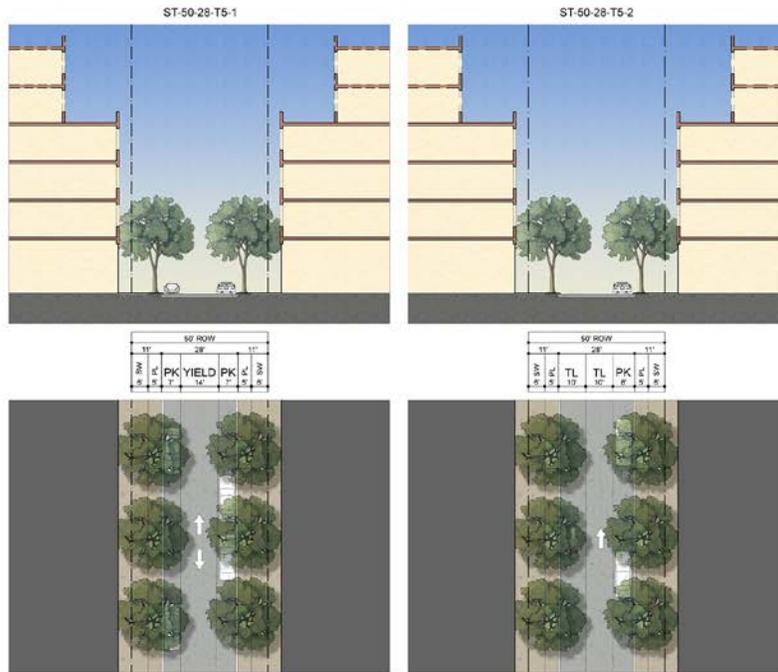
Tigard Triangle Lean Matrix

Threshold Name	3A	3B	3C	4A	4B	4C
Site Size	3-6 acres	3-6 acres	3-6 acres	>6 acres	>6 acres	>6 acres
Development Characteristics	Adaptive reuse with no added floor area	<1,200 SF ground floor area addition, two story max	All Other	Adaptive reuse with no added floor area	<1,200 SF addition, two story max	All Other
Dedication Right-of-Way per Network Plan	Required	Required	Required	Required	Required	Required
Build Street Frontage Improvements per Network Plan	Trees only	Trees and Parking	Trees, Parking, Sidewalks, Curbs and Lanes	Trees only	Trees and Parking	Trees, Parking, Sidewalks, Curbs and Lanes
Build New Public Streets Required by this Chapter, in Addition to the Network Plan	n/a	n/a	Per This Chapter	n/a	n/a	Per This Chapter
Stormwater Quality Best Management Practices	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4
Peak Stormwater Release Rate	<= Pre-Dev. (or Fee in Lieu)	10% Less than Pre-Dev.	20% Less than Pre-Dev.	<= Pre-Dev. (or Fee in Lieu)	20% Less than Pre-Dev.	30% Less than Pre-Dev.
Sewer Main to Site	Required	Required	Required	Required	Required	Required
Storm Inlets and Pipe to Site	n/a	Required	Required	n/a	Required	Required
Water Main Upsizing to Site	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD
Traffic Study	n/a where ITE estimate < 1,000 new trips	Traffic Study Required	Traffic Study Required	n/a where ITE estimate < 1,000 new trips	Traffic Study Required	Traffic Study Required
Parking Spaces	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter
Parking in Pedestrian Street Frontage	No Additional, No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	No Additional, No More than 50% of Frontage; No cars backing out onto Arterials or Collectors; Street Screen Required	Per This Chapter	Street Screen Required	Street Screen Required	Per This Chapter
Parking in Access Street Frontage	n/a	Street Screen Required	Per This Chapter	n/a	Street Screen Required	Per This Chapter
Review Fees						
Mitigation Fees						

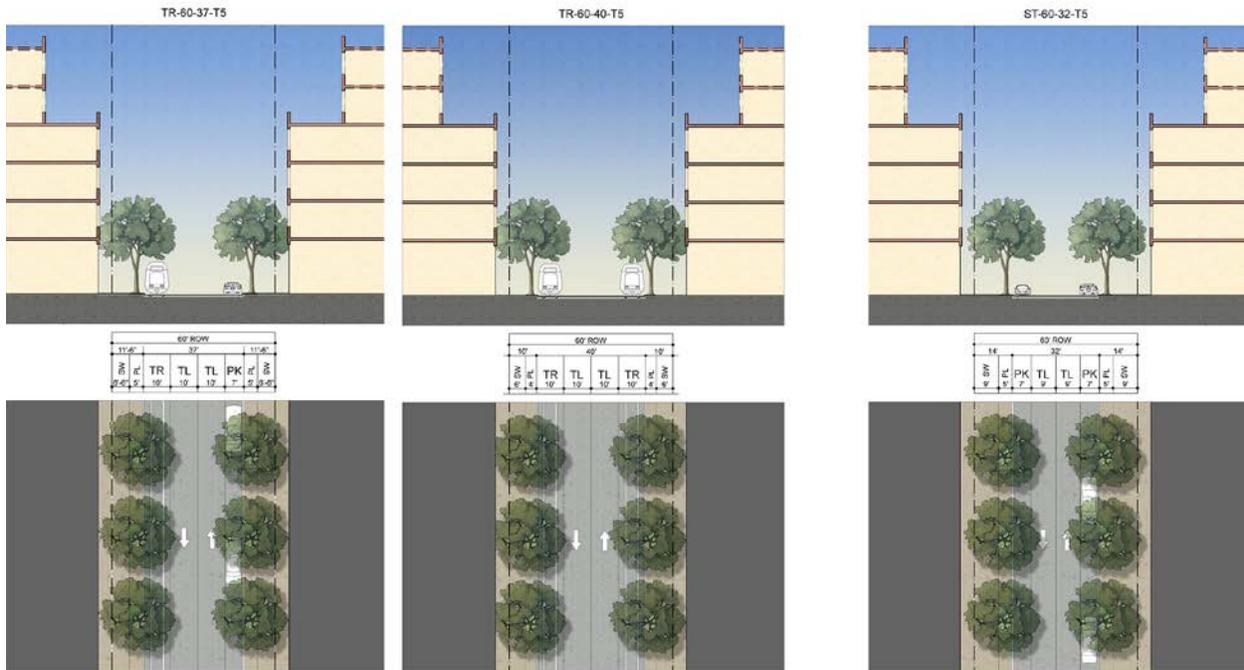
T5 Medium and T5 High Permitted Uses

PERMITTED USES	
RESIDENTIAL	COMMERCIAL
P Household Living	P Commercial Lodging
P Group Living	P Custom Arts and Crafts
C Transitional Housing	P Eating and Drinking Establishments
P Home Occupation (subject to Chapter 18.742)	C Major Event Entertainment
HOUSING TYPES	C Outdoor Entertainment
P Single Units, Attached	P Indoor Entertainment
P Single Units, Detached	N Adult Entertainment
P Accessory Units	P Sales-Oriented (<30,000 sf per tenant)
P Duplexes	P Personal Services (<30,000 sf per tenant)
P Multifamily Units	P Repair-Oriented (<30,000 sf per tenant)
P Manufactured Units	P Bulk Sales (<30,000 sf per tenant)
N Mobile Home Parks, Subdivisions	N Outdoor Sales
CIVIC (INSTITUTIONAL)	N Animal-Related
C Basic Utilities	N Motor Vehicle Sales / Rental
P Colleges	N Motor Vehicle Servicing / Repair
P Community Recreation	N Vehicle Fuel Sales
P Cultural Institutions	P Office
P Day Care	P Self-Service Storage
P Emergency Services	R Non-Accessory Parking (city or LID operated only)
C Medical Centers	INDUSTRIAL
P Postal Service	N Industrial Services
P Public Support Facilities	N Light Industrial
P Religions Institutions	N General Industrial
P Schools	N Heavy Industrial
P Social / Fraternal Clubs / Lodges	N Railroad Yards
OTHER	P Research and Development (accessory use only)
N Agriculture / Horticulture	N Warehouse / Freight Movement
N Cemeteries	N Waste-Related
N Detention Facilities	N Wholesale Sales
N Heliports	
N Mining	
P Wireless Communication Facilities (subject to Chapter 18.798)	
N Rail Lines / Utility Corridors	
N Other	

Thoroughfares: Typical, Skinny, and Transit



Skinny Streets

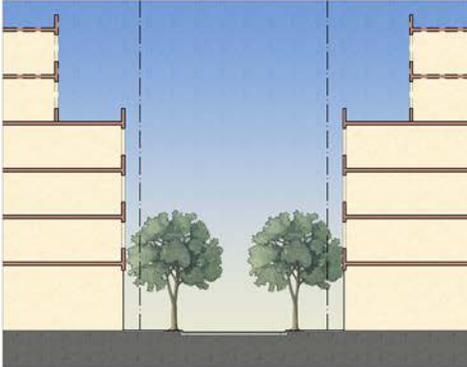


Transit Streets

Typical Streets

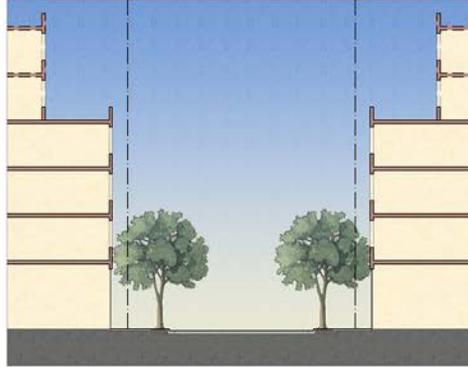
Thoroughfares: Arterials

ST-56-32-T5

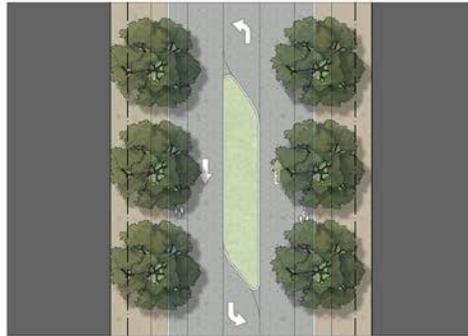


96'									
12'				32'					12'
SW	PK	BL	TL	TL	BL	PK	BL	PK	SW
7'	5'	6'	10'	10'	5'	5'	7'	5'	7'

ST-68-44-T5



68' ROW									
12'				44'					12'
SW	PK	BL	TL	ML	TL	BL	PK	BL	SW
7'	5'	6'	10'-6"	11'	10'-6"	6'	5'	6'	7'



ST-70-48-T5

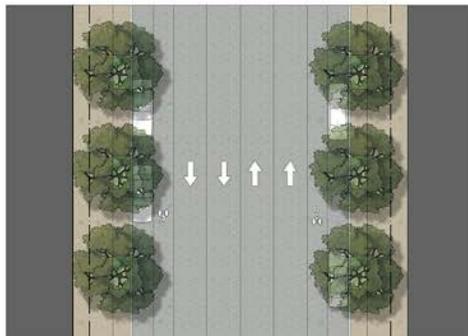
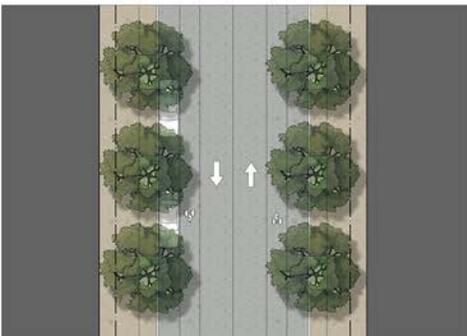


70' ROW									
12'				48'					12'
SW	PK	BL	TL	TL	BL	PK	BL	PK	SW
7'	5'	7'	6'	10'	10'	5'	7'	5'	7'

ST-90-66-T5



90' ROW									
12'				66'					12'
SW	PK	BL	TL	TL	TL	TL	BL	PK	SW
7'	5'	7'	6'	10'	10'	10'	6'	7'	5'



Meeting 1 | Team Meeting | September 14 | 9:00 a.m.

Kickoff meeting before team tours Triangle site.

Narrow Travel Lanes

Walkable environments depend heavily on smaller than 11' travel lanes, to tame the traffic and create an environment that is safe and comfortable to the pedestrian. Because of the traffic congestion in the Triangle, there has been reticent to go on street diets. However, it's not hydraulics: wider lane widths do not mean more capacity. In fact, just the opposite is true, because as speeds slow down, cars can travel closer to each other without losing capacity. Paying particular attention to topography and stormwater, Paul will design a collection of street sections appropriate for the walkable environments of Tigard.

On-Street Parking

The Tigard Triangle Lean Code will have additional definitions specific to the Transect Zones and development standards. There is a possibility that some will conflict with the definitions in Chapter 18.120. It will be best to develop an internal set of definitions to the Lean Code rather than augmenting 18.120.

Goal 2 at the State Level Public Process

Very clear parameters are required to allow expedited approval processes. Work sessions this week with stormwater, public works, and engineering will begin to define and enable these clear thresholds.

Annotated Code Outline

This week is all about refining and adding content to the code outline, and revising where needed so that code writing can occur over the next six weeks. City Staff is generally comfortable with the starting point of the Annotated Code Outline draft, and will make any necessary edits this week.

Oregon Department of Transportation

The State of Oregon Transportation Planning Rule states that zone changes it not have a significant impact on the surrounding ODOT routes, frequently requiring City street upgrades to comply. A sensitivity analysis of the Triangle has been completed in 2015, which does show a significant impact on surrounding routes, due to congestion at each of the entry points into the Triangle. The City much show if the Lean Code would modify these findings, and if so, how those impacts would be mitigated. Using projects that are already in the plan, ODOT is asking how to further define and fund queuing lane extensions at the intersections, particularly the intersections of 72nd and 217 and 99th and 217. Any planning for transit has to go to a public vote, so can't make assumptions on it until it is voted on and approved. Trip Generation Rates for Smart Growth Development estimate a 30% reduction, which are appropriate for the Triangle as a town center.

Transect Language

Need some explanation of the gradient of intensity. Most zones have multiple uses beyond residential. Okay with the word "Transect" but need some dialogue regarding the character this week.

Meeting 2 | Tour Triangle | September 14 | 10:00 a.m.

Team toured Triangle site.

Driving Tour

Reviewed the Triangle site with planning department staff and the consultant team.

Meeting 3 | Landowners | September 14 | 11:00 a.m.

Meeting with landowners to understand development concerns.

Meeting 4 | Department Directors Triangle Strategy | Sept. 14 | 1 p.m.

Meeting with Department Directors to clarify Triangle Strategy.

Lean Code: Getting to Yes

Brainstorming session for how to speed up development that complies with the strategic plan. Type 1 development and Type 2 development reviews can impact streets and police, etc. Future infrastructure capital improvements impact finance.

Thresholds

Considering thresholds for various types of development – from redevelopment on smaller parcels to more extensive developments – based on size of development and what is happening on the site.

Connectivity, major stormwater, public open space are a big deal on large site, but can get lean on smaller sites.

Timing is an important part of the threshold considerations. Some infrastructure can wait for collective upgrade, some are more expedient, some can be fee in lieu for small sites that can contribute to offsite remediation. Example: for a 400 SF addition to an existing building to add a coffee shop. Off-street parking could certainly be more flexible, to count on street parking, however stormwater is more complicated.

Need to be clear on when the various thresholds are available. Would be easier if the Lean Code were supported by a number of master plans: stormwater, parking, streets, etc. In the zoning map, instead of just having colors on parcels, we'd like to codify the locations of future streets, so that if develop adjacent to this area, you will put in half of the street.

A Consolidated Review Committee is strongly recommended, so that empowered decision makers from each department sits at the table with the applicant. In this lean framework, need to open the possibility of construction and development to a group of people to whom development is otherwise closed because of professional hurdles. At least in the application process, so that a “completed application” doesn't necessarily include traffic studies and wetland studies for the smaller thresholds. If the City can provide some of that missing professional help in the front end, can save time in the end.

Parking

On-street, off-street, what are the requirements and how can we work with the Metro Guidelines. How can we reduce curb cuts and add on-street parking? How can we allow parking reductions, but within thresholds, dependent on size and use? Some developers may have more parking than the maximums allow, so we don't usually recommend maximums. Parking configurations are also important, for placement on the lot. Perhaps a Triangle Parking Management Plan is also something needed at some point, whether it's striping, or shared parking and shuttles. Can also build standards that trigger different outputs once transit comes into play. May be better served with a credo that City Staff all knows, pointing out that there will be less room for cars over time, as the place becomes more beloved, and more people want to be there. But in the mean time, can also do other interventions, like consolidating curb cuts, mixing compatible uses that have natural shared parking. For a long time, San Diego's parking maximums were equal to LA's parking minimums. Now each new parking space in San Diego has to be justified via proof of hardship. Paris has been removing thousands of parking spots per year in their core for awhile now, to allow room for pedestrians and cyclists.

Skinny Streets

How can design speed match posted speed, so that people drive the posted speed? On the pedestrian streets only, 10' travel lanes help this happen, along with on-street parking, street trees, and wider sidewalks. How can those pedestrian streets connect in a network or at least a loop? This forms an A-Grid of walkable streets, supported by a B-Grid of more service-oriented streets, where the standards relax slightly. If we try to make all of the streets great, it's harder to concentrate redevelopment and see a near-term change. Walnut Street just west of 99 just got restriped to 10' travel lanes, and no complaints. Doing 32' curb-to-curb with parking both sides. But in places with more bus traffic, going with 10' 6".

Safety

Fire district is a special service district of 3-counties, and will be with us tomorrow for the streets. 20' clear. Big turning radius. 300' as the hose would lie.

Heights

FAR will go away, and no ODOT height limitations. Instead of regulating height in feet, we like to regulate height in stories, with a maximum height for each story, usually 14' floor to ceiling for residential, and 26' for commercial. We regulate floor to ceiling because the floor plenum can be radically different based on the use and the HVAC demand. We calculate to the bottom of a structure for a loft, but if exceeds 14' then it's two stories. The best practice in walkable urban environments (not in regional cores) is not to exceed 6 stories, but 5 stories is better. The Triangle is likely to be at least two and possibly three zoning districts, with different heights in each district.

Density

Strongly suggest that we don't regulate dwelling units per acre, since the bulk standards (lot coverage and building height) plus parking control for density.

Strategic Plan

Some points needs to be tweaked, such as cross block connections, A-B-C Grid

Urban Renewal District

The Urban Renewal District idea is an implementation tool of the Tigard Triangle Strategy, and not directly a established by the Lean Code. However, this week's engagement with both City Staff and the development community has pointed to the benefits of establishing a Tigard Triangle Urban Renewal District to undertake a number of implementation initiatives, including:

- Master Drainage / Red Rock Creek Restoration Plan
- Parking Management Plan for the Centre consistent 3.08.410 of the RTFP and a subsequent parking structure(s) as part of the plan
- Transportation System or Demand Management Plan consistent with 3.08.160 of the RTFP and subsequent street improvements and connections to ODOT facilities
- Sewer Main Extensions
- Master Service Provider Letter

Meeting 5 | Legal | September 14 | 2:00 p.m.

Meeting with Legal Department to understand legal constraints.

Establish Thresholds

- To clarify Level 1, Level 2, and Level 3

Administrative Waivers?

- Possible to provide for administrative waivers, nothing limiting at state enabling legislation
- Waivers for topography and stormwater

Objective Standards for Level 1 compliance

- Parametrics - possible
- Purpose statement is important - broad is good
 - Triangle Area
 - Block
 - Street
 - Building
 - Open Space

Level 2 for Large Sites

- Requires notification but not hearing

Interpretations

- Council is entitled to deference in interpretation

Homework

- What is clear and objective?

Land use decision

- Land use decision means that it requires discretion, if its just checking boxes its not a land use decision (Type 1)
 - Subdivision is a land use decision -> we can add clear and objective subdivision regulations
 - Partition = subdivision of 3 lots or less in Oregon law

New Chapter 900

- New Chapter 900, tied to through the plan district, point to parts of the existing code

Meeting 6 | Stormwater | September 14 | 2:00 p.m.

