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CITY CENTER URBAN RENEWAL PLAN

I. Introduction

The Plan has a duration of 20 years (see Chapter XI), meaning that no new debt will be incurred after Fiscal Year 2025/2026. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is Twenty-Two Million Dollars and No Cents (\$22,000,000).

The first substantial amendment was developed in 2016 and went to voters in the May 2017 election. It amended the boundary and updated the plan as needed.

II. Goals and Objectives

No changes to this section

III. Outline of projects

No changes to this section

IV. Map and Legal Description of Urban Renewal Area

Map and Legal Description are replaced in their entirety.

V. Urban Renewal Projects

No changes to this section

VI. Relationship to Local Objectives

B. Tigard Comprehensive Plan Goals and Policies

(Comprehensive Plan has been updated since original City Center Urban Renewal Plan adoption)

~~Policy 3.4.2~~

~~The City Shall:~~

~~a. Protect fish and wildlife habitat along stream corridors by managing the riparian habitat and controlling erosion, and by requiring that areas of standing trees and natural vegetation along natural drainage courses and waterways be maintained to the maximum extent possible.~~

~~Policy 3.5.1~~

~~The City shall encourage private enterprise and intergovernmental agreements which will provide for open space, recreation lands, facilities, and preserve natural, scenic and historic areas in a manner consistent with the availability of~~

resources.

Policy 3.5.3

The City has designated the 100 Year Floodplain of Fanno Creek, its tributaries, and the Tualatin River as Greenway, which will be the backbone of the open space system. Where Landfill and/or development are allowed within or adjacent to the 100 Year Floodplain, the City shall require the consideration of dedication of sufficient open land area for greenway adjoining and within the floodplain.

Policy 3.5.4

The City shall provide an interconnected pedestrian/ bike path throughout the City.

Policy 3.7.1

The City shall identify and promote the preservation and protection of historically and culturally significant structure, site, objects and districts within Tigard.

NATURAL RESOURCES AND HISTORIC AREAS.

Goal 5.1: Protect natural resources and the environmental and ecological functions they provide, and to the extent feasible, restore natural resources to create naturally functioning systems and high levels of biodiversity.

Policy 7: The City shall protect and restore riparian and upland habitats to the maximum extent feasible on public and private lands.

Goal 5.2: Promote the preservation and protection of historically and culturally significant resources.

The Plan identifies Parks, Public Spaces and Bicycle/Pedestrian Facilities projects, including but not limited to the Fanno Park Improvements, Urban Creek/Green Corridor and Urban Green Spaces projects, which will further the Comprehensive Plan's Natural Areas policy objectives. In addition to preserving and upgrading existing parks and natural areas such as Fanno Creek Park, the Plan will facilitate the creation of "green" amenities and pedestrian/bicycle facilities that will provide new active and passive recreational opportunities for residents, downtown workers and visitors and improve connectivity between downtown and adjacent neighborhoods.

Policy 5.1

The City shall promote activities aimed at the diversification of the economic opportunities available to Tigard residents with particular emphasis placed on the growth of the local job market.

Policy 5.3

The City shall improve and enhance the portions of the central business district as the focal point for commercial, high density residential, business, civic and professional activity creating a diversified and economically viable core area.

ECONOMIC DEVELOPMENT

Goal 9.1: Develop and maintain a strong, diversified, and sustainable local economy.

Policy 1: The City shall establish strategies to retain and encourage the growth of existing businesses.

Policy 5: The City shall promote well-designed and efficient development and redevelopment of vacant and underutilized industrial and commercial lands.

One of the Plan's stated goals is to "Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments." The Plan identifies intersection improvements, such as the Hall Blvd/99 W Intersection Improvements project, road widening and realignment projects and other street projects that will improve circulation and access in and around downtown. In addition, the Plan authorizes streetscape projects and pedestrian/bicycle improvements that will make downtown safer and more accessible to pedestrians and bicyclists by filling in gaps in the existing sidewalk system, providing new or upgraded bike lanes, and establishing new multiuse trails and pedestrian crossings. Finally, the Plan includes parks, public spaces and public facilities projects that will make downtown a more appealing place to do business and facilitate the transition of existing industrial and auto-oriented uses to locations outside of the Central Business District.

Policy 6.1.1

The City shall provide an opportunity for a diversity of housing densities and residential types at various prices and rent levels.

HOUSING

Goal 10.1: Provide opportunities for a variety of housing types to meet the diverse housing needs of current and future City residents.

Policy 1: The City shall adopt and maintain land use policies, codes, and standards that provide opportunities to develop a variety of housing types that meet the needs, preferences, and financial capabilities of Tigard's present and future residents.

Policy 5: The City shall provide for high and medium density housing in areas such as town centers (Downtown), regional centers (Washington Square), and along transit corridors where employment opportunities, commercial services, transit, and other public services necessary to support higher population densities are either present or planned for in the future.

In addition to financing the programs described in Section IV, the Plan includes public improvements projects that will make the Area a more attractive and viable location for new, high quality medium- and high-density residential development in downtown

Tigard.

Policy 8.1.1

Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard by:

- a. Proper location and design of transportation facilities; and
- b. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.

Policy 8.1.2

Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:

- a. The development of and implementation of public street standards that recognize the multi purpose nature of the street right of way for utility, pedestrian, bicycle, transit, truck and auto use;
- b. Coordination with Tri met, and/or any other transit providers serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility;
- c. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the Bicycle Master Plan. All schools, parks, public facilities and retail areas shall strive to have direct access to a bikeway;
- d. Construction of sidewalks on all streets within Tigard. All schools, parks, public facilities and retail areas shall strive to have direct access to a sidewalk.
- e. Development of bicycle and pedestrian plans which link to recreational trails;
- f. Design local streets to encourage a reduction in trip length by providing connectivity and limiting out of direction travel and provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections; and
- h. Tigard will support the development of a commuter rail system as part of the regional transit network.

Policy 8.1.3

Strive to achieve a safe transportation system by the development of street standards, access management policies and speed controls when constructing streets, and by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.

- b. Design safe and secure pedestrian and bikeways between parks and other activity centers in Tigard.

Policy 8.1.5

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel by:

- a. The design and construction of transportation facilities to meet the requirements of the Americans with Disabilities Act; and
- b. The development of neighborhood and local connections to provide adequate

circulation in and out of the neighborhoods.

Policy 8.2.1

~~The City shall plan for a safe and efficient street and roadway system that meets current needs and anticipated future growth and development.~~

Policy 8.3.1

~~The City shall coordinate with Tri-met to provide for a public transit system within the planning area which:~~

- ~~a. Meets the needs of both the current and projected, for the Tigard community;~~
- ~~b. Addresses the special needs of a transit dependent population;~~
- ~~c. Reduces pollution and traffic; and~~
- ~~d. Reduces energy consumption.~~

Policy 8.3.2

~~The City shall encourage the expansion and use of public transit by:
Locating land intensive uses in close proximity to transitways; and
e. Supporting efforts by Tri-met and other groups to provide for the needs of the transportation disadvantaged.~~

Policy 8.5.1

~~The City shall locate bicycle/pedestrian corridors in a manner which provides for pedestrian and bicycle users, safe and convenient movement in all parts of the City, by developing the pathway system shown on the adopted Pedestrian/Bikeway Plan.~~

TRANSPORTATION

Goal 12.3: Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 4: The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.

Policy 6: The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.

Policy 8: The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

Goal 12.4: Maintain and improve transportation system safety.

Policy 2: The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.

In conjunction with proposed street improvements, the Plan provides for new bike lanes

and sidewalks as well as upgrades to inadequate bicycle and pedestrian facilities. These projects will increase multimodal access and circulation throughout the Area. Further, to improve neighborhood livability and create a visually appealing streetscape environment that draws residents and visitors to downtown and promotes more active commercial, recreation and entertainment uses, landscape improvements, street trees, street furniture and other streetscape improvements are identified as key components of the Plan.

Policy 11.1.1

~~The redevelopment of downtown Tigard shall be accomplished in order to make it complementary to newer shopping areas. Convenience, appearance and the needs of the shopping public should be primary considerations.~~

Policy 11.6.3

~~Require that all development permitted in Action Areas be designed to facilitate pedestrian movement within the center and to transit.~~

SPECIAL PLANNING AREAS- DOWNTOWN

Goal 15.1: The City will promote the creation of a vibrant and active urban village at the heart of the community that is pedestrian oriented, accessible by many modes of transportation, recognizes natural resources as an asset, and features a combination of uses that enable people to live, work, play, and shop in an environment that is uniquely Tigard.

Goal 15.2: Facilitate the development of an urban village.

Policy 5: Downtown design, development and provision shall emphasize public safety, accessibility, and attractiveness as primary objectives.

Goal 15.4: Develop comprehensive street and circulation improvements for pedestrians, automobiles, bicycles, and transit.

Policy 1: The downtown shall be served by a complete array of multi-modal transportation services including auto, transit, bike, and pedestrian facilities.

Policy 5: Streetscape and public area design shall focus on creating a pedestrian friendly environment without the visual dominance by automobile-oriented uses.

Proposed pedestrian and bicycle improvements, such as the Commuter Rail Access and Tigard Street/Grant Pedestrian/Bicycle Crossing projects, will provide safe and convenient pedestrian access to local shops and transit. In addition, streetscape improvements along Main Street, Burnham Street, Commercial Street and other Area roadways will make downtown a more accommodating, pedestrian-oriented commercial district than it is today. Lastly, public facilities projects such as the Performing Arts Center and Public Market will generate support for new and existing businesses that provide entertainment and recreational options for downtown visitors.