Meeting with Stormwater Management to understand lean stormwater intervention possibilities.

Degradation of the Creek

Red Rock Creek stream channel is eroding. Regionally what we do with the stream corridor, so that we do not have to deal with stormwater on a lot-by-lot basis, but contribute to a regional solution. Freeways, big boxes, and slopes are creating the perfect storm, that new development or redevelopment cannot solve.

Standards/Regulations

The purpose of the regulations are to ensure that development and redevelopment don't cause additional negative impact, more than is already there. Post-Q is to not exceed Pre-Q. But Pre-Q is pretty bad for most of the Triangle. MS4 permit doesn't allow us to create resilient stream conditions. New MS4 is to be adopted early next calendar year. If solely rely on regulations, will be no improvements downstream (all retain and release). Currently working on a stormwater master plan Citywide (budgeted for this year and next year), to develop a floodplain management plan (storage, trails, management), that would get integrated with the regulations. Need to set ourselves up so that the DEQ Permit does not apply generic terms that will be less appropriate to these particular constraints, by developing a stormwater and district for the triangle.

Problem vs Solutions

The problem is that Red Rock Creek is degrading and eroding and a mess due to subwatershed degradation. There are several strategies that could address this problem:

- Stream Channel Restoration
- Regional detention/local treatment
- Greenway widening/trails
- On-site BMPs
- Pay-in-lieu (with facility assured)

- Designate the projects as “regional”
- Tigard Triangle surcharge fee
- Master Service Provider Letter
- Green light projects at certain thresholds
- Add to toolkits, such as: structural soils, simple green streets, tree infrastructure, green roofs

The Stream as an Amenity: Pilot Project

“Tigard Triangle is already set up as an urbanized area, that we are establishing Red Rock Creek Watershed District as a pilot to demonstrate how to do things in a different way, to demonstrate a more holistic approach to stormwater management. As part of the Hydro Modification plan, this area will be one of the first phases.” Currently, the creek is more like a hazard than an amenity. Work toward a restored stream channel. Six sewer main breaks in the last five years due to stream erosion. Stream enhancement, stream channel restoration, regional detention facility, upstream treatment and infiltration where possible, buffers within the corridor as greenway widening with trails.

Thresholds and Collecting Money

Regional benefits between the Tigard Triangle District (or maybe calling it the Red Rock Creek Watershed District) and its residents and developers. If the monthly rate payers are all paying an additional fee that’s going toward redevelopment without doing a lot of onsite stormwater management, it would be incentivizing redevelopment. Justify a fee on properties in this area because they are having a huge impact, but there’s also a way to partner up with specific sites and landowners on stream restoration and park system. This isn’t just a drainage ditch behind your property, this is your property. Or certainly its biggest amenity. Then others want to be a part of it. There’s a variety of ways we can structure the fees.

Master Service Provider Letter

Where there’s a wetland, Army Corp of Engineers protect the resources, and we protect the barrier that’s protecting the resources. But don’t end up with a very development-friendly scenario, because it’s lot by lot. In Beaverton, predetermined where impact and mitigations will happened, with an agreement in advance of development.

Beaverton Creek is a straightened stream channel. Our rules have a requirement to pull the development back from the top of bank a certain amount (25’, 50’), (which can provide development challenges). Looked at the developments in existence now, and mapped what would likely not redevelop. Master Service Provider Letter is in draft to determine buffers and encroachments and alternatives, as well as identified mitigation areas. If a developer wants to then develop as per the master plan, can do what the MSPL says, and/or pay into a pot for the mitigation that the City has in play without going through an individual Service Provider Letter process. Looking at how we can incentivize more de-paving to provide a green ribbon of parkway through the Tigard Triangle. The master effort leans the process for individual property owners..

Green Streets, Structural Soils, Treed Parking

Establishing a toolkit for dealing with infrastructure is important. Need more options that fit within the footprint. If have new structures going up built to new earthquake standards, could justify structured soils and green roofs. Maybe could give a density bonus for some of these green interventions.

Meeting 7 | Team Meeting: DNA Options | September 14 | 3:00 p.m.

DNA

Intensity of development. Streetscape type. Transparency on the ground floor. Parking onstreet or behind the building. Frontage types. Percentage of frontage buildout. Heights. Uses. Signage. Pedestrian streets (A-Grid) get more stringent requirements, and get looser on the service streets (B-Grid). Landscaping numbers and location, but not plant type (point to approved plant list).

Prototypes in the region

Burnside, Mississippi Avenue, the Alphabet District

What to Reinforce in the Triangle Now

One-story red brick buildings on Beveland Street

Meeting 8 | Public Open House | September 14 | 6:30 p.m.

The public open house started with a short presentation of the Tigard Triangle Strategy Plan implementation via the Lean Code, then round-table working sessions addressed these three questions.

What places in the region are examples of what you'd like to see in the Triangle?

- Bridgeport – people can park and walk
- Northwest 23rd Avenue
- Orenco – scale and feel is great, provided it's in the right area
- Something halfway between Johns Landing and South Waterfront
- St. Johns – people know their neighbors; lots of gathering places
- Take advantage of the natural areas within the Triangle by connect-ing with cycling amenities and walking paths and sidewalks. Encourage small-scale businesses instead of big box. More residential.

Which is your priority – flexibility or predictability?

- Challenging to come to consensus.
- Flexibility: more landowners prefer flexibility, to let the free market decide if it wants to build a café or a house, instead of designating it only for apartments or offices or any single-use category.
- Predictability: more business owners prefer predictability so people can predictably make

investment choices.

What are your aspirations or concerns for the zoning update?

- Aspirations: Ensure connectivity of streets especially 68th, 72nd to 77th Ave. and Hwy. 99; keep the fir trees; more access to Red Rock Creek; co-hesive; functional; attract small business; ensure mixed-use everywhere in-stead of any single-use zoning; parking structures at perimeter of Triangle.
- Concerns: Increased traffic and other transportation issues are inhibiting investment; existing uses should be protected; incompatibility between uses and scales; don't put maximums on parking; have larger developments mitigate their impacts; 72nd and Dartmouth has considerable congestion.

Meeting 9 | Team Meeting | September 15 | 9:00 a.m.

Findings, set basic code metrics.

Zoning Map First Draft for Today at 4 p.m.

One zone with subdistricts for intensity. Core Residential confuses people. Using Transect designations is keyed to intensity. At this moment, considering two zones: one that covers the existing single-family residential. As long as we don't go below 45', we aren't downzoning anyone. We could go with 3-story and 5-story (or maybe 6-story). The 3-story would have more intensity than the current FAR, because we're allowing more lot coverage.

If you have a 10,000 SF lot, and the existing FAR of 0.4, would never get to 45' unless did a tiny tower. So if had 60% or 70% lot coverage on 10,000 SF lot, would be 6,000 SF of buildable on one story, so at 3-stories, this is a significant up-zoning.

In an area the size of the Triangle, at 300+ acres, is two neighborhoods. Need a diversity of intensity in a neighborhood. Helps build identity. Helps us not be legal, non-conforming to most of the single-family housing stock, except along 72nd. However, for most minor modifications, we'll have standards that make it easy to modify and expand an existing structure, but still may have some challenges with insurance and financing for legal, non-conforming.

Height, lot coverage, setbacks, and frontages would be different in the two zones.

Character of Streets for the Transit Line

The one-way couplets make these not as walkable of streets, but the car traffic doesn't have to be one-way, just the transit.

Otherwise, should consider reclaiming 72nd as an A-Street. Would need 10' lanes instead of 11' and on-street parking. Need to deal with the topography at Dartmouth. The current traffic loads are high enough to

68th is the service side, and 69th and 72nd are the pedestrian streets.

Street Sections

The newly designed street sections that we are providing this week may be applicable elsewhere in Tigard.

Last Night's Public Engagement

Very civil, helpful conversation. Notes separately.

Meeting 10 | Public Works Department | September 15 | 10:00 a.m.

How does a lean code and successional development of infrastructure impact Public Works staff (those who review, inspect, and maintain public facilities)? Understanding these issues and trying to find solutions to eliminate them.

Tree Infrastructure

Structural soil in the tree-well. Small redevelopment may not trigger. Would want barrier on the street edge, but it can be under the sidewalk. Would have to do under drains, so would have to deal with ensuring they don't get root-bound. Would deal with runoff of street.

Sidewalks

Have to figure out street section for sidewalks and trees. Gets away from soil volumes. Instead of a LIDA facility, it's trees with a surface around them, cutting maintenance costs significantly.

Thresholds

Have to figure out what triggers the ditch improvements and culverts. Or if using the ditch as stormwater, must use a particular design v-notch or trapezoidal.

Jump-start vibrancy by encouraging low-hanging fruit: marked on map.

Meeting 11 | Landowner Meeting | September 15 | 10:00 a.m.

Meeting with landowners to understand development concerns.

Meeting 12 | Transportation | September 15 | 11:00 a.m.

Discussions to help the PlaceMakers team understand transportation concerns and obtain feedback on street section concepts.

ODOT Process: 1. New Zoning Map, 2. Compare to Sensitivity Analysis, 3. Debate the Assumptions with ODOT, 4. If delta increases, amend the TSP.

Meeting 13 | Landowner Meeting | September 15 | 11:00 a.m.

Meeting with landowner to understand development concerns.

Meeting 14 | ODOT | September 15 | 3:00 p.m.

Joint meeting with ODOT. The changes in the Tigard Triangle will impact the surrounding state highways. This meeting will focus on how to address those impacts, including better defining interchange and queuing lane projects within the Transportation System Plan and funding for those improvements.

Rezoning has to address the Transportation Planning Rule if it has a significant impact on the surrounding ODOT routes, to ensure adequate infrastructure for 20 years. A sensitivity analysis of the Triangle has been completed for one likely build-out scenario, which did show a significant impact on surrounding routes, however but it was based on Euclidean zoning instead of the current form-based Lean Code. The City becomes responsible to improve safety and capacity, with mitigation put in the Transportation System Plan with some sort of funding mechanism identified. With the new zoning, would need to demonstrate if the current TSP is adequate or if it needs other mitigation.

217 southbound at 99 W or 217 northbound at 72nd.

Trip generation calculations in the ITE are based on single-use zoning where everything is a car trip. Trip Generation for Smart Growth development from University California at Davis for CALTRAN, which has been replicated for Orgeon, which shows reduced trip generation from internal trip capture. Will have to demonstrate the trip capture.

Without some major consolidation of the very small parcels in the study area, it's unrealistic to assume that we will get the maximum intensity. Does ODOT have parameters for areas that are significantly built out? This is much more of an incremental smaller scale development, with a fewer big projects.

Start with the study that was done, but make whatever assumptions are appropriate

The TSP requirement is 0.85 or 0.9 queuing analysis at intersections. 0.99 within the area.

, because it's already so congested at each of the entry points into the Triangle. So we have to show how we are going to mitigate those impacts. Using projects that are already in the plan, but ODOT is asking us how to further define and fund. ODOT is used to dealing with FAR and height limitations, and they're also used to dealing with safety issues at the intersections. Finding financing to extend the queuing lanes at the intersections, particularly the intersections of 72nd and 217 and 99th and 217.

Transit was not taking into the account in the sensitivity analysis. Any planning for transit has to go to a public vote, so can't make assumptions on it until it is voted on and approved. We permitted to zone in anticipation, based on the Strategic Plan. Trip Generation Rates for Smart Growth Development – Paul Crabtree will share. 30% reduction because it's a town center.

Shifting emphasis from capacity to safety.

ITE 9 has some mixed use as well as the CALTRAN. ODOT is currently consulting with the LCD on City of Portland for the TSP and Multi Modal Area (MMA) on the last 14 months to establish assumptions for analysis both downtown and on the east side of Portland, but more for trip generation, but not sure about how much for trip counts and trip capture.

Meeting 15 | Landowner Meeting | September 15 | 4:00 p.m.

Meeting with landowner to understand development concerns.

Meeting 16 | Landowner Group Meeting | September 15 | 6:00 p.m.

Meeting with landowners to understand development concerns.

Zoning Map

Additional transit trigger area in SW, Bev/Hermoso pocket. Most people liked the zoning map. Desire to see neighborhood sale community amenities like coffee shops and restaurants.

Setbacks

Prefer to have 0' setbacks on front and back setbacks – on narrow lots, every foot matters. Concern about ROW on 70th and 72nd when streets expand.

Heights

High Intensity: Some prefer shorter, but others prefer as high as possible at 6 stories to support mixed-use as well as preserve some greenspace for parks and recreation. Some prefer to make high intensity area step back after 4 stories tall, if we are going to 6 stories. Others prefer not having the step-back. It would be helpful to see what these different heights look like. 82% of jobs in Tigard are held by non-Tigard residents so we need more residential.

Medium Intensity: most prefer 4 stories.

Parking

Parking management is essential if we go with 6 stories, so as not to have a sea of parking. But have shared parking. No maximums, need minimums, and need shared parking. Reduce parking requirements further near the transit after transit

Landscaping

Please remove the 15% minimums. Almost impossible on smaller lots – this would be a good thing to make a trigger based on lot size.

Meeting 17 | Team Meeting | September 16 | 9:00 a.m.

Findings, set basic zoning districts.

Last Night's Public Input

Reviewed and discussed.

Local Improvement District

Right now, not collecting money for projects, although outside of this scope, should establish a list of projects. But are requiring a traffic study for each large applicant, with no clear triggers, but depends on how many trips the project adds. Consider as simple as lot size and amount of change proposed.

Densities

Considering the acreage in each zoning district and utilizing the numbers currently enabled, would enable 2400 to 3000 residential units compared to 2195 in 1995. And that's before we take into account that mixed use will reduce residential.

Meeting 18 | Team Meeting | September 16 | 5:00 p.m.

Present current product to PWD & CDD for review.

Network Plan

Even if a lot is too small to require the dedication of right-of-way on the matrix, but if the lot is a required connection on the Network Plan, the lot still has to dedicate public right-of-way for streets.

Regulating Plan

Modify per group input.

Thoroughfare Assignment Plan

Add trails.

Lean Matrix Scenario Illustrations

A Lean Matrix was drafted Discussions between the Town Staff and Laurence Qamar are underway to develop hypothetical plans to illustrate each of the scenarios within the Lean Matrix.

Meeting 19 | Closing and Public Comment | September 17 | 6:30 p.m.

Public presentation of work done during the week and opportunities for public comment.

This week, we've heard a lot of interest in incremental growth: to enable home-based businesses and small developers. So the Lean Code is based on small, medium, large, and extra-large development. For the small developments, stormwater and traffic impact studies are lessened.

The first night, we discussed whether people were more interested in predictability or flexibility. While people valued both, the majority of people favored predictability so that everyone can know what the rules are and get development built in a predictable development environment.

There are two zoning categories that are mixed-use that reflect current allowed uses, but are expanded somewhat based on public input. New uses include things like group homes. The use categories are kept as broad as possible, so that we don't have to amend the zoning ordinance every time a millennial has a good idea.

Frontage types describes what happens between the building and the sidewalks. This includes what sort of encroachments and building faces are allowed. This code is more graphic to not have to have a land use attorney to interpret it.

C-G: No changes to the standards, only improvements to the process.

T5 Medium Intensity: 4 stories

T5 High Intensity: 6 stories, along 72nd Avenue, where there is a wider right-of-way width.

T5 Medium Transit Bonus: if and when transit gets

One of Tigard's goals is to be the most walkable community in the Pacific Northwest. That's a tall order, because there's some great competition. To achieve this, the suburban development patterns would need to be repaired from more auto-centric patterns to more walkable, bike-able patterns. The urban form of the city contributes massively to walkability. The most walkable part of Tigard now is downtown on Main Street.

The Transect shows how one thing changes from the most rural to the most urban environment. It's a spectrum of different environments, where different plants and animals as well as economies and people, thrive.

The Triangle has many reasonably-sized blocks, but it also has some blocks that are much too big – or incomplete – to be walkable. So the Triangle Thoroughfare Plan shows how the streets can be completed over time, as development occurs.

Q1: You talk about walkability, and in the beginning you mentioned fences. Those two don't mix. We have very small lots within the Triangle. It would be nice to have no fences. It would be nice for my customer to be able to walk to the next store.

A1: Fences only are appropriate in the residential portion of the neighborhood. It helps people to feel comfortable on the front porch in places where there is a very short front setback.

Q2: Is there a way that the City could address shared driveways in the code?

A2: As we develop the access standards, we will address shared or tandem driveways. However, the actual negotiation for a new structure would be between the two property owners. The code will not require shared driveways, but it might be able to point to sample agreements, should

Q3: Will there be landscape requirements, and can they be reduced?

A3: There will be requirements for pervious surfaces, in part for stormwater management. Any landscape standards would only apply to the front.

Q4: What are the parking standards, and will they be shared or reduced if transit comes? And also for senior housing and affordable houses.

A4: We are still developing the parking standards, but we will certainly recommend shared parking standards. Right now the parking standards are quite suburban in nature, so they will likely become significantly less as the area urbanizes. We usually do a 50% parking reduction for senior and affordable housing. Chapter 18.765 in the Tigard Community Development Code has the current parking standards, but these will be modified in the Lean Code.

Q5: Please define “green street.”

A5: It’s a way stormwater can be captured and pretreated within the right-of-way, including rain gardens and swales. The question is if we can do it in a way that is not unreasonably expensive, then it would definitely be a practice to encourage.

Q6: How can I get a copy of all the boards that are on exhibit tonight?

A6: They will be posted on the City of Tigard website. Or leave email addresses into the sign-in sheet, or contact Cheryl Caines.

Q7: Are the overpasses of 217 approved?

A7: In the 2009 Transportation Plan, an overpass for Hampton to Hunsiger was approved to move up to Beveland. There are so many lights along 72nd, that they begin to interfere with movement along 217. At some point, it will move up the Capital Improvements Plan (CIP) list, as traffic demand increases and traffic delays worsen, or if spending on transit comes through earlier.

Q8: How long can we continue to provide input?

A8: Until the first week in December.

AIS-2464

4.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 15 Minutes

Agenda Title: IGA with WA County for Funding Roy Rogers Rd Improvements

Prepared For: Susan Shanks

Submitted By: Susan Shanks, Community Development

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council Workshop Mtg.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

This briefing is on the attached draft intergovernmental agreement (IGA) with Washington County. The IGA stipulates that the county is responsible for making improvements to Roy Rogers Road through River Terrace and that both parties are responsible for sharing in the cost of those improvements.

STAFF RECOMMENDATION / ACTION REQUEST

This briefing is for informational purposes only. Staff is scheduled to return to Council next month to ask whether the city should sign the IGA as drafted.

KEY FACTS AND INFORMATION SUMMARY

The Washington County Board of Commissioners approved a new transportation funding program for high-growth residential areas in June of this year. Soon afterwards, city and county staff began drafting an IGA that would specify how the needed Roy Rogers Road improvements through River Terrace would be constructed and funded. In addition to explaining how this new transportation funding program will work, staff will summarize the IGA and describe how it relates to existing land use approvals obtained by Polygon Northwest.

The IGA contains several key components.

I. Section 1 (Project Description) generally describes the scope of the improvements and allows for design flexibility. This flexibility will give city staff the opportunity to extend the improvements as far to the south as the budget will allow.

II. Section 2 (Project Design) includes city staff on the design team. This involvement will give city staff the opportunity to influence project design to meet city goals and objectives (e.g. more connectivity for pedestrians, cyclists, and drivers) and keep the project on budget.

III. Section 3 (Construction of Project) identifies Washington County as the agency responsible for building the improvements.

IV. Section 4 (Project Cost) includes the current cost estimate for constructing the improvements and how the city will participate in managing project costs through the project design and public bidding phases.

V. Section 5 (Project Funding) describes the city and county's cost sharing obligations and the city's payment terms, as follows:

- Washington County will be responsible for 66.7% of project costs and Tigard will be responsible for 33.3% of project costs. This cost split roughly equates to the amount of future traffic that is expected to be regional in nature (from through-traffic) versus local in nature (from new River Terrace development).