Goal 1: Livability

Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard.

~~Policy 2— Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.~~

Goal 2: Balanced Transportation System

~~Provide a balanced transportation system, incorporation all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes)~~

~~Policy 1— Develop and implement public street standards that recognize the multi purpose nature of the street right of way for utility, pedestrian, bicycle, transit, truck and auto use.~~

~~Policy 3— Bicycle lanes must be constructed on all arterials and collectors within Tigard consistent with the Bicycle Master Plan (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.~~

~~Policy 4— Sidewalks must be constructed on all streets within Tigard (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.~~

~~Policy 6— Local streets shall be designed to encourage a reduction in trip length by providing connectivity and limiting out of direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.~~

~~Policy 8— Tigard will support the development of a commuter rail system as part of the regional transit network.~~

Goal 3: Safety

~~Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets, by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.~~

~~Policy 3— Safe and secure pedestrian and bikeways shall be designed between parks and other activity centers in Tigard.~~

Goal 5: Accessibility

~~Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.~~

~~Policy 1— Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.~~

~~Policy 2— Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.~~

Goal 6: Goods Movement

~~Provide for efficient movement of goods and services.~~

~~Policy 1— Design arterial routes, highway access and adjacent land uses~~

~~in ways that facilitate the efficient movement of goods and services.~~

C. Transportation System Plan Goals and Policies

TRANSPORTATION SYSTEM PLAN

Goal 2: Transportation Efficiency – Develop and maintain a transportation system for the efficient movement of people and goods.

Policy 4: The city shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods, and services.

Goal 3: Multi-modal Transportation System – Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 5: The city shall require development adjacent to transit routes to provide direct pedestrian accessibility.

Policy 7: The city shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

Goal 4: Safe Transportation System – Maintain and improve transportation system safety.

Policy 2: The city shall coordinate with appropriate agencies to provide safe, secure, connected and desirable pedestrian, bicycle, and public transit facilities.

The Plan includes streetscape improvements and bicycle/pedestrian system improvements designed to encourage alternative modes of transportation to the automobile. By filling gaps in the existing sidewalk system, installing new bike lanes and upgrading existing bikeways to standard, the Plan will help create a complete system of bicycle and pedestrian facilities that enables pedestrians and bicyclists to commute safely and efficiently to and within downtown.

The Plan includes street improvements that will address motor vehicle needs in and around downtown Tigard. Projects such as the Scoffins Street/Hall Boulevard/Hunziker Realignment and Highway 99W intersection improvements will reduce congestion and improve circulation while creating a safer environment for drivers, pedestrians and bicyclists.

~~“Through building connections, the City of Tigard will provide a park system that:~~

- ~~• Contributes to overall community livability and pride;~~
- ~~• Balances the impacts of growth and increasing density with parks and greenspaces;~~
- ~~• Reduces auto dependency and enhances recreation opportunities by connecting recreation resources, community destinations, and neighborhoods with trails and greenways;~~
- ~~• Fosters stewardship of natural resources such as floodplains and waterways;~~
- ~~• Provides equitable distribution of parks and recreation opportunities throughout the City;~~
- ~~• Provides safe and well maintained parks and recreation facilities; and~~
- ~~• Provides for effective and economically sound management of public resources.”~~

Chapter Six Recommendations provides detailed recommendations for park facilities, maintenance, management, and recreation programs. Of particular relevance to the Plan are the following Parks recommendations:

- “Renovate and expand existing parks to improve park condition, increase recreational opportunities, meet current safety requirements, and provide access for people with disabilities;”
- “Provide an interconnected pedestrian and bicycle system that links Tigard’s parks, greenspaces, neighborhoods, work places, schools, and commercial centers;” and
- “Mitigate the effects of development by providing pocket parks/urban plazas in commercial areas.”

D. City of Tigard Park System Master Plan

PARKS, RECREATION, TRAILS, AND OPEN SPACE

Goal 8.2: Create a Citywide network of interconnected on- and off-road pedestrian and bicycle trails.

Policy 1: The City shall create and interconnected regional and local system of on- and off-road trails and paths that link together neighborhoods, parks, open spaces, major urban activity centers and regional recreational opportunities utilizing both public property and easements on private property.

The Plan includes multiple projects that support the City’s park system vision and recommendations. In particular, the Fanno Creek Park Improvements and Enhanced Pedestrian Bridge, Urban Creek/Green Corridor and Urban Green Spaces projects will upgrade and increase multimodal access to existing parks and open space areas and create new green space and recreational areas that will draw residents, shoppers and visitors to downtown Tigard.

- VII. Proposed Land Uses**
No changes to this section
- VIII. Property Acquisition and Disposition**
No changes to this section
- IX. Relocation Methods**
No changes to this section
- X. Tax Increment Financing of Plan**
No changes to this section
- XI. Duration of Plan**
No changes to this section
- XII. Future Amendments to Plan**

No changes to this section