- The county will credit the city for eligible improvements that are built by private development. Since the city will need to issue system development charge (SDC) credits to developers for building these improvements, this provides the city with the opportunity to get credit for the contributions to the project and is consistent with the assumptions in the River Terrace Funding Strategy.

- The city will be required to pay the county for its share of project costs on an annual basis after the notice to proceed has been issued for the awarded construction bid. City staff is confident that the city will have collected a sufficient amount of Transportation SDCs and Transportation Development Tax (TDT) fees to keep pace with the payment terms.

- A maximum city contribution of \$9,000,000 is included so as to be consistent with the assumptions in the River Terrace Funding Strategy.

OTHER ALTERNATIVES

Alternative #1: Council could propose modifications to the recitals, terms, conditions, and/or covenants of the IGA.

Alternative #2: Council could direct staff to not sign the IGA. Since this would likely result in private development building the improvements instead of Washington County, the city would likely end up in a position where it had to issue SDC and/or TDT credits to private development in excess of the city's Roy Rogers Road improvements budget as estimated and described in the River Terrace Funding Strategy.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Council Goal 4: Enable Groundbreaking in River Terrace by Summer 2015

Approved Plans: River Terrace Community Plan, Transportation System Plan, and Funding Strategy

DATES OF PREVIOUS CONSIDERATION

Council adopted the following plans, codes, maps, and fees:

- Dec 16, 2014: River Terrace Community Plan, Transportation System Plan, and Funding Strategy
- Apr 28, 2015: Residential Transportation System Development Charges (citywide/River Terrace)

Attachments

WA County IGA for Roy Rogers Rd Funding

INTERGOVERNMENTAL AGREEMENT
BETWEEN
WASHINGTON COUNTY AND THE CITY OF TIGARD
FOR FUNDING AND CONSTRUCTION OF TRANSPORTATION IMPROVEMENTS ON ROY
ROGERS ROAD

This Intergovernmental Agreement is between Washington County, a political subdivision of the State of Oregon, acting by and through its elected officials, hereinafter referred to as “COUNTY”; and the City of TIGARD, a municipal corporation, acting by and through its City Council, hereinafter referred to as “CITY”. COUNTY and CITY may be jointly referred to as the “Parties” or individually as “Party.”

RECITALS

- A. WHEREAS, ORS 190.010 authorizes agencies to enter into intergovernmental agreements for the performance of any or all functions and activities that a party to the agreement has the authority to perform; and
- B. WHEREAS, recent additions to the region’s Urban Growth Boundary in Washington County, hereinafter referred to as Residential High-Growth Areas, will need transportation infrastructure to comply with planning requirements and to function successfully; and
- C. WHEREAS, COUNTY and cities with Residential High-Growth Areas identified and selected multiple transportation improvement projects for design and construction which consists of COUNTY and State facilities located in and near these High Growth Areas (“ Residential High-Growth Area Transportation Funding Program Project List” hereinafter “Project List”) and attached as Exhibit ‘A’; and
- D. WHEREAS, in order to help fund construction of improvements on the Project List, COUNTY intends to create bonded indebtedness titled the Residential High-Growth Area Bonds based on the growth of MSTIP funds; and
- E. WHEREAS, on June 23, 2015 the Washington County Board of Commissioners approved Resolution and Order 15-43 establishing the Residential High-Growth Area Transportation Funding Program; and
- F. WHEREAS, Resolution and Order 15-43 calls for the COUNTY to pay for sixty-six point seven percent (66.7%) of costs and the CITY to pay for thirty-three point three percent (33.3%) of costs to construct the projects on the Project List that serve both COUNTY and CITY transportation needs; and

- G. WHEREAS, the Project List includes a project to complete construction of improvements to Roy Rogers Road from Scholls Ferry Road to a point south of Bull Mountain Road; and
- H. WHEREAS, the CITY, consistent with the powers and purposes of city government, finds it necessary and desirable for the continued growth, safety and welfare of the community that the Roy Rogers Road improvement project be funded and constructed; and
- I. WHEREAS, the COUNTY and CITY find it is beneficial to the public to partner to complete the Roy Rogers Road improvement project as provided in this Agreement and that such partnership will minimize disruption of public travel and commerce, establish economies of scale that will reduce the cost to the public, and provide other good and valuable benefits to the general public; and
- J. WHEREAS, the Parties desire to define the components and estimated cost of the Roy Rogers Road improvement project, establish COUNTY and CITY funding obligations, provide a schedule for CITY payments for the improvement project, and otherwise allocate the roles and responsibilities of each Party as detailed below.

AGREEMENT

NOW, THEREFORE, the premise being in general as stated in the foregoing recitals, and in consideration of the terms, conditions and covenants as set forth below, the Parties hereto agree as follows:

1. Project Description. The Roy Rogers Road improvement project, hereinafter referred to as “PROJECT” and shown generally on the attached Exhibit ‘B’, will include four vehicle travel lanes, turn lanes as appropriate, pedestrian and bicycle facilities, intersection improvements at the Bull Mountain Road and Scholls Ferry Road intersections, and improvements to address connectivity at two additional intersections on Roy Rogers Road between Scholls Ferry Road and Bull Mountain Road, including the Lorenzo Lane / Jean Louise Road intersection. The PROJECT description may be amended and extended upon mutual written consent of the Parties. The PROJECT, as originally planned or extended, shall be designed and constructed in compliance with County Community Development Code and County Road Design and Construction Standards in effect at the time of design and construction.
2. Project Design. The COUNTY shall include the CITY on the design team to refine the PROJECT description, develop the PROJECT design, and review final design plans prior to bidding. COUNTY agrees to consider CITY comments.

3. Construction of Project. The COUNTY shall perform, or cause to be performed, all actions necessary for the design and construction of the PROJECT including project management, design and construction engineering, property acquisition, including right-of-way as necessary, regulatory and land use permits and approvals, public information, contract administration, inspection and construction management. COUNTY shall coordinate the design of, advertise for, award and administer the construction contract for the PROJECT.
4. Project Cost. The Parties agree that the general categories and estimated cost amounts associated with all aspects of the design, engineering, right-of-way acquisition, permitting, construction, installation, contingency and related administration of the PROJECT are as follows:

<u>ITEM</u>	<u>AMOUNT</u>
Design	\$3,400,000
Right-of-Way	\$1,500,000
Construction	\$20,000,000
TOTAL PROJECT COST ESTIMATE	\$24,900,000

- 4.1 COUNTY and CITY understand and agree that the design, right-of-way and construction components outlined above are estimates only and are used to determine project budgets and estimated payment amounts used within this Agreement. Final costs will be based on the actual contract amount of the schedule of prices and quantities used and installed. Notwithstanding the estimates shown above, the COUNTY and CITY agree that the funding contribution of each Party, as set forth in Section 5, shall be based on actual design invoices, bid prices, construction costs and quantities and non-construction costs such as account and managing the project.
- 4.2 Notwithstanding Section 4.1 above, the Parties agree and expressly acknowledge that the PROJECT cost estimate described above will be reviewed as provided below:
- 4.2.1 Within thirty (30) days of receipt of COUNTY's 30% design plans, specifications and engineer's estimate (PSE), the Parties shall review the estimated PROJECT cost and the COUNTY may consider PROJECT cost adjustments that do not significantly impact PROJECT description or schedule.
- 4.2.2 Within thirty (30) days of receipt of COUNTY's 50% PSE, the Parties shall review the estimated PROJECT cost and the COUNTY may consider PROJECT cost adjustments that do not significantly impact PROJECT description or schedule.

- 4.2.3 Within thirty (30) days of receipt of COUNTY's 90% PSE, the Parties shall review the estimated PROJECT cost and the COUNTY may consider PROJECT cost adjustments that do not significantly impact PROJECT description or schedule.
- 4.2.4 Upon public opening of the bid solicitation and before award of any bid, COUNTY shall provide CITY with bid tabs and other pertinent bid information of the apparent low bidder. Within fifteen (15) days after receipt of such information, the Parties shall review and reach agreement in writing on any adjustments to the estimated PROJECT cost. Failure of the CITY to provide the COUNTY with comments regarding the estimated PROJECT cost within fifteen (15) days after public opening of the bid shall be deemed approval of the estimated PROJECT cost without further action by the COUNTY.
- 4.3 COUNTY shall provide CITY with a final statement of PROJECT design expenses within forty five (45) days after completion of the design phase described in Section 4.2. Within forty five (45) days after the completion of the construction contract, the COUNTY shall provide the CITY with a final statement of construction costs. The total final PROJECT cost shall be reconciled with the final design and construction cost statements provided to the CITY.
- 4.4 The Parties shall meet throughout the PROJECT design process to determine which portions of the PROJECT will be built by COUNTY's contractor and which will be built by private development.
5. Project Funding. The Parties agree as follows:
- 5.1 COUNTY shall fully fund, pursuant to the Residential High-Growth Area Bond, the PROJECT cost in the estimated amount of \$24,900,000 or the PROJECT cost as adjusted. After repayment by CITY, COUNTY costs shall be in an amount equal to sixty-six point seven percent (66.7%) of the total final PROJECT cost, less the CITY's costs as described in Section 5.2.
- 5.2 CITY shall pay to COUNTY an amount equal to thirty-three point three percent (33.3%) of the total final PROJECT cost, up to a maximum of \$9,000,000, as determined through the provisions of this Agreement, less the value of any eligible portions of the PROJECT that are constructed by private development, as described in Sections 5.2.1, 5.2.2, 5.2.3, and 5.2.4 below.

- 5.2.1 Portions of the PROJECT constructed by private development that are eligible to count toward the CITY's cost contribution shall include: dedication of right-of-way, construction of sidewalks that are between five and six feet wide, landscaping and trees as described in the Washington County Road Design & Construction Standards, bike lanes, street lights, roadway widening to accommodate general purpose through-lanes and a center left turn lane or median, traffic signals at the intersection of Roy Rogers Road and Bull Mountain Road, traffic signals at the intersection of Roy Rogers Road and Lorenzo Lane / Jean Louise Road, traffic signal modifications at the intersection of Roy Rogers Road and Scholls Ferry Road, stormwater facilities designed to treat and manage runoff from Roy Rogers Road, and a proportional share of regional stormwater facilities designed to treat and manage runoff from Roy Rogers Road.
- 5.2.2 Portions of the PROJECT constructed by private development that are not eligible to count toward the CITY's cost contribution include: traffic signals, turn lanes and accesses at intersections not provided for in Section 5.2.1, utility undergrounding, stormwater facilities that are not designed to treat or manage run off from Roy Rogers Road, landscaping in excess of that described in the Washington County Road Design & Construction Standards, landscape maintenance of planted medians, sidewalk width beyond six feet, and sidewalk length in excess of the length of the adjacent roadway caused by a meandering design.
- 5.2.3 CITY shall fully fund portions of the PROJECT outside of the PROJECT description when requested as a betterment by CITY, including but not limited to a pedestrian undercrossing at the location of the northernmost Roy Rogers Road bridge.
- 5.2.4 Final determination of eligibility and cost contribution under this section shall be at the sole discretion of the COUNTY.
- 5.3 CITY has adopted a mutually acceptable funding strategy for repayment of PROJECT costs, including existing revenue sources (such as the Transportation Development Tax), supplemental system development charges, and conditions imposed upon private development to construct portions of the PROJECT, attached as Exhibit 'C'.
- 5.4 CITY shall make annual installment payments to COUNTY for its share of PROJECT costs no later than March 15th of each year. CITY's obligation to make payments shall commence in the fiscal year following the fiscal year in which the notice to proceed has

been issued for the awarded construction bid. The amount will be determined as follows:

5.5.1 Initial installment payments shall be based on the PROJECT costs determined at the time of awarding the bid.

5.5.2 Installment payments shall be adjusted when the PROJECT costs are reconciled as provided in Sections 5.2 and 4.3.

5.5.3 CITY shall make equal annual payments, as described in Sections 5.5.1 and 5.5.2, for ten years or until the amount is paid in full. There is no penalty for early payment by the CITY, but in no event shall payment extend beyond ten years except by mutual written consent of the Parties.

5.5 CITY agrees to contribute up to a maximum of \$9,000,000 to the PROJECT per its adopted River Terrace Funding Strategy, including the value of any eligible portions of the PROJECT that are constructed by development. In no event shall CITY be obligated to pay the COUNTY more than the total amount described in Section 5.2 in satisfaction of its funding obligation under this Agreement.

5.6 Nothing in this Agreement obligates the CITY to contribute to any other projects on the Project List.

6.0 General Provisions

6.1 LAWS OF OREGON

The parties shall comply with all applicable laws and regulations regarding the handling and expenditure of public funds. This Agreement shall be construed and enforced in accordance with the laws of the State of Oregon. All applicable provisions required by ORS Chapter 279A and 279C to be included in public contracts are incorporated and made a part of this Agreement as if fully set forth herein.

6.2 DEFAULT

Time is of essence in the performance of the Agreement. Either party shall be deemed to be in default if it fails to comply with any provisions of this Agreement. The non-defaulting party shall provide the other party with written notice of default and allow thirty (30) days within which to cure the defect.

6.3 INDEMNIFICATION

This Agreement is for the benefit of the Parties only. Each Party agrees to indemnify and hold harmless the other Party, and its officers, employees, and agents, from and against all claims, demands and causes of actions and suits of any kind or nature for personal injury, death or damage to property on account of or arising out of services performed, the omissions of services or in any way resulting from the negligent or wrongful acts or omissions of the indemnifying party and its officers, employees and agents. To the extent applicable, the above indemnification is subject to and shall not exceed the limits of liability of the Oregon Tort Claims Act (ORS 30.260 through 30.300). In addition, each Party shall be solely responsible for any contract claims, delay damages or similar items arising from or caused by the action or inaction of the Parties under this Agreement.

6.4 MODIFICATION OF AGREEMENT

No waiver, consent, modification or change of terms of this Agreement shall be binding unless in writing and signed by both Parties. In the event of unforeseen circumstances which limit the ability of the CITY to repay its share of PROJECT Costs, the Parties will meet to negotiate terms which may include changes to future MSTIP projects in the CITY.

6.5 DISPUTE RESOLUTION

The Parties shall attempt to informally resolve any dispute concerning any Party's performance or decisions under this Agreement, or regarding the terms, conditions or meaning of this Agreement. The Parties agree that in the event of an impasse in the resolution of any dispute, the issue shall be submitted to the COUNTY Director of Land Use & Transportation and the CITY Manager for recommendation or resolution. If resolution cannot be reached, a neutral third party may be used if the Parties agree to facilitate these negotiations.

6.6 REMEDIES

Subject to the provisions in paragraph 6.5, any Party may institute legal action to cure,

correct or remedy any default, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation of this Agreement. All legal actions shall be initiated in Washington County Circuit Court. The Parties, by signature of their authorized representatives below, consent to the personal jurisdiction of that court.

6.7 EXCUSED PERFORMANCE

In addition to the specific provisions of this Agreement, performance by any Party shall not be in default where delay or default is due to war, insurrection, strikes, walkouts, riots, floods, drought, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the Parties, enactment of conflicting state or federal laws or regulations, new or supplementary environmental regulation, litigation or similar bases for excused performance that are not within the reasonable control of the Party to be excused.

6.8 SEVERABILITY

If any one or more of the provisions contained in this Agreement is invalid, illegal or unenforceable in any respect, the validity, legality and enforceability of the remaining provisions of the Agreement will not be affected or impaired in any way.

6.9 INTEGRATION

This Agreement is the entire agreement of the Parties on its subject and supersedes any prior discussions or agreements regarding the same subject.

7. Term of Agreement

7.1 The term of the Agreement shall be from the date of execution until the completion of the PROJECT and the CITY's payment obligations, as described in Sections 4 and 5. Sections 6.3, 6.5, and 6.6 shall survive termination or expiration of this Agreement.

7.2 This Agreement may be amended or extended for periods of up to one (1) year by mutual written consent of the Parties.

[Signature Page to Follow]

IN WITNESS WHEREOF, the Parties hereto have set their hands as of the day and year hereinafter written.

CITY OF TIGARD, OREGON

WASHINGTON COUNTY, OREGON

CITY MANAGER/MAYOR

CHAIR, BOARD OF COUNTY
COMMISSIONERS

DATE: _____

DATE: _____

ATTEST:

RECORDING SECRETARY

CITY RECORDER

APPROVED AS TO FORM:

APPROVED AS TO FORM:

COUNTY COUNSEL

CITY ATTORNEY

Exhibit 'A'

Residential High-Growth Areas Transportation Funding Program Project List – Tigard

Road	Extent	PROJECT Description¹	Total Cost²	County Cost²	Local Cost²	TDT Project Number³
Years 1-3⁴						
Roy Rogers Rd	Scholls Ferry – south of Bull Mountain	Widen to 5 lanes	\$24,900,000	\$16,600,000	\$8,300,000	TBD
Total, Years 1-10			\$24,900,000	\$16,600,000	\$8,300,000	

Notes:

1. “Widening” projects include pedestrian/bicycle facilities, lighting, stormwater, etc.
2. Project costs are estimates and are subject to change.
3. Transportation Development Tax (TDT) project numbers shown as “TBD” are to be determined when those projects are added to the TDT Project List.
4. Project timeframes shown are tentative and subject to change.



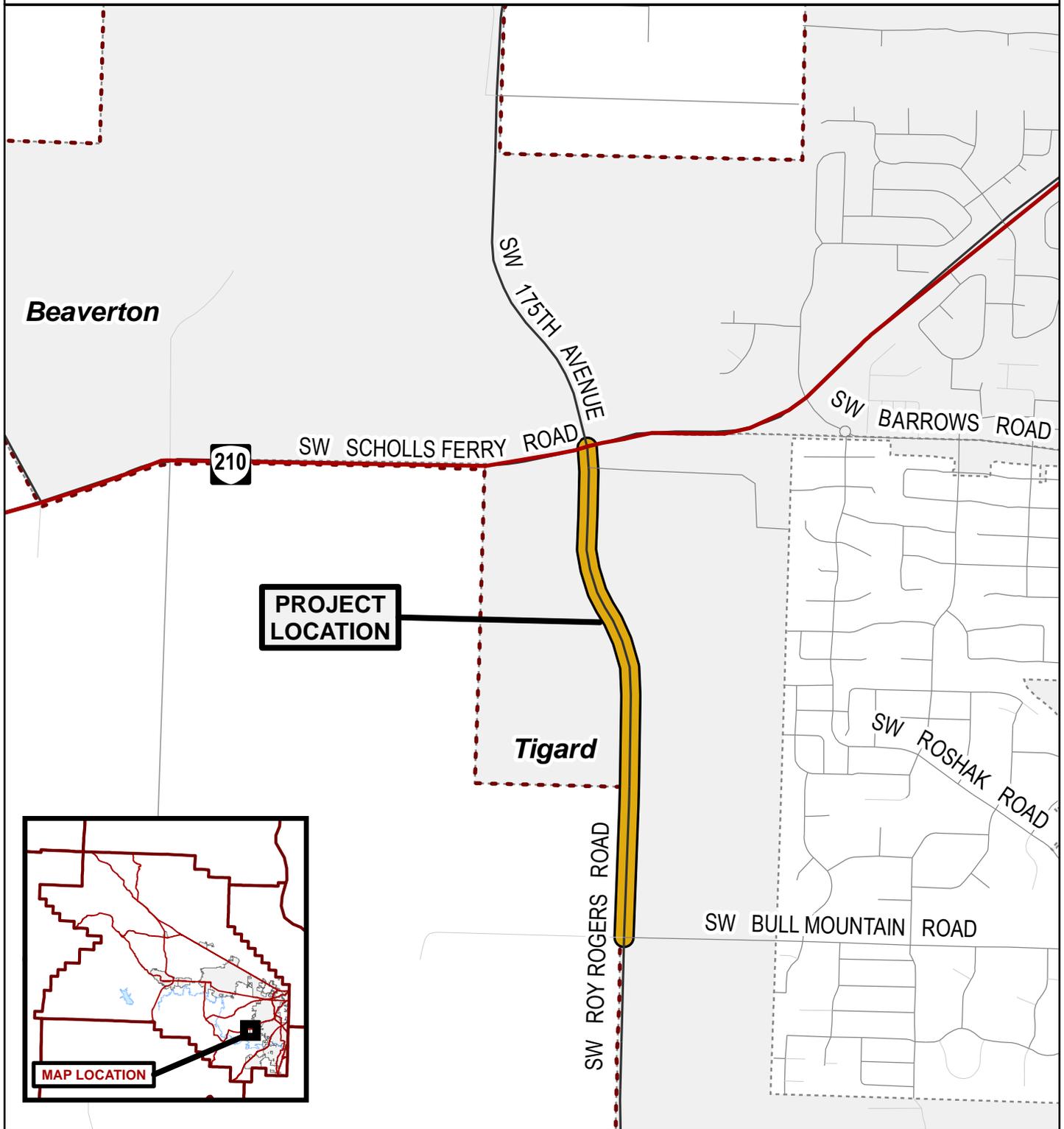
WASHINGTON COUNTY
OREGON

VICINITY MAP

SW ROY ROGERS ROAD SCHOLLS FERRY ROAD TO BULL MOUNTAIN ROAD

PROJECT 100255

Map Date: August 10, 2015
Prepared by: EDF



City of Tigard Transportation Funding Strategy for River Terrace¹

ADOPTED STRATEGY²		
75% Allocation ³		
River Terrace (RT) Transportation Costs		\$149,600,000
Outside Funding Strategy:		
Non-RT Costs & Outside Planning Area/Horizon		\$76,920,000
Developer Contributions:		
Non-creditable Public Costs (Collector Streets)		\$17,527,000
Private Costs (Neighborhood Routes)		\$30,000,000
Public Capital Costs		\$25,153,000
Public Funding Sources:		
General Fund Transfers		\$3,000,000
RT Transportation Utility Fee (TUF)		\$1,396,800
RT Transportation System Development Charge (TSDC)		\$1,047,600
Citywide Transportation System Development Charge (TSDC)		\$8,730,000
Citywide Transportation Development Tax (TDT)		\$11,039,958
Grants		\$900,000
Total RT Revenue		\$26,114,358
Net Revenue		\$961,358
Summary of Fees and Charges:		
River Terrace TUF		\$5
River Terrace TSDC		\$450
Citywide TSDC		\$5,000
Citywide TDT		\$6,323

1) Subsequent SDC methodology report resulted in the adoption of different TSDC fees than shown here.

2) Assumed \$28M for River Terrace Blvd and \$8M for Roy Rogers Road, not including intersection improvements.

3) Assumed 75% of Citywide TSDC and TDT collected in River Terrace to stay in River Terrace.

AIS-2413

5.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 25 Minutes

Agenda Title: River Terrace Update

Prepared For: Susan Shanks, Community Development

Submitted By: Susan Shanks, Community Development

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

Update Council on the progress of development in River Terrace.

STAFF RECOMMENDATION / ACTION REQUEST

This update is for informational purposes only. Council is encouraged to ask staff questions on topics of interest.

KEY FACTS AND INFORMATION SUMMARY

Staff will update Council on the following topics:

1. Land use applications, permits, and development activities. Much has happened since Council adopted zoning in February of this year. Staff will provide an overview of the land use approvals and permits that have been issued, explain how it has managed this workload, and describe what it expects to see on the ground in the near future. See attached for a conceptual site plan of future development in River Terrace prepared by Polygon Northwest.
2. Project communication. With development underway, the need for information has not decreased, but it has shifted. Staff will share what it is hearing from the public and summarize how it has kept up with the demand for different kinds of information from a diverse set of stakeholders.
3. Roy Rogers Road improvements. The Washington County Board of Commissioners approved a new transportation funding program for high-growth residential areas in June of this year. Soon afterwards, city and county staff began drafting an intergovernmental agreement (IGA) that would specify how the needed Roy Rogers Road improvements through River Terrace would be constructed and funded. Staff will explain how this new

transportation funding program is intended to work, what currently included in the IGA, and when Council might expect to see a draft IGA for their consideration.

4. Strategic Plan efforts. After Jeff Speck's critique of River Terrace this past summer, the city engaged Confluence Planning, an active transportation consultant, to work closely with development review staff as it evaluates the various detailed development plans submitted by Polygon Northwest. Staff will describe how the design of River Terrace is being influenced by the Strategic Plan through the city's permitting process.

5. Stormwater management challenges. Stormwater management in the southern part of River Terrace continues to be challenging. Staff will briefly explain the additional analysis that has been undertaken and the kinds of master plan amendments that Council can expect to see in the future. See attached for a map that shows the streams that drain Strategy Area C in the southern part of River Terrace.

6. Urban growth expansion request. Metro will consider another urban growth boundary expansion in a few years, and there is no time like the present to influence that decision in Tigard's favor. Staff will explain why it is important to bring the city's southern Urban Reserve Area into the Urban Growth Boundary and how it is working with Metro, Washington County, and King City to achieve that goal. See attached for a map that shows the location of the city's southern Urban Reserve Area.

OTHER ALTERNATIVES

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

- Council Goal 4: Enable Groundbreaking in River Terrace by Summer 2015
- Approved Plans: River Terrace Community Plan, Funding Strategy, and Infrastructure Master Plans (for water, sewer, stormwater, parks, and transportation)

DATES OF PREVIOUS COUNCIL CONSIDERATION

Council approved the contract for developing the River Terrace Community Plan and related documents on June 25, 2013. Council adopted the following plans, codes, maps, and fees:

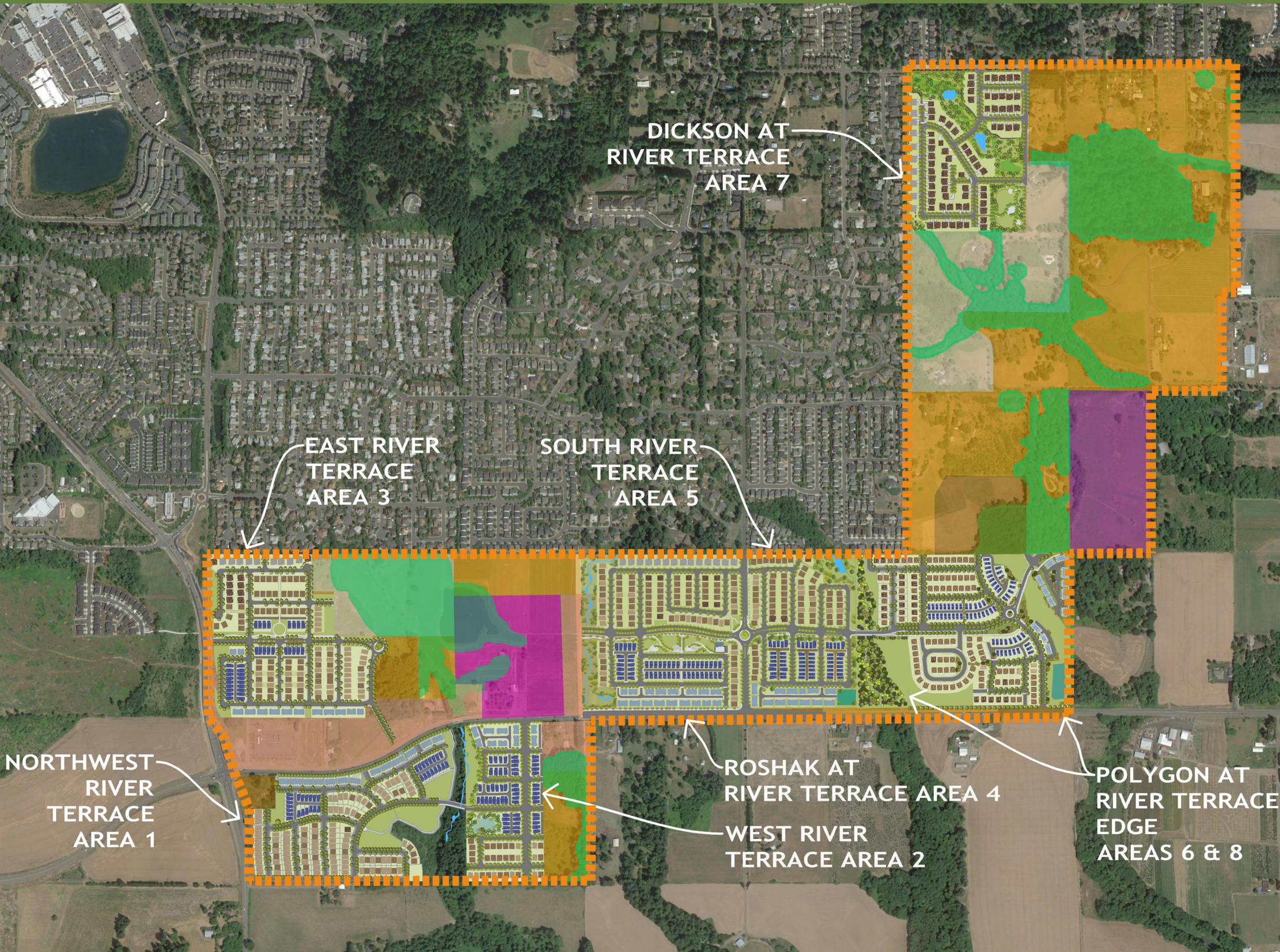
- 2014 (various dates): Five River Terrace Infrastructure Master Plans
- Dec 16, 2014: River Terrace Community Plan and Funding Strategy
- Feb 24, 2015: River Terrace Plan District and Zoning
- Apr 28, 2015: Residential Transpo. System Development Charges (citywide/River Terrace)
- May 19, 2015: Park System Development Charges (citywide/River Terrace)

Attachments

[Polygon Site Plan](#)

[Southern Stormwater Map](#)

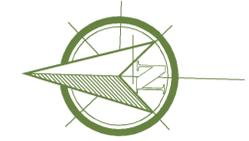
[Southern Urban Reserve Area](#)



Legend

- Open Space
- Significant Tree Grove/Wetland and Riparian Area
- R-4.5 Zone
- R-7 Zone
- R-12 Zone
- R-25 Zone
- CC Zone
- Public Institution Zone
- Community Plan Area

	1	2	3	4	5	6	7	8	TOTAL
 Rowhome Lots	64	46	58	78	63	56	0	0	365
 Small Lots (30' - 35')	35	60	36	51	57	65	0	0	304
 Medium Lots (40' - 45')	89	9	40	14	12	4	0	0	168
 Standard Lots (48' - 50')	26	22	64	70	55	80	0	8	325
 Large Lots (60')	1	0	10	17	3	12	72	12	127
 Estate Lots (70' - 100')	0	0	9	14	0	0	10	0	33
Total	215	137	217	244	190	217	82	20	1322



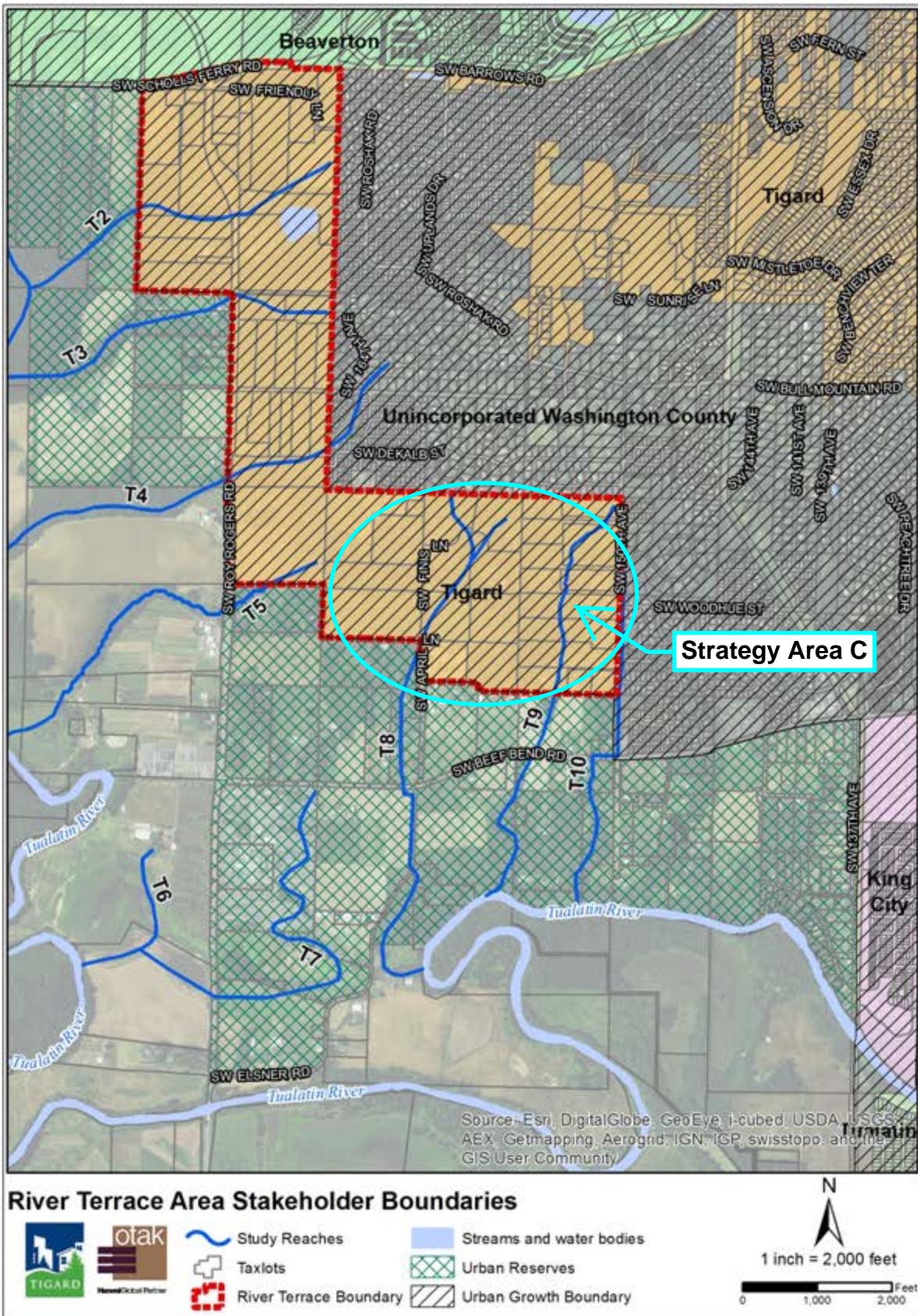
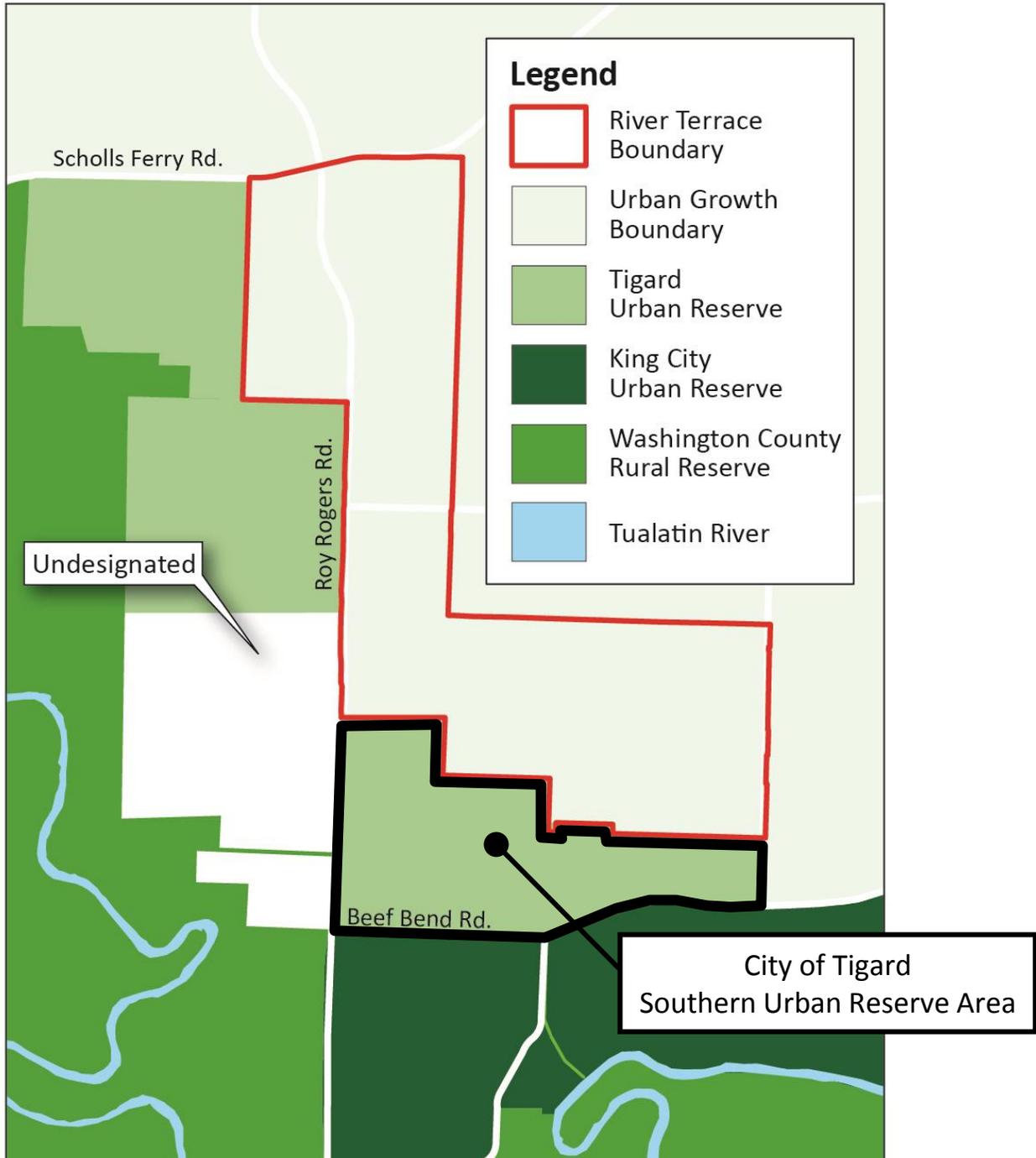


FIGURE C

River Terrace

community plan



AIS-2476

6.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 20 Minutes

Agenda Title: Receive Report on Tigard Community Attitudes Survey

Submitted By: Rudy Owens, City Management

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council
Workshop
Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

A presentation of the results of the 2015 Community Survey.

STAFF RECOMMENDATION / ACTION REQUEST

Review and comment on the fall 2015 survey results presented. Discuss next steps for making the survey results visible, future actions the results will address, and possibilities to explore some questions in a focus group setting in January.

KEY FACTS AND INFORMATION SUMMARY

The city contracted with Riley Research Associates to conduct the 2015 biennial community survey. A telephone survey (landline and cell phones representative of the city's adult population) was conducted two weeks before and immediately after Thanksgiving, with 400 Tigard households. A web survey was launched simultaneously, scheduled to conclude on Dec. 3, 2015. This marks the first time the city will have captured citywide survey information from residents who preferred to take the survey in Spanish.

Michael Riley and Crystal Bolyard of Riley Research Associates will present a PowerPoint summary of the the survey results to council. A detailed written report will also be provided. A preliminary report will be available in the week prior to the Council's discussion and distributed after Council agenda publication.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

Report

PowerPoint



COMMUNITY ATTITUDES SURVEY

TOPLINE RESULTS

DECEMBER 10, 2015

Michael J Riley & Crystal Bolyard
Riley Research Associates

RESEARCH | INSIGHT | KNOWLEDGE

TOPLINE RESULTS

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APPENDIX: Questionnaire

TOPLINE RESULTS



INTRODUCTION

The City of Tigard contracted Riley Research Associates to conduct its 2015 Community Attitudes Survey of Tigard residents. The goals were to assess citizen support and priorities for a number of issues, including a community and recreation center, transit and transportation, parks maintenance, and Tigard's strategic plan.



METHODOLOGY

Questionnaire Development

Riley Research Associates worked with the City of Tigard to update and develop a questionnaire. Key questions were retained from past years' surveys to preserve the ability to compare responses over time, and new questions were added to reflect current issues of interest. The questionnaire was designed for the telephone survey, with minor changes in the question language to reflect the different medium.

RRA also translated the questionnaire into Spanish for both the telephone and online surveys.

Telephone survey

RRA conducted the telephone survey in its in-house, Washington County-based call center. RRA purchased a list of phone numbers of Tigard residents that included both landline and mobile numbers.

A total of 403 interviews were completed between November 12 and 29, 2015. The vast majority of interviews were conducted prior to Thanksgiving (November 24th). Calls were made on weekdays, between 11am and 9pm.

The sample of 403 produces a margin of error of +/-4.9% at a 95% level of confidence. This means if the survey were repeated many times with different samples, the responses would fall within the margin of error 95% of the time. The demographic subsets produce larger margins of error due to the smaller sample size.

RRA monitored the sample to produce demographics comparable to the City of Tigard in regards to age, gender, and ethnicity. Because the sample of residents, ages 18-34 was slightly below the target demographic, RRA weighted the telephone survey results to better reflect this audience. The weighting changed very little in terms of the results, with some responses increasing by as much as 3%, and the vast majority of responses remaining unchanged.

RRA also employed bilingual interviewers, and conducted 16 interviews in Spanish.

Respondents were considered qualified if they were 18 or older and were currently living within the City of Tigard.

TOPLINE RESULTS



METHODOLOGY (CONTINUED)

Online Survey

RRA programmed and managed the online survey. Once the survey was programmed, RRA provided four links to the City of Tigard, which Tigard used to distribute to residents on various mailing lists. The City sent out several reminders about the survey to increase response rates.

The survey was open from November 14 through the morning of December 4, 2015. All responses collected during this period were included in the report.

The online survey was also translated into Spanish, and the City of Tigard did additional outreach to Hispanic and Latino residents.

A total of 675 people started the survey. Of those, 97 lived outside of the City of Tigard and were disqualified from the survey, and 44 only responded to the screening question asking if they lived inside or outside of the City of Tigard, leaving 534 valid responses.

In addition, one respondent completed the Spanish version of the online survey, producing 535 online survey responses. Not all respondents answered each question or completed the entire survey.

While the telephone sample was monitored for demographics and produced a sample comparable to the age, gender, and ethnicity of the City of Tigard, the online survey was open to all respondents, and had no quotas set.

Benchmark surveys

The City of Tigard has previously worked with other marketing research firms to conduct its Community Attitudes surveys. Where applicable, results from those surveys have been included in this 2015 report. It is important to note that in 2015, RRA set quotas for age, gender, and Hispanic ethnicity in order to best represent the City of Tigard residents. Because those quotas had not been set for previous years, the results cannot be directly compared. While it is valuable to note the trends and changes over time, the demographic difference should be noted when making any conclusions.

Report

All questions marked “unaided” were asked of the respondent without providing any potential answer choices for both the telephone survey and the online survey. Responses were coded into applicable categories.

The following report includes question-by-question analysis, with demographic insights included when statistically significant. Results of the previous Community Attitudes surveys are included, where applicable.

Results are presented in percentage form, with the percentage sign being cited on the top row of each table. The number of respondents answering each question is indicated in each table, labeled either as “Total Participants” or as “n=#”.

TOPLINE RESULTS



RESULTS: TIGARD LIVABILITY

Q1. Overall, how do you rate Tigard as a place to live? Please use a “0” to “10” scale, with zero meaning very poor place to live, and 10 an excellent place to live.

Phone: n=403		Extremely poor						Excellent				
Online: n=535	Mean	0	1	2	3	4	5	6	7	8	9	10
Livability: Phone	7.8	0%	0%	0%	1%	1%	4%	6%	20%	39%	16%	12%
Livability: Online	7.3	0	0	0	3	4	9	12	21	26	13	11

Mean Benchmark Results	Phone	Online
2015	7.8	7.3
2013	7.9	7.7
2011	7.6	-
2009	7.8	-
2007	7.4	-

Q2. What, in your opinion, is the single most important issue for the city council to address over the next year? (Single Response, Unaided)

	Phone		Online	
	2015	2013	2015	2013
Total Participants	403	-	436	-
Traffic / congestion	34%	29%	35%	41
Education / schools	5	5	0	1
Transportation / public transit	4	5	7	10
Street improvements/maintenance	4	5	4	13
Growth and development/growth planning	4	5	3	5
Crime and drugs	3	3	3	6
Sidewalks	2	-	5	-
Taxes/lower taxes	2	4	4	3
Downtown development	2	5	3	7
Homelessness / Low income housing	1	-	5	2
Parks and recreation	1	4	5	5
Government spending / using tax dollars wisely	1	2	3	5
Jobs and economic development	1	2	1	4
Environmental areas / open space / protection	1	1	0	3
Local government effectiveness	1	0	-	2
Rising rent / Rent control	0	-	1	-
Water supply	0	3	1	2
Miscellaneous	12	14	19	13
None	6	1	-	1
Don't know / Refused	16	12	1	2

TOPLINE RESULTS



RESULTS: COMMUNITY & RECREATION CENTER

Q3. In November, Tigard voters rejected a \$35 million ballot measure for a new community and recreation center. Did you vote to support or to oppose that bond measure, or did you not vote?

	Phone	Online
Total Participants	403	523
Support	29%	24%
Oppose	26	58
Did not vote / Don't recall	44	14
Refused	1	5

Q3b. And why did you vote to support the measure? (Unaided. Multiple responses)

	Phone	Online
Total Participants	122	97
Good for Tigard/Community	38%	34%
Place for kids needed	20	16
Combined community center and recreation program	18	2
Need one / Want one	16	36
Good for families	7	6
Questions about operating agreement / YMCA	2	4
Insufficient information about the project	2	6
Price tag / Cost of the measure	1	2
Questions about the location	0	1
Other priorities	0	2
Taxes too high already	-	2
Don't need one / Have other options	-	2
Shouldn't pay for privately run/religions business/Pay twice	-	1
Bring more traffic problems	-	1
Miscellaneous	14	19
Don't recall specifics	1	-
Refused	1	-

TOPLINE RESULTS

Q3b. And why did you vote to oppose the measure? (Unaided. Multiple responses)

	Phone	Online
Total Participants	112	281
Price tag / Cost of the measure	35%	25
Insufficient information about the project	28	36
Taxes too high already	27	13
Questions about operating agreement / YMCA	20	12
Questions about the location	8	9
Other priorities	7	14
No benefit to me / Wouldn't use	6	11
Shouldn't pay for privately run/religions business/Pay twice	5	15
Don't need one / Have other options	4	16
Bring more traffic problems	2	3
Combined community center and recreation program	2	1
Need one / Want one	-	2
Good for Tigard/Community	-	0
Place for kids needed	-	0
Miscellaneous	4	19
Don't recall specifics	3	-
Refused	1	0

Q3b. And why did you not vote/not recall/prefer not to say for the measure? (Unaided. Multiple responses)¹

	Online
Total Participants	21
Insufficient information about the project	19%
Need one / Want one	10
Price tag / Cost of the measure	5
Taxes too high already	5
Combined community center and recreation program	5
Questions about operating agreement / YMCA	5
Other priorities	5
No benefit to me / Wouldn't use	5
Don't need one / Have other options	5
Bring more traffic problems	5
Miscellaneous	38
Don't recall specifics	5

¹ Verbatim responses for this answer choice were only collected through the online survey.

TOPLINE RESULTS

Q4. What specific amenities, facilities, programs, or services, if any, would be important to include if Tigard were to consider a community and recreation center? (Unaided, Multiple Responses)

	Phone	Online
Total Participants	403	430
Indoor aquatics programs	31%	21%
Programs for youth	30	24
Specific recreation programs	17	11
Indoor gymnasium	15	20
Weight room/exercise equipment	15	18
Programs for seniors	12	13
Meeting rooms/event space	10	28
Family-oriented programs	10	11
Health-oriented programs/activities	6	13
Indoor walking/track	4	3
Community theater	3	6
Childcare facilities	3	3
Access to parks/trails	2	2
Shelter space / homeless resources	2	2
Coffee/juice bar	1	3
Farmers market space	1	0
Miscellaneous	14	34
None / fine as is	7	9
None / Don't use	9	4
Don't know / Refused	5	8

TOPLINE RESULTS

Q5. And besides those amenities or features, what would make you more likely to access or support a recreation and community center? (Unaided, up to three responses allowed)

	Phone	Online
Total Participants	403	529
Convenient location	15%	5%
Cost of membership/dues	13	13
Central location	9	7
Youth programs	7	2
Family friendly	7	1
Cost of property taxes	4	8
Parking / transportation access	4	4
Facility features	3	6
Convenient hours	3	2
Senior programs	3	2
Food services	1	1
Gym/exercise classes	-	1
Miscellaneous	35	29
None / Don't use	18	9
Don't know / Refused	11	37

TOPLINE RESULTS



RESULTS: TRANSIT & TRANSPORTATION

Q6. On the subject of mass transit, I'd like you to please rate the importance of the following factors regarding decisions about connecting Tigard with Portland and the rest of Washington County.

As I mention each factor, please use a 10-point scale, where “0” means not important at all, while “10” means extremely important. The first factor is (Aided, Rotated):

Telephone Survey													
n=403	Mean	Not important							Extremely important				
		0	1	2	3	4	5	6	7	8	9	10	NA
a. Easy and safe pedestrian access to bus and transit service stops	8.4	3%	1%	1%	1%	1%	3%	4%	9%	16%	13%	46%	3%
b. Reducing traffic on local roadways	8.3	3	0	1	0	1	5	3	9	14	14	44	2
c. The cost-effectiveness of the system	8.2	3	0	0	1	4	5	2	7	15	16	41	4
d. Local community support	8.1	2	0	1	1	1	7	5	11	17	13	37	4
e. Easy access to the system for drivers and cyclists	7.8	4	1	0	1	3	5	6	11	20	14	32	2
f. Accommodating future transit capacity	7.6	6	1	0	1	2	7	4	12	18	12	31	7
g. Reducing transit travel times	7.4	6	1	2	1	4	6	6	13	16	12	29	5
h. Increasing ridership	7.1	6	1	2	1	3	10	6	14	18	10	23	6

Online Survey													
n=466-476	Mean	Not important							Extremely important				
		0	1	2	3	4	5	6	7	8	9	10	NA
a. Easy and safe pedestrian access to bus and transit service stops	7.6	5%	1%	2%	3%	3%	5%	5%	9%	18%	10%	37%	2%
b. Reducing traffic on local roadways	7.9	5	1	2	2	3	7	3	5	11	12	45	3
c. The cost-effectiveness of the system	7.8	4	1	1	3	4	6	4	10	12	14	40	2
d. Local community support	7.3	3	2	2	2	6	10	7	8	14	15	29	2
e. Easy access to the system for drivers and cyclists	7.3	7	2	2	2	4	5	4	10	17	15	30	2
f. Accommodating future transit capacity	7.5	5	1	2	3	3	8	5	7	15	12	36	3
g. Reducing transit travel times	7.3	6	2	2	3	3	9	4	10	14	12	33	3
h. Increasing ridership	6.8	7	3	3	3	3	12	5	11	13	11	27	3

TOPLINE RESULTS

Q7a. In general, do you favor or oppose high-capacity transit options to connect Tigard to Portland and other parts of Washington County?

	Phone	Online
Total Participants	403	478
Favor	73%	61%
Oppose	15	17
Don't know / Depends / Refused	12	22

Q8. If high-capacity transit is developed, would you prefer that be light rail or bus rapid transit?

	Phone	Online
Total Participants	403	478
Light rail	52%	37%
Bus rapid transit	15	15
Both	23	24
Neither ²	4	-
Unsure/undecided	7	23

² This answer choice was not provided for the online survey respondents.

TOPLINE RESULTS



RESULTS: STRATEGIC PLAN

Q9. In 2014, the City of Tigard adopted a strategic plan to provide guidance and direction for the City's priorities over the next 20 years. The plan includes a vision for Tigard to be the most walkable community in the Pacific Northwest, where people of all ages and abilities enjoy healthy and interconnected lives.

The City has been implementing that plan over the past year. At this point, how familiar are you with any aspects of the Strategic Plan? Would you say (Aided):

	Phone	Online
Total Participants	403	476
Familiar	41%	68%
Extremely familiar	1	4
Very familiar	4	10
Moderately familiar	16	24
Slightly familiar	19	29
Not familiar	59%	32%
Not familiar	57	31
Don't know / Refused	2	1

TOPLINE RESULTS

Q10. As part of the plan, the City of Tigard is considering ways to promote walkability. Using a 10-point scale, where “0” means not important at all, while “10” means extremely important, how important are each of the following ideas? (Read & rotated)

Telephone Survey													
n=403	Mean	Not important					Extremely important					NA	
		0	1	2	3	4	5	6	7	8	9		10
a. Making routes near schools safer for parents and children to walk or bike to school	8.9	1%	-	1%	1%	1%	2%	1%	6%	12%	15%	57%	3%
b. Improving safety for pedestrians	8.6	2	-	1	2	1	3	3	7	14	14	51	2
c. Improving the safety of crossings on major roadways	8.5	3	0	2	2	3	3	1	5	12	16	52	1
d. Improving safety for those with mobility issues	8.4	2	-	3	1	1	3	3	8	16	13	49	1
e. Connecting existing sidewalks	7.8	4	1	2	0	3	7	4	10	19	12	36	2
f. Improving safety for cyclists	7.6	6	1	1	1	3	7	4	14	16	11	35	2
g. Improving the safety and the surfaces of trails and non-paved walkways	7.4	3	0	2	2	4	10	6	15	17	14	25	2

Online Survey													
n=466	Mean	Not important					Extremely important					NA	
		0	1	2	3	4	5	6	7	8	9		10
a. Making routes near schools safer for parents and children to walk or bike to school	8.3	1%	0%	1%	2%	3%	8%	3%	6%	13%	12%	48%	3%
b. Improving safety for pedestrians	8.1	1	1	1	2	3	8	5	9	11	15	41	2
c. Improving the safety of crossings on major roadways	8.0	1	1	1	2	4	10	6	7	11	12	43	2
d. Improving safety for those with mobility issues	7.5	2	1	4	2	4	10	6	12	13	14	30	2
e. Connecting existing sidewalks	7.7	3	1	3	2	4	10	3	9	14	15	35	1
f. Improving safety for cyclists	6.6	6	3	4	3	6	12	5	9	12	12	25	2
g. Improving the safety and the surfaces of trails and non-paved walkways	6.9	3	2	5	4	4	13	9	13	12	13	23	1

TOPLINE RESULTS



RESULTS: PARKS & RECREATION CHARGE

Q11. The city has nearly 550 acres of parks and parks land, and needs to know your priorities for addressing park needs. Please rate the importance of each of the following, on that same zero to ten scale, where “0” means lowest priority and “10” means highest priority: (Aided, Rotated)

Telephone Survey													
n=403	Mean	Low priority					Highest priority						
		0	1	2	3	4	5	6	7	8	9	10	NA
a. Maintaining the current level of parks maintenance	8.3	1%	0%	0%	0%	1%	7%	3%	11%	24%	15%	33%	4%
b. Managing parks infrastructure needs, such as storm water	7.7	2	0	1	2	2	6	7	14	20	15	25	5
c. Developing and maintaining the existing land inventory	7.7	2	0	1	3	2	8	5	13	17	15	27	7
d. Addressing deferred maintenance	7.4	1	0	1	2	4	10	7	15	23	12	18	7
e. Addressing currently-planned improvements	7.4	2	1	0	2	3	9	8	12	21	11	18	13
f. Developing, then maintaining future parks	7.3	3	2	2	3	3	6	8	15	17	11	26	3
g. Providing recreation programs at parks	7.2	3	2	1	4	4	11	7	15	15	13	22	3
h. Providing arts and cultural programs and features	6.4	7	1	3	3	6	14	11	11	16	10	15	2

Online Survey													
n=459-460	Mean	Low priority					Highest priority						
		0	1	2	3	4	5	6	7	8	9	10	NA
a. Maintaining the current level of parks maintenance	7.7	1%	0%	1%	3%	3%	14%	3%	10%	17%	20%	26%	3%
b. Managing parks infrastructure needs, such as storm water	6.9	2	2	3	3	5	14	8	12	18	15	16	1
c. Developing and maintaining the existing land inventory	6.9	6	3	4	5	5	13	9	11	13	12	18	2
d. Addressing deferred maintenance	7.3	2	2	2	3	5	12	6	12	15	19	22	2
e. Addressing currently-planned improvements	6.7	3	2	3	4	4	15	10	12	15	13	15	3
f. Developing, then maintaining future parks	6.4	6	3	4	5	5	13	9	11	13	12	18	2
g. Providing recreation programs at parks	5.9	9	4	5	5	6	16	7	11	12	10	14	1
h. Providing arts and cultural programs and features	5.1	12	7	7	8	6	14	8	8	12	7	9	1

TOPLINE RESULTS

Q12. Because of competing needs for resources, such as police, the library, and community development, the City is considering asking residents to consider additional funding for parks and recreation.

Would you be likely to support or oppose additional funding at a rate of \$10 to \$17 dollars a month? (Strongly or somewhat?)

	Phone	Online
Total Participants	403	457
Support	51%	40%
Support strongly	23	15
Support somewhat	28	25
Oppose	35%	47%
Oppose somewhat	17	19
Oppose strongly	18	29
Unsure	14%	13%
Depends / Don't know	14	13

Q13. If the city were to seek funding, would you prefer that it appeared on your annual property tax bill or on your monthly utility bill.

	Phone	Online
Total Participants	403	457
Property tax bill (annual)	53%	40%
Utility bill (monthly)	29	22
Depends / Don't know	18	38

TOPLINE RESULTS



RESULTS: COMMUNICATIONS PREFERENCES

Q14. During the past year, what have been your main sources of information for news about the City of Tigard? (Unaided, Multiple Responses)

	Phone	Online
Total Participants	403	371
Cityscape / City newsletter	33%	41%
The Times	19	24
Friends/neighbors/WOM	17	7
Local television news	17	5
City of Tigard website	12	9
The Oregonian	11	5
City of Tigard Facebook	4	12
News websites / Newspapers (general)	3	13
Utility bill	3	1
Social media (general)	3	0
City of Tigard Twitter	2	8
Library (bulletins, flyers)	2	5
Mailings / Flyers	2	2
Radio	2	1
City council meetings / General city meetings / Staff / City reps	1	10
Neighborhood network site	1	3
Throughout town	1	0
Voters' pamphlet	1	0
Public access television	1	-
Emails	0	6
Google / Internet	0	5
El Hispanic News	0	-
Miscellaneous	7	8
Don't know / Refused	8	3

TOPLINE RESULTS

Q15. All things considered, which of the following would be your first choice for getting information about the City of Tigard? (Aided, Randomized)

	First choice		Second choice		First & Second	
	Phone	Online	Phone	Online	Phone	Online
Total Participants	403	452	302	374	403	452
The Cityscape newsletter	34%	44%	23%	25%	52%	67%
The city's website	23	17	32	31	48	42
The newspaper	16	18	20	20	30	34
Facebook posts	16	16	17	14	29	27
Twitter feeds	5	3	8	7	10	9
Not sure	7	2	-	-	7	2



DEMOGRAPHICS

Q17. May I ask your age?³

	Phone	Online
Total Participants	403	447
18 to 34	29%	11%
35 to 44	19	16
45 to 54	19	19
55 to 64	16	24
65+	16	26
Refused	1	4

Q18. For how many years have you lived in the City of Tigard?

	Phone	Online
Total Participants	403	447
Less than one year	2%	1%
1-4 years	13	15
5-9 years	15	18
10 years or longer	69	66
Refused	2	1

Q19. Do any children under the age of 18 years old live in your household?

	Phone	Online
Total Participants	403	447
Yes	41%	30%
No	57	65
Refused	2	5

³ Age was weighted slightly to better represent the 18-34 year old residents of Tigard.

Q20. Are you currently employed, either part-time or full-time?

	Phone	Online
Total Participants	403	446
Full-time	55%	50%
Part-time	16	11
Not employed	27	29
Refused	2	11

Q20b. (If employed) In what city or area is your job located? (Aided)

	Phone	Online
Total Participants	271	267
Tigard	22%	30%
Portland/other	14	9
Beaverton	13	9
Work at home (Tigard)	11	13
Portland/downtown	9	10
Lake Oswego	4	3
Tualatin	4	3
Wilsonville	4	2
Hillsboro	3	6
Multiple locations / All over	2	1
Sherwood	1	1
Newberg	1	1
Salem	1	2
Vancouver / Other Washington	1	1
Portland metro area	1	1
Clackamas	1	0
West Linn	0	1
Miscellaneous	5	4
Refused	1	1

Q21. Do you own or rent your current home?

	Phone	Online
Total Participants	403	446
Own	70%	82%
Rent	26	15
Refused	4	3

Q22. Do you happen to know which elementary school is nearest to your home? (Aided)

	Phone	Online
Total Participants	403	446
Alberta Rider	13%	8%
Mary Woodward	12	14
Durham	11	15
Metzger	11	8
Templeton	10	18
C.F. Tigard	9	14
Don't know	34	23

Q23. May I ask your race or ethnicity?

	Phone	Online
Total Participants	403	447
Caucasian	76%	75%
Hispanic/Latino	9	2
Asian	4	2
Native American	1	1
African American/Black	1	0
Miscellaneous	3	2
Refused	5	18

Q23b. And do you also happen to be Latino?⁴

	Phone	Online
Total Participants ⁵	377	366
Yes	13%	4%
No	87	95
Refused	-	1

Q24. Is your Zip Code 97223 or 97224?

	Phone	Online
Total Participants	403	430
97223	55%	54%
97224	45	46

⁴ Table includes both those who answered “Hispanic/Latino” to Q23a, and those who answered “yes” to Q23b.

⁵ This table excludes the respondents answering “refused” to Q23a.

Gender

	Phone	Online
Total Participants	403	421
Male	49%	43%
Female	51	57

Phone type (telephone survey)

	Total
Total Participants	403
Landline	24%
Cell	76

Survey conducted in:

	Phone	Online
Total Participants	403	535
English	95%	100%
Spanish	5	0

Online respondent source

	Total
Total Participants	447
Link A	65%
Link B	4
Link C	31

2015 COMMUNITY ATTITUDES SURVEY

**Presentation to Tigard City Council
December 15, 2015**



Riley Research Associates

SURVEY OVERVIEW

- ❑ Community attitudes survey of Tigard residents, designed to gather feedback on priorities and preferences for City issues
- ❑ Questionnaire updated and developed by RRA and Tigard, with final approval from Tigard
- ❑ Survey conducted by phone and online in order to hear from a large, representative sample of residents
 - Both survey modes offered in Spanish

SURVEY OVERVIEW

- ❑ Scientific telephone survey of 403 residents
 - Conducted by local, in-house interviewers
 - Demographic quotas established to be representative of residents in regards to age, gender, and Hispanic ethnicity
 - Cell phones and landlines included
- ❑ Online survey of 535 qualified residents
 - Tigard conducted outreach to residents through various online mailings
 - RRA programmed and managed the survey

PRESENTATION

- ❑ Results of only the scientific telephone survey included
- ❑ In general: Respondents of the online survey rated aspects slightly lower than telephone respondents, although priorities tended to be comparable.

SOME KEY FINDINGS FROM 2015 SURVEY

- ❑ Overall, residents still find Tigard to be a good place to live, nearly identical to findings in past years.
- ❑ Traffic congestion remains the top issue residents would like City Council to address in the coming year, similar to past years.
- ❑ While four-in-ten residents said they are familiar with the Strategic Plan, there is a high level of support for the strategies to improve pedestrian safety and walkability in Tigard that promote the strategic vision.

LIVABILITY

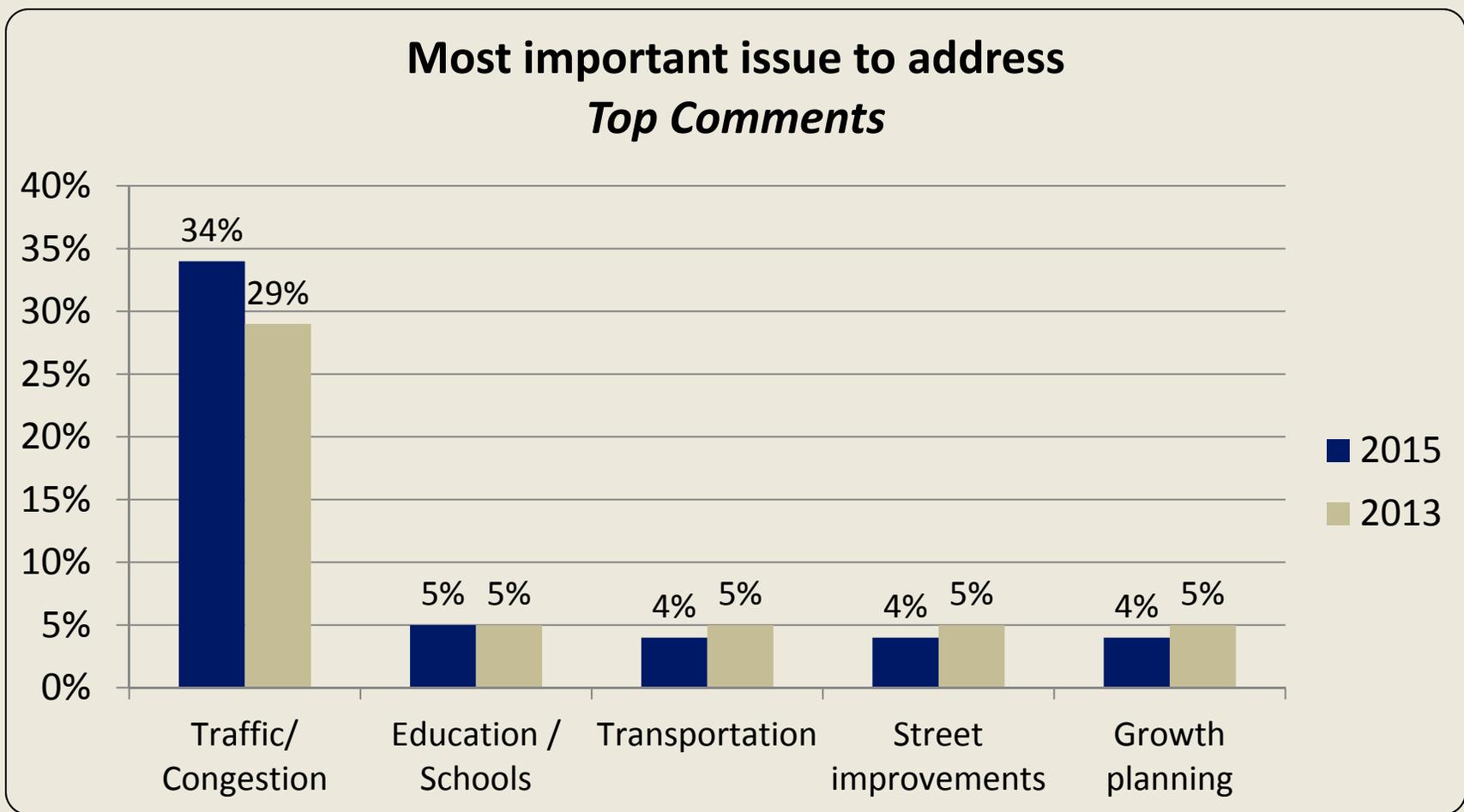
HOW DO YOU RATE TIGARD AS A PLACE TO LIVE?

Scale of 0-10 where "10" is an "Excellent place to live."



SINGLE MOST IMPORTANT ISSUE FOR CITY COUNCIL?

Unaided, multiple responses



COMMUNITY & RECREATION CENTER

HOW DID YOU VOTE ON THE BALLOT MEASURE FOR A NEW COMMUNITY AND RECREATION CENTER (34-241)?

Supported: 29% of respondents

- Primary reasons why they voted to support the measure (34-241):
 - Good for the community (38%)
 - Tigard needs a place for kids (20%)
 - Combined community and rec center program (18%)
 - Residents want/need one (16%)

(Continued)

HOW DID YOU VOTE FOR THE BALLOT MEASURE FOR A NEW COMMUNITY AND RECREATION CENTER?

Opposed: 26% of respondents

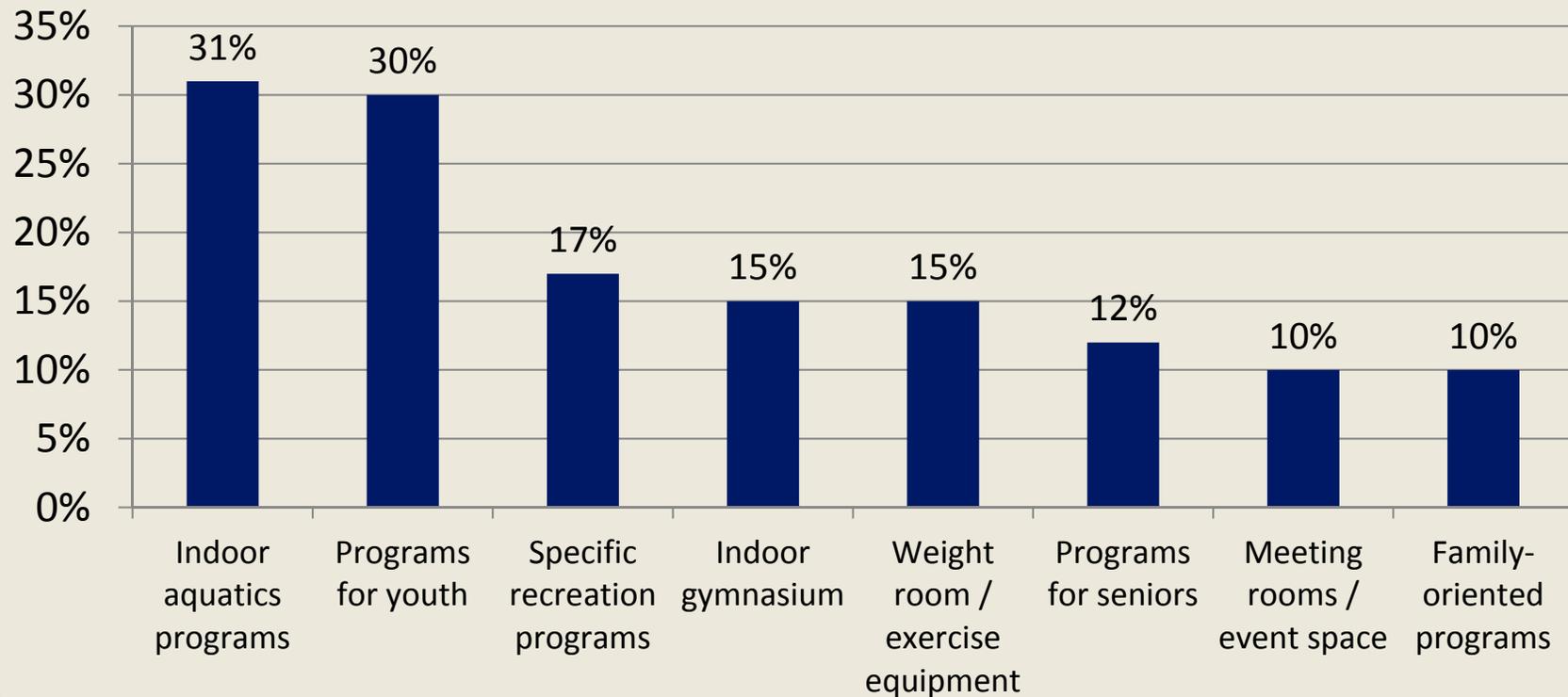
- Primary reasons why they voted to oppose the measure:
 - Cost (35%)
 - Insufficient information (28%)
 - Taxes are already too high (27%)
 - Questions about the operating agreement with YMCA (20%)

Preferred not to say/Did not vote: 44% of respondents

AMENITIES, FACILITIES, PROGRAMS, SERVICES IMPORTANT TO INCLUDE IN NEW CENTER

Unaided, multiple responses

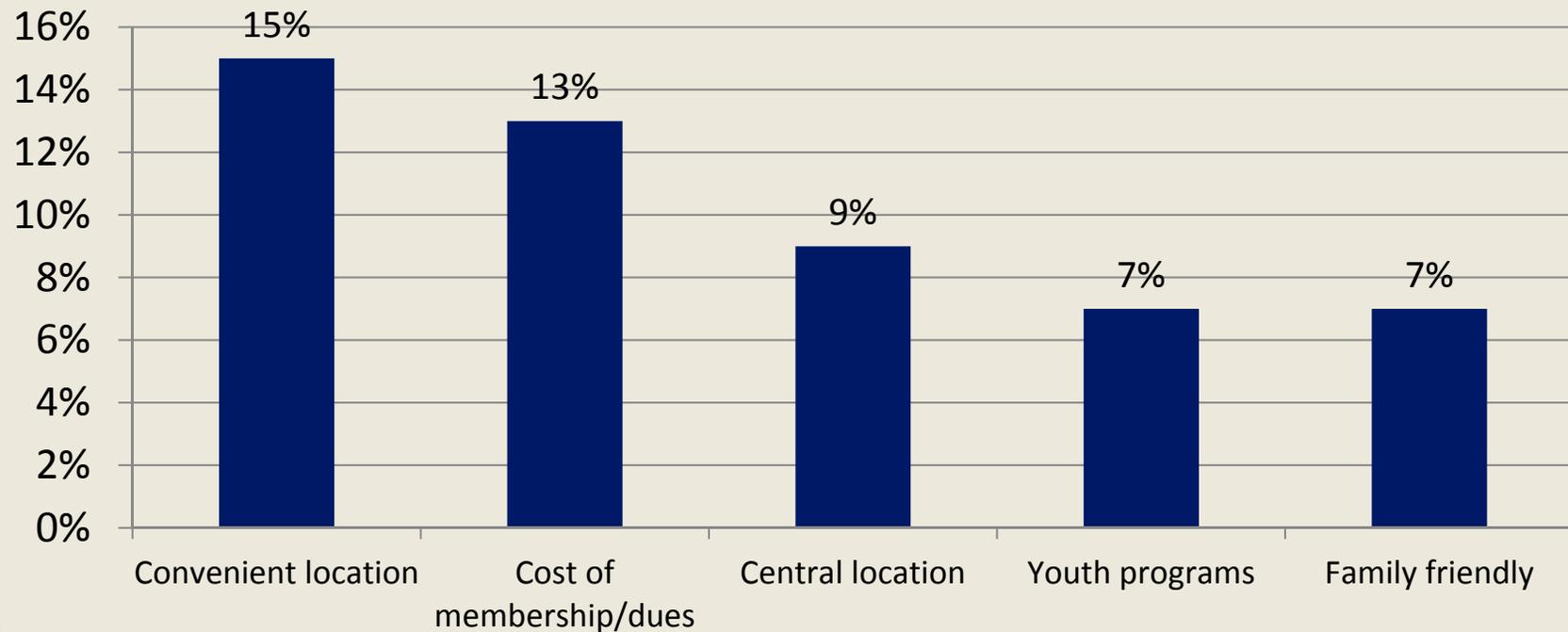
Important features to include if new center considered *Top Comments*



WHAT OTHER FEATURES WOULD INCREASE LIKELIHOOD OF USING OR SUPPORTING A CENTER?

Unaided, multiple responses

Other features that would increase likelihood of using or supporting a proposed center *Top Comments*

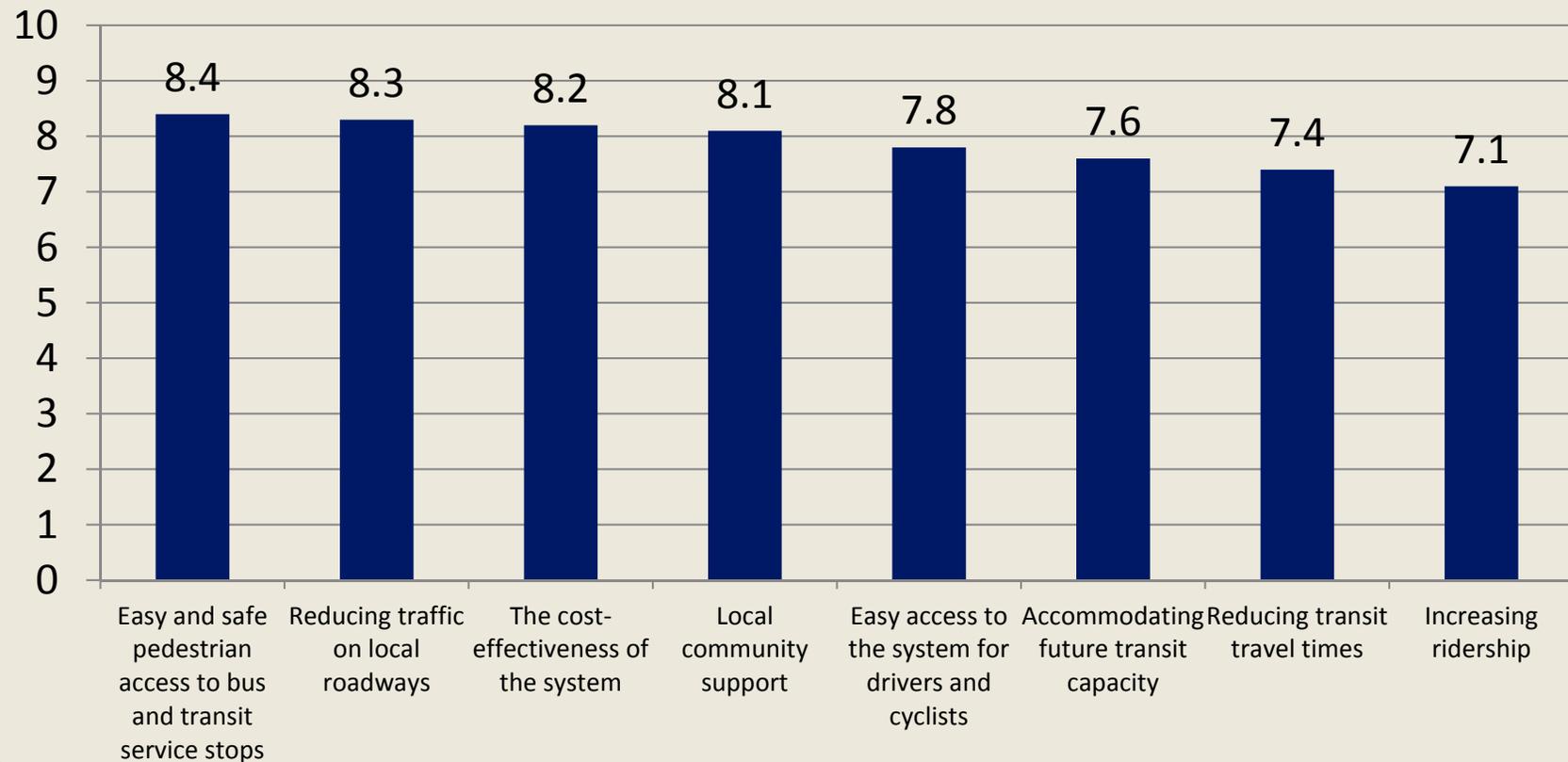


TRANSIT & TRANSPORTATION

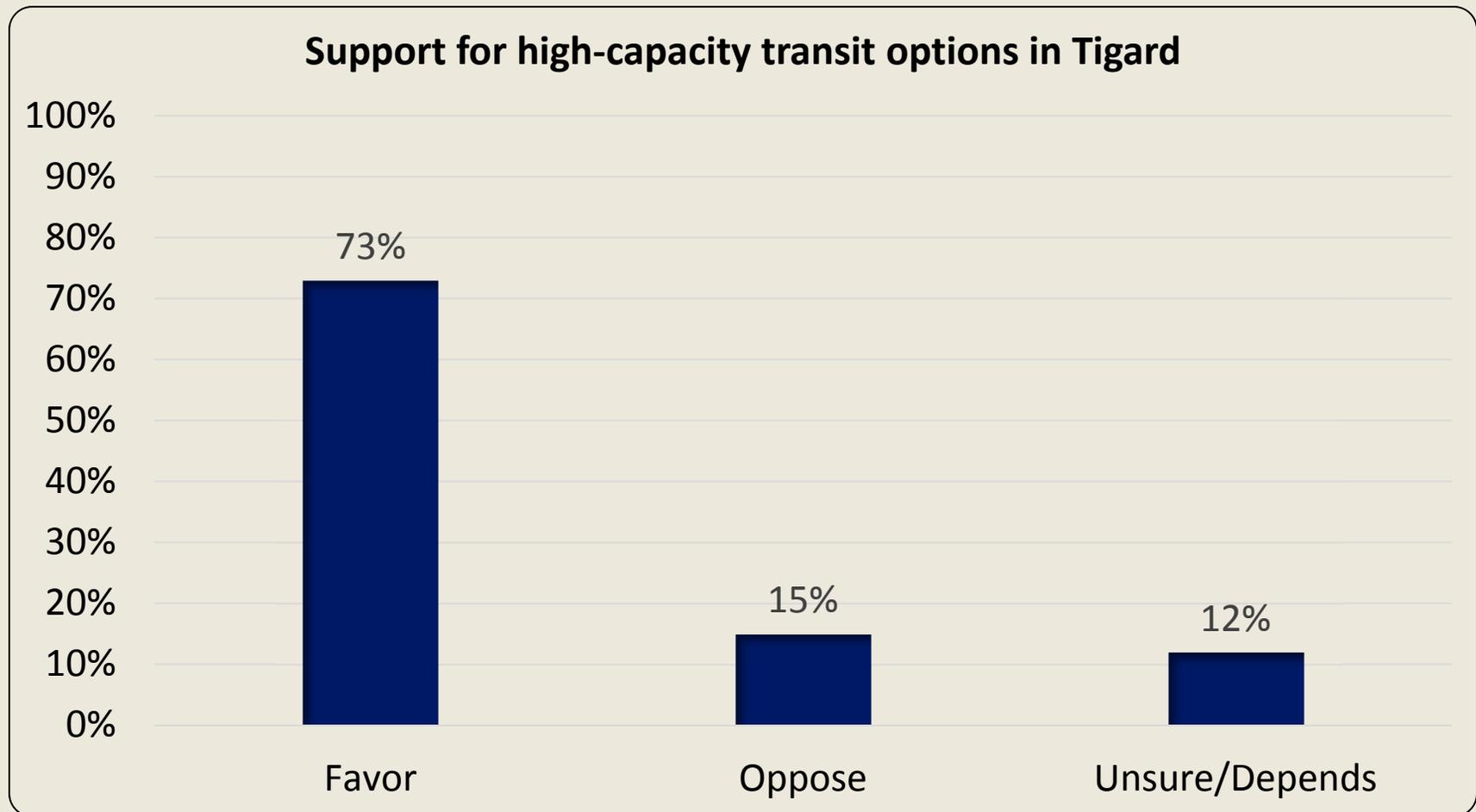
IMPORTANCE OF FACTORS RELATED TO CONNECTING TIGARD WITH OTHER AREAS

Scale of 0-10 where "10" is "Extremely important."

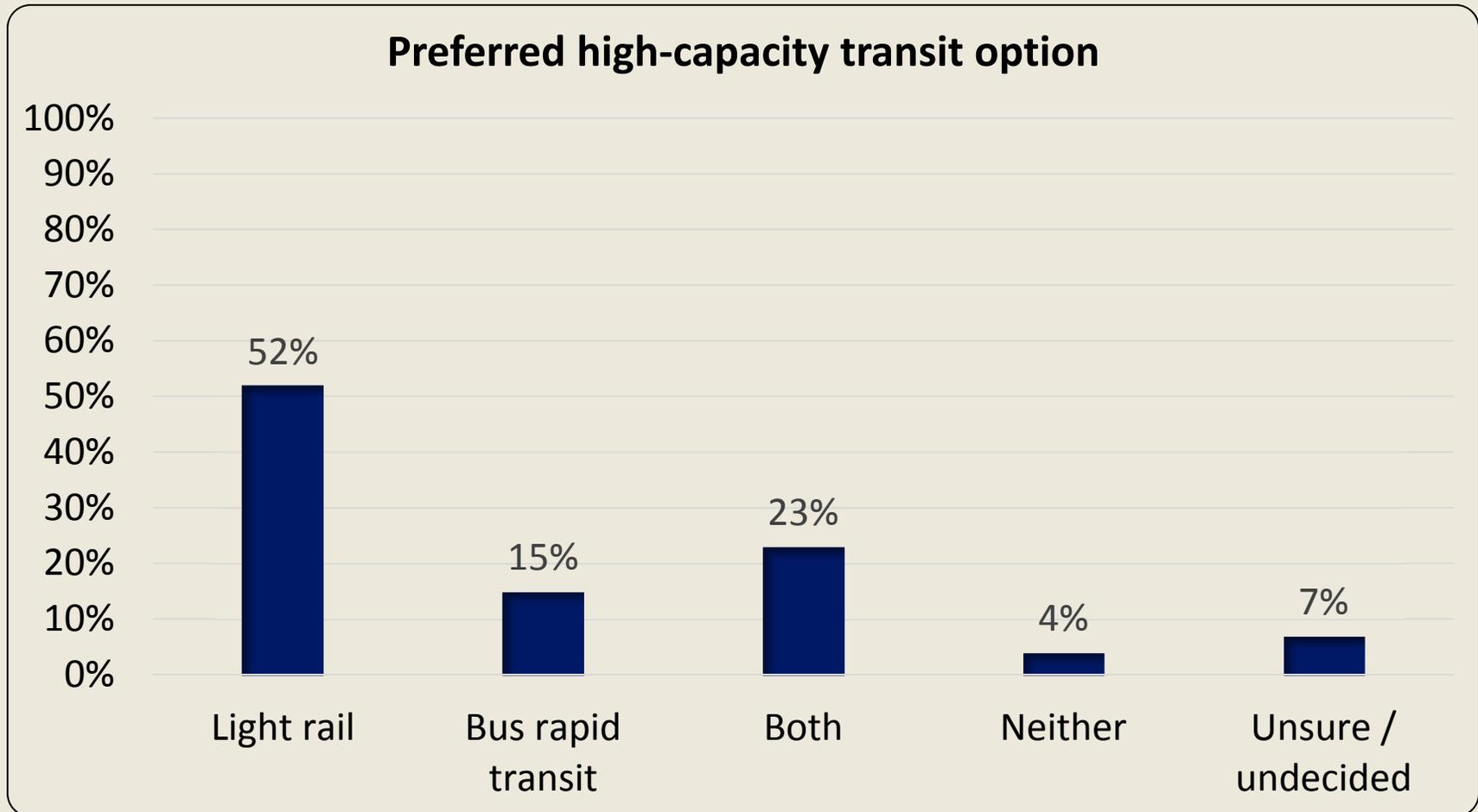
Mean Importance Ratings



DO YOU FAVOR OR OPPOSE HIGH-CAPACITY TRANSIT OPTIONS TO CONNECT TIGARD TO PORTLAND AND OTHER PARTS OF WASHINGTON COUNTY?



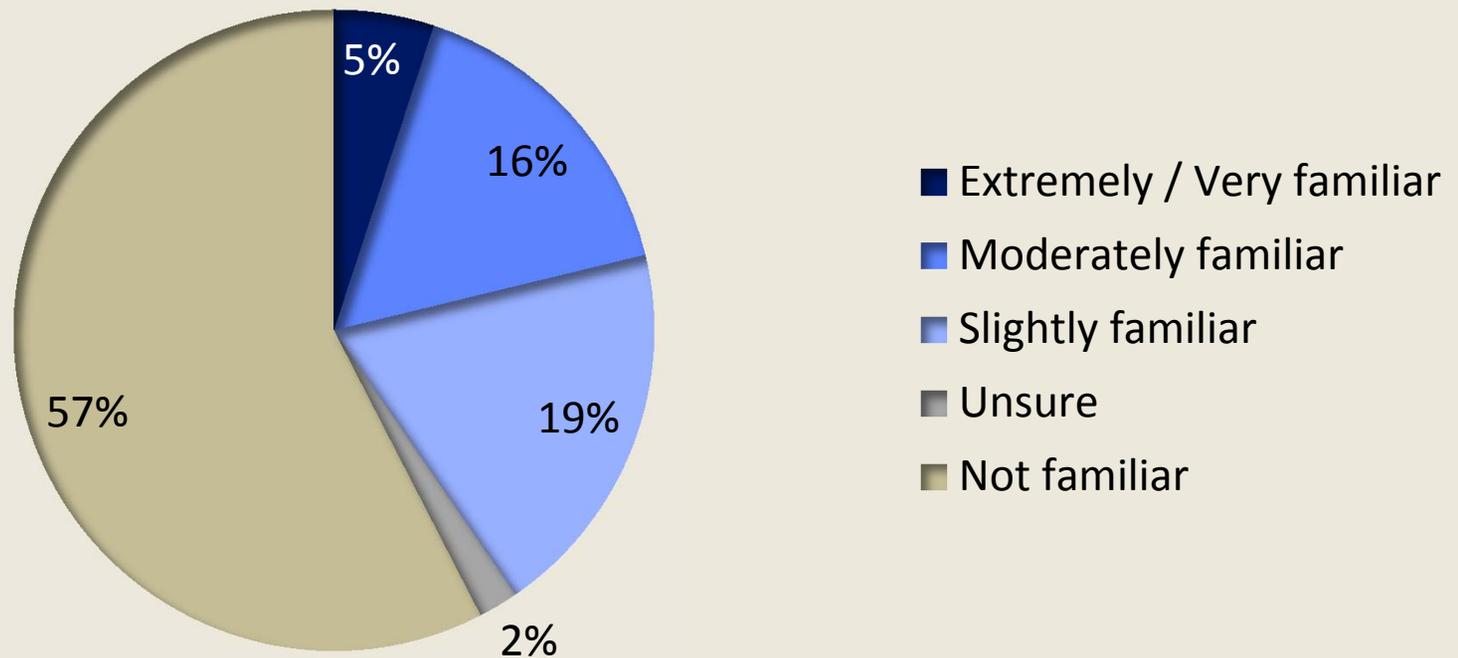
IF HIGH-CAPACITY TRANSIT IS DEVELOPED, WHICH WOULD YOU PREFER?



STRATEGIC PLAN

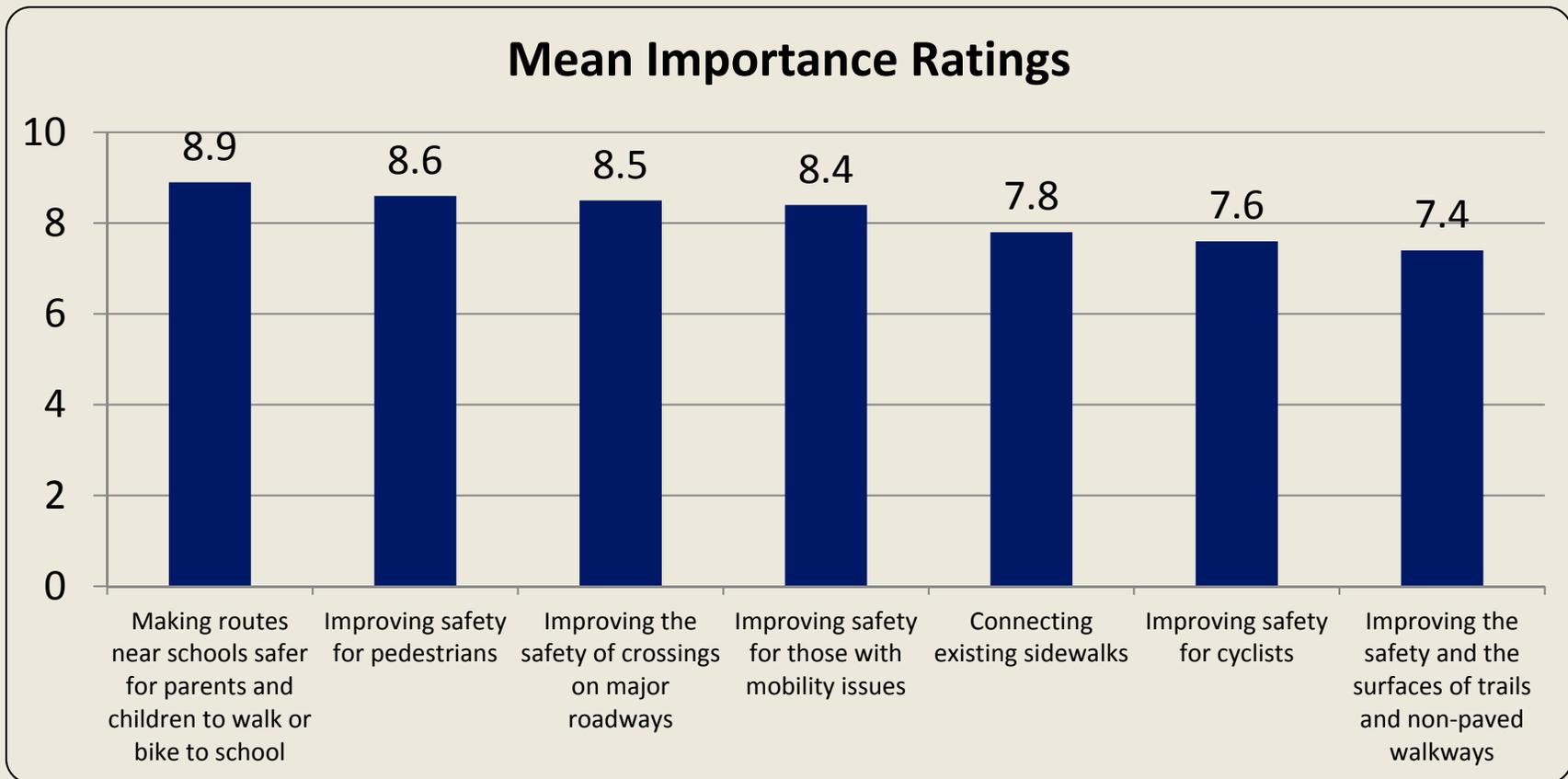
FAMILIARITY WITH TIGARD'S STRATEGIC PLAN REGARDING WALKABILITY

How familiar are you with aspects of the City's Strategic Plan?
Combined familiarity = 41%



STRATEGIES TO HELP PROMOTE WALKABILITY

Scale of 0-10 where “10” is “Extremely important.”

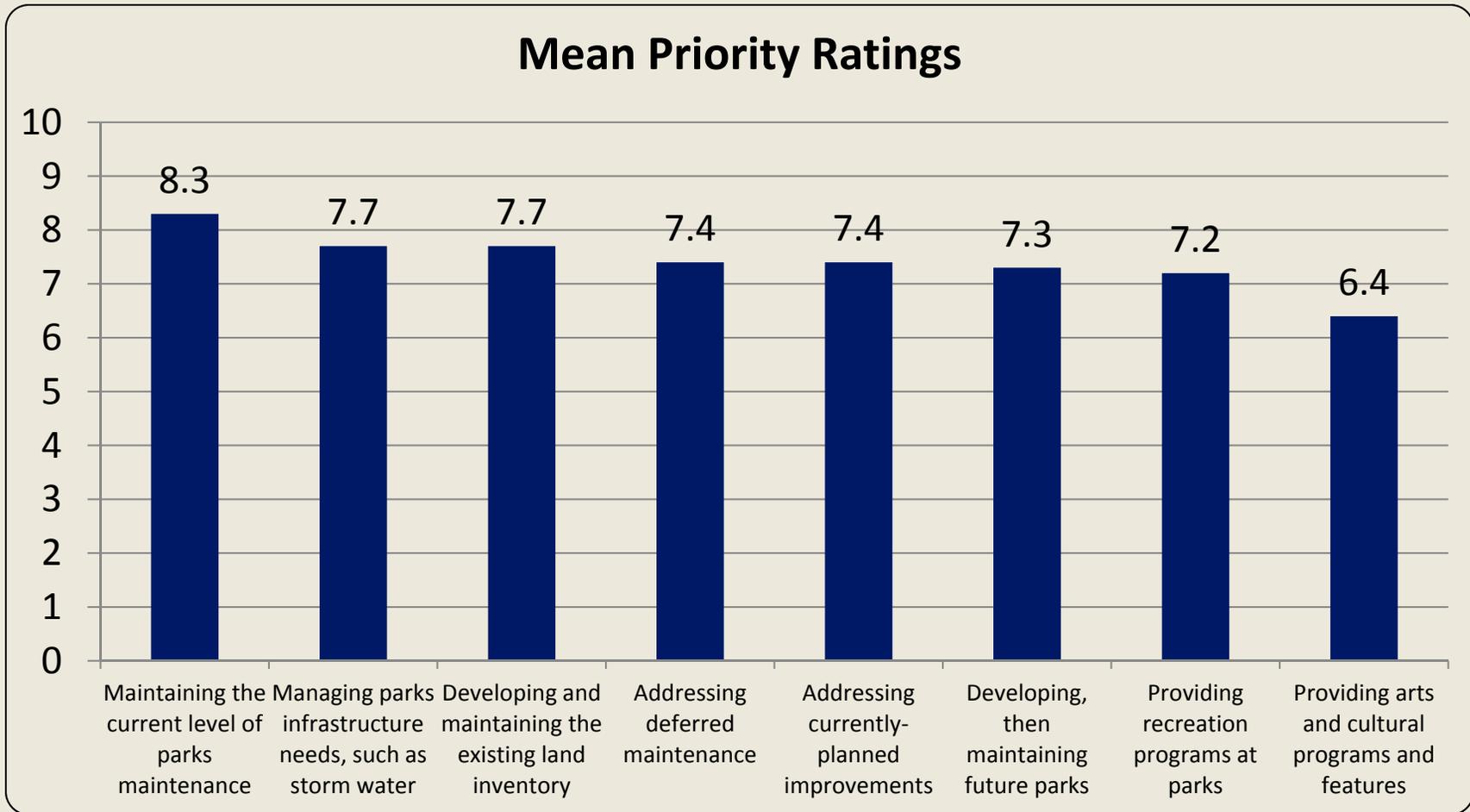


The top-rated strategy (Making routes near schools safer) was rated a “10” by 57% of residents, compared to 25% for the lowest-rated strategy (Improving safety and surfaces of trails and non-paved walkways).

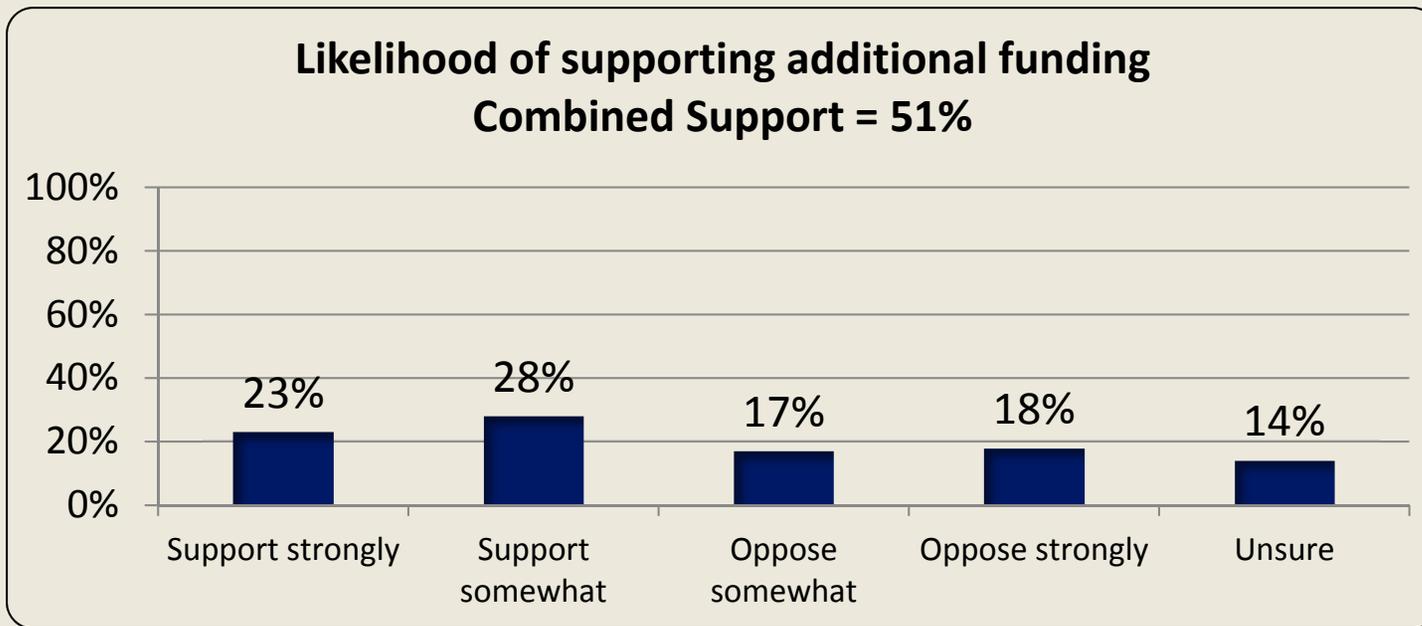
PARKS & PARKS MAINTENANCE FEE

PRIORITIES FOR ADDRESSING PARK NEEDS

Scale of 0-10 where "10" is "Highest priority."



LIKELIHOOD TO SUPPORT ADDITIONAL FUNDING AT THE RATE OF \$10 TO \$17 PER MONTH



If the City were to seek funding:

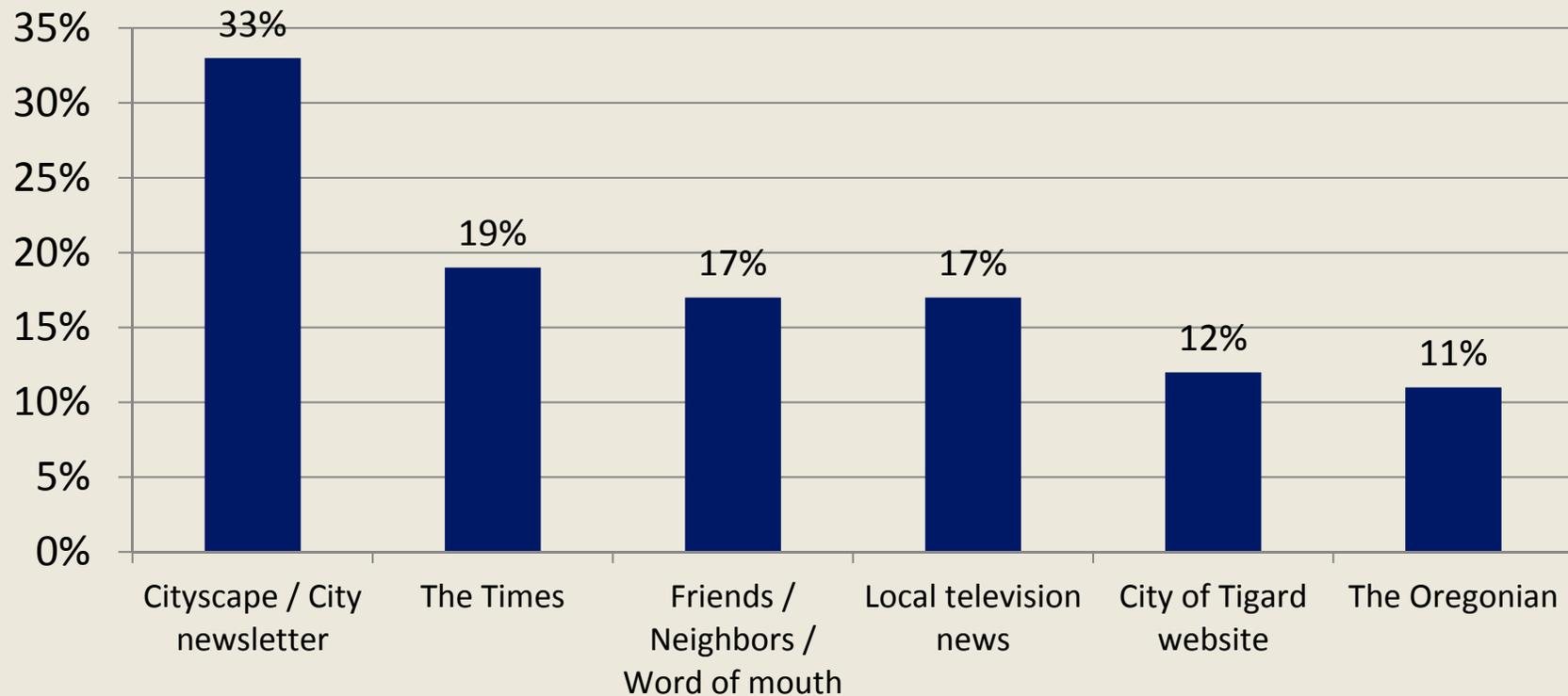
- 53% would prefer the cost appeared on their annual property tax bill
- 29% would prefer their monthly utility bill
- 18% were unsure/undecided

COMMUNICATIONS PREFERENCES

MAIN SOURCES OF INFORMATION FOR NEWS ABOUT TIGARD

Unaided, multiple responses

Main sources of information about Tigard *Top Comments*

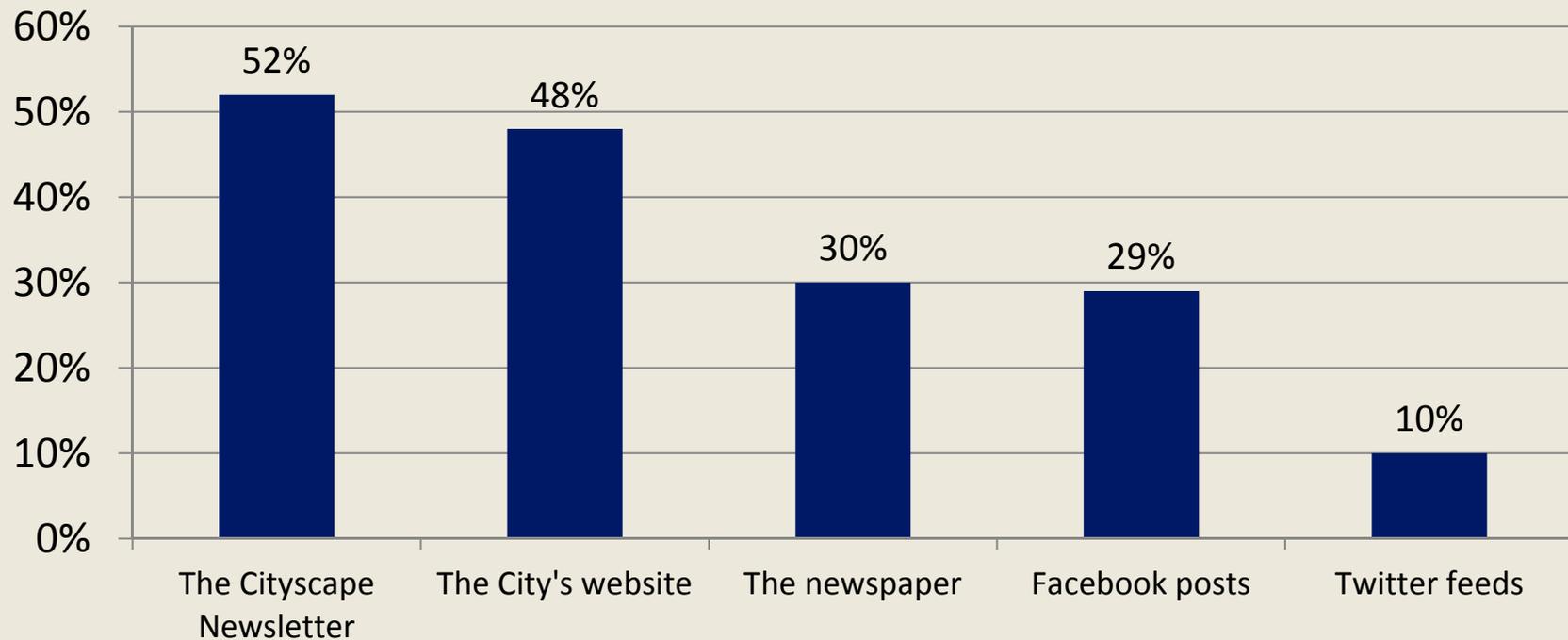


WHICH WOULD BE YOUR FIRST & SECOND CHOICES FOR GETTING INFORMATION ABOUT TIGARD?

Aided

Combined primary and secondary ways residents prefer to get information about Tigard

Primary Choice: 34% Prefer the Cityscape Newsletter



RESPONDENT DEMOGRAPHICS

MONITORED DEMOGRAPHICS

*American Community Survey and 2010 Census

Age*	Original	Weighted	Census
18-34	18%	29%	30%
35-44	23	19	19
45-54	18	19	19
55-64	19	16	17
65+	19	16	16

Gender*	Survey	Census
Male	49%	49%
Female	51%	51%

Ethnicity: All Responses*	Survey	Census
White / Caucasian	76%	74%
Hispanic / Latino**	9	13
Asian	4	7
African American / Black	1	2
Native American	1	1
Miscellaneous	3	3
Refused	5	-

Ethnicity: Hispanic*	Survey	Census
Non-Hispanic	87%	87%
Hispanic	13%	13%

**A follow-up question was asked of respondents to determine if they are Hispanic, as they could be Hispanic in combination with other races/ethnicities.

ADDITIONAL CHARACTERISTICS

Additional Telephone Respondent Characteristics

- 69% have lived in Tigard 10 or more years
- 41% have children under 18 in the home
- 71% are employed, with 22% working in Tigard
- 70% are homeowners
- 55% live within 97223



RILEY RESEARCH ASSOCIATES

Mike Riley, APR, PRC, President and Research Director

Crystal Bolyard, Vice President of Operations and Project Manager

503-222-4179

mriley@rileyresearch.com

cbolyard@rileyresearch.com

10200 SW Eastridge, Suite 120

Portland, OR 97225

THANK YOU

AIS-2490

7.

Workshop Meeting

Meeting Date: 12/15/2015

Length (in minutes): 15 Minutes

Agenda Title: Upcoming Contract Discussion - SW Wall Street Improvement Project Design and Construction Management Services

Prepared For: Joseph Barrett **Submitted By:** Norma Alley, Central Services

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

A discussion of an upcoming proposed contract for design and construction management services with Murray, Smith & Associates, Inc. for the SW Wall Street Improvement Project.

STAFF RECOMMENDATION / ACTION REQUEST

Staff is seeking Council direction on any additional information or direction they would like to see in preparation of an award decision for this proposed contract.

KEY FACTS AND INFORMATION SUMMARY

Project Background: Public Infrastructure Finance

The Wall Street project is one part of the larger Hunziker Infrastructure Project which includes \$8.7 million in new public access, transportation, sewer and water service to catalyze commercial and industrial development and increase employment in the Hunziker Industrial Core's 138 acres.

Over the last two years, the city has been working to bring this project from concept to construction. Work began with a 2014 Department of Land Conservation and Development (DLCD) funded Public Infrastructure Finance Strategy, which culminated in the recruitment of the industrial development firm Trammell Crow. Securing \$1.5 million in matching funds from the State of Oregon's Capital Construction funds was the next critical step in this

process.

With these two components complete, the next step forward in financing this public infrastructure was completed in November 2015 through the submission of a preliminary grant proposal seeking \$3 million in U.S. Department of Commerce, Economic Development Agency funding for public works and economic development assistance. Notification of this funding (notification of a grant award) is *at least* 90 days away. This grant submission was made possible through the city Engineering Department's development of a preliminary project scope, engineering cost estimates, and an RFP for project design up to 30% for the Wall Street component. Award of this contract will keep the overall project moving forward to a "shovel ready" state, making Tigard's grant application more competitive

This project uses public infrastructure to transform an underperforming industrial district to increase private sector investment, development, and employment. New public infrastructure starts with 3,400 linear feet of public road (Wall Street from Hunziker Road to Tech Center Drive) designed as a complete street for industrial use with curb and gutter, sidewalks, bike lanes and storm water planter areas for water quality treatment. Within the road alignment, an 8" sewer, 12" waterline, and an 18" storm water line will serve adjacent industrial sites. Schematic details and budget estimates were provided in the preliminary engineering report that was shared with council on November 17, 2015.

Project Need: Public Infrastructure to Catalyze Private Investment

This project unlocks 138 acres of regionally relevant industrial property $\frac{3}{4}$ mile from Hwy 217 and I-5 for private sector investment. This investment leads to higher employment density supporting planned high capacity transit for the regional workforce commuting from neighboring cities. It supports infill development reducing development pressure on the regional urban growth boundary; ensuring large lot industrial sites in other cities can be put to their highest and best use. It transforms an underutilized industrial area with ready access to freight networks.

New public infrastructure will act as a catalyst for private sector investment. Tigard's Hunziker Industrial Core should support 150 to 300 jobs for residents from around the region with average wages of \$75K (2012 IMPLAN). Direct and indirect economic output from initial private sector investment on the first 40 acres of property unlocked through this project is estimated at \$123M with another \$37.2M in earnings accruing to employees from around the region (2012 IMPLAN).

The area exemplifies the challenge land-constrained inner-ring suburban cities face when trying to support business growth. Surrounded on each side by development, Tigard can no longer meet regional expectations for employment by expanding boundaries. The regional workforce is expected to grow by 300,000 in the next 10 years. In order to fulfill its responsibility as a regional employer, supporting at least another 10,000 employees over the next 15 years, Tigard must more efficiently use existing industrial lands, smaller parcels and sites previously considered too expensive to develop.

The 138 acre Hunziker Industrial Core originally developed as warehousing and distribution facilities to serve regional demand. New public infrastructure will act as a catalyst for this area's maturation into a mixed use employment center with a wider range of businesses supporting higher levels of employment. This investment also supports the region's long term plans (10-15 year time frame) for a high capacity transit alignment (light rail or rapid bus) which is proposed to run adjacent to this investment area. This high capacity transit alignment will connect Tigard directly to Portland, Portland International Airport and the regional commuter transit system. Several stations are proposed within walking distance of this project. New development and higher levels of employment in this investment area provides an employment destination for the regional workforce via planned high capacity transit delivering employees to this commercial/industrial district.

On Wednesday, Sept 2, 2015 the Tigard Transportation Advisory Committee (TTAC) recommended that the City of Tigard designate \$200,000 in contingency funding from the City Gas Tax to fund engineering and design work that will begin project design, start the project in a timeframe to support construction, catalyze private sector development and assist in securing the \$3 million dollar federal EDA grant. As recommended by the TTAC and approved by the City Council at the October 13, 2015 council meeting, the FY 2016 Capital Improvement Program (CIP) was amended to include \$200,000 for the first phase of project design of the Wall Street project. City Gas Tax funding can be used to hire a consultant to perform the preliminary design work up to 30% design for a new industrial road connecting Hunziker to Tech Center Drive. This expense will be reimbursed by the \$1.5 million appropriation from the State in summer 2017. This project and contract for the Wall Street project will be executed in three phases:

1. Preliminary Design (30% Design),
2. Final Design/Contract Documents/Permitting/ROW Acquisition, and
3. Construction Administration

As this work will be done by an engineering firm, it falls under the Qualification-based Solicitation (QBS) rules which does not allow the city to ask for any pricing information during the solicitation. The city issued an Qualification-based Request for Proposal (RFP) packet for design and construction administration services for this project on October 16, 2015. Public Notice was placed in the Daily Journal of Commerce and posted on the city's webpage. A non-mandatory pre-proposal meeting was held on October 22nd and a subsequent clarifying addendum was issued on October 26th. Proposals were due at 2:00 pm on November 4th and the city received them from six firms:

- Century West
- McKenzie
- Wallis Engineering
- Murray Smith & Associates
- Harper, Hoff, Peterson & Righellis, Inc., and
- CESNW, Inc.

Under the QBS process, firms are scored based on identified criteria and ranked from highest to lowest. The city then is able to enter into direct negotiations with the top ranking firm. If a price cannot be agreed upon, the city moves to number two in the ranking and so on until a negotiated price is achieved. A project team reviewed the proposals based on the following criteria that was detailed in the RFP:

- Project Understanding and Approach (20 points)
- Design Consultant Team Qualifications (20 points)
- Design Consultant Team Experience with Similar Projects (25 points)
- Firm Availability & Ability to Meet Project Schedule (10 points)
- Project Manager Experience (15 points), and
- Reference (10 points)

Upon scoring, Murray, Smith & Associates was found to be the top ranking firm and staff began negotiations with them for the work. The City would like to retain one consultant though all possible phases and intends to enter negotiations with the top ranking consultant with Phase 1 as a base contract and treat the additional phases as add-on tasks. The City intends to proceed with Phase 1 as a base contract package as funding currently exists for this phase. The contract will be drafted to clearly identify Phases 2 and 3 as optional and dependent upon acquisition of additional funding. The City is currently in the application phase of a federal grant that will help the City proceed with the additional phasing for the overall project if a grant is awarded to the city. The contract will make no guarantees that the additional phases will occur. The city and Murray, Smith & Associates were able to reach the following pricing:

- Phase 1 - Preliminary Design - \$160,000 (negotiated)
- Phase 2 (Optional) - Final Design - \$349,000 (estimate)
- Phase 3 (Optional) - Contract Administration - \$90,000 (estimate)
- Total Project - \$599,000 (estimate)

Staff intends to bring a proposed contract award item before the Local Contract Review Board at a future meeting for an estimated \$600,000 but with only the preliminary design work of \$160,000 guaranteed. The other phase will be added, by Local Contract Review Board approval, as funding is available. Staff is asking the Local Contract Review Board tonight for any additional information they would like to see on this project or of any questions they may have pertaining to this project or contract.

OTHER ALTERNATIVES

The Local Contract Review Board may reject this QBS process and direct staff to reissue the solicitation. To do so would cost the project sorely needed time.

The Local Contract Review Board may direct staff to bring back an award item that only incorporates Phase 1 and not Phases 2 and 3 as funding has yet to be solidified for these phases. To do so would possible cost the city continuity and may increase overall cost as Phases 2 and 3 would then require a new QBS solicitation with no guarantees the Murray,

Smith & Associates, Inc. would be awarded the additional phases.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

The City Council approved \$200,000 in funding for Phase 1 of this contract at their October 13, 2015 meeting.

Council received schematic details and budget estimates in a preliminary engineering report on the project on November 17, 2015.

This contract is a piece of the Hunziker Industrial/Commercial Core project that began in early 2014 with a DLCF funded study of public infrastructure financing scenarios that could improve the economic performance of the Core. The Council has been briefed on parts of this project at the following meetings:

February 18, 2014;
September 9, 2014;
December 9, 2014; and
June 16, 2015.

Fiscal Impact

Cost: See Below

Budgeted (yes or no): Partial

Where budgeted?: Multiple

Additional Fiscal Notes:

This contract will be for an estimated \$600,000 if the city is able to enact all phases of the work. There is currently \$200,000 of funding available in the City Gas Tax fund through Council action on October 13, 2015. This funding will be used to complete Phase 1 of the work and the City Gas Tax fund will be reimbursed from the \$1.5 million Oregon Capital Construction grant funds that the will be receiving in the near future. The city has also applied for a \$3 million Federal Economic Development Agency (EDA) grant. The city won't hear on the success of that application for at least 90 days. Only Phase 1 of the contract is guaranteed as that is all the city has current funding available to complete.

If EDA declines to fund the grant at the full \$3 million, Tigard will be able to scale back the project. The phased contract approach provides Tigard with the flexibility to address that possibility.
