City *of* Tigard

Tigard Business Meeting –Agenda

TIGARD CITY COUNCIL & LOCAL CONTRACT REVIEW BOARD

MEETING DATE AND TIME:	JANUARY 9, 2024 - 6:30 p.m. Business Meeting
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with Oregon House Bill 2560, this will be a hybrid meeting where some Council, staff or public will participate in person and some will participate remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments by noon the day before the meeting date.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to three minutes.
- You may comment by video through the Teams app. Go to this link to learn how to participate by video: January 9, 2024 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/4953/372).

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

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

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2419 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 21 (1st Tuesdays) and Channel 28 (2nd & 4th Tuesdays) at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

City *of* Tigard

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6:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Call to Council and Staff for Non-Agenda Items

2. PROCLAMATIONS AND RECOGNITION

   A. PROCLAIM JANUARY AS BLOOD DONOR MONTH

3. PUBLIC COMMENT

   A. Follow-up to Previous Public Comment

   B. Tigard Area Chamber of Commerce

   C. Tigard High School Student Envoy

   D. Public Comment – Written

E. Public Comment – In Person

F. Public Comment – Phone-In

G. Public Comment – Video

4. CITY MANAGER REPORT **6:50 p.m. estimated time**

5. CONSENT AGENDA: (Local Contract Review Board) The Consent Agenda is used for routine items including approval of meeting minutes, contracts or intergovernmental agreements. Information on each item is available on the city's website in the packet for this meeting. These items may be enacted in one motion without separate discussion. Council members may request that an item be removed by motion for discussion and separate action. **6:55 p.m. estimated time**

A. GOVERNMENT AFFAIRS CONSULTING AND LOBBYING SERVICES: STATE & FEDERAL

- *Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council has voted on those items which do not need discussion.*

6. MARLAND HENDERSON COMMUNITY GRANT PROGRAM **7:00 p.m. estimated time**

7. ELECTRIC MOBILITY AND CURBSIDE MANAGEMENT STRATEGY PROJECT UPDATE **7:10 p.m. estimated time**

8. PUBLIC HEARING ON DOWNTOWN TIGARD 2040 CENTER BOUNDARY AMENDMENT **7:30 p.m. estimated time**

9. 2024 STATE AND FEDERAL LEGISLATIVE AGENDAS **8:00 p.m. estimated time**

10. NON-AGENDA ITEMS

11. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

12. ADJOURNMENT **8:40 p.m. estimated time**

AIS-5416 **2. A.**

Business Meeting

Meeting Date: 01/09/2024

Length (in minutes): 5 Minutes

Agenda Title: Proclaim January as Blood Donor Month

Authored By: Joanne Bengtson

Presented By: Mayor Lueb

Item Type: Proclamation

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

On December 11, 2023 Chris Harrison requested a Proclamation from Mayor Lueb honoring Blood Donor Month in January 2024 on behalf of Bloodworks Northwest. Mayor Lueb approved the request and Chris has asked to speak briefly about the importance of donating as nationwide shortages become more urgent.

ACTION REQUESTED

Mayor Lueb is being asked to issue a Proclamation for Blood Donor Month during January 2024.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

This is the first time this proclamation has been considered. Chris shared that the community could learn more about this topic at www.bloodworksnw.org.

Public Involvement

The proclamation would support efforts to increase donors for Bloodworks Northwest as well as the quarterly city-hosted blood donation drives with the American Red Cross.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)

There is no fiscal impact on the city.

ALTERNATIVES & RECOMMENDATION

Mayor Lueb could decide not to issue a proclamation. Teammates recommend issuing the proclamation to raise awareness of the life-saving gift donors and volunteers give to the community.

ADDITIONAL RESOURCES

Attachments

Blood Donor Month - January 2024

Proclamation

City of Tigard

BLOOD DONOR MONTH
JANUARY 2024

WHEREAS, The nation experiences the worst blood shortage in over a decade and the local blood supply has hit emergency levels. If the blood supply does not stabilize life-saving blood may not be available for some patients when it is needed; and

WHEREAS, The month of January historically is a period of critical blood shortages. Blood centers like Bloodworks Northwest continue to face a decline in donor turnout during the holidays, and many donors falling ill during cold and flu season; and

WHEREAS, On December 31st, 1969, the president of the United States, Richard Nixon, signed a proclamation designating January as National Blood Donor Month. This observance is meant to honor voluntary blood donors and to encourage more people to give blood; and

WHEREAS, The mission of Bloodworks Northwest is saving lives through research, innovation, education, and excellence in blood, medical, and laboratory services in partnership with our community. As part of this mission, Bloodworks Northwest supplies 95 percent of the Pacific Northwest's blood; and

WHEREAS, Bloodworks Northwest supplies blood products to all Providence, Legacy, and PeaceHealth Hospital Systems in the Portland metro and SW Washington region.

NOW THEREFORE BE IT RESOLVED that I, Heidi Lueb, Mayor of the City of Tigard, Oregon do hereby proclaim the entire month of January 2024,

BLOOD DONOR MONTH

in Tigard, Oregon and encourage people throughout the city to give back by donating, volunteering or giving blood. This lifesaving work is vital to strengthening our community's resilience.

Dated this 9th day of January 2024

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Tigard to be affixed.

_____
Heidi Lueb, Mayor
City of Tigard

Attest:

_____
Carol A. Krager, City Recorder

AIS-5406	**5. A.**
Business Meeting	
Meeting Date:	01/09/2024
Length (in minutes):	Consent Item
Agenda Title:	Government Affairs Consulting and Lobbying Services: State & Federal
Authored By:	Toni Riccardi
Presented By:	Senior Management Analyst Nicole Hendrix
Item Type:	Local Contract Review Board
Public Hearing Newspaper Legal Ad Required?:	No
Public Hearing Publication Date in Newspaper:	10/13/2023

Information

EXPLANATION OF ISSUE

The purpose of this action is to approve the Government Affairs Consulting and Lobbying Services: State and Federal contract.

ACTION REQUESTED

The team recommends the Local Contract Review Board award the contract to CFM Advocates for the State and Federal Lobbying Services contract for an estimated amount of $720,000.00 and authorize the City Manager to take the steps necessary to execute the contract.

BACKGROUND INFORMATION

CFM Advocates (CFM) was founded in 1990 and is a leading government and public affairs firm in the Pacific Northwest with clients in Oregon and Washington. CFM is a fully integrated consulting firm with practice areas in federal and state lobbying, public relations, research, and marketing communications. Since 2011, the city has contracted with CFM to provide federal and state advocacy. CFM has helped develop and promote Tigard's legislative agendas; monitor and inform of pertinent legislative and regulatory initiatives; assist in strategizing and advocating for key initiatives such as funding for and the jurisdictional transfer of Hall Blvd; establish relationships between the City of Tigard, legislators, and agency representatives through coordinating meetings in Washington DC and at the State Capitol; and assisted in the preparation of grant and appropriations requests. More specifically, CFM has helped the city in grant and earmark requests for:

o $3.2 million FY23 Earmark: *Hall Blvd Pedestrian Safety Infrastructure Improvements*
o $2.1 million Economic Development Administration: *Hunziker Industrial Area*
o $250,000 Department of Justice, COPS Hiring Program
o $75,000 National Endowment for the Arts (NEA) Our Town: *Tigard Outdoor Museum*
o $800,000 Environmental Protection Agency, Brownfield Cleanup & Assessment: *Downtown Redevelopment*
o $1 million FY 24 Earmark: *Hall Blvd Improvements*
o $500,000 FY 24 Earmark: *Emergency Heating and Cooling Center*

o $300,000 FY 24 Earmark: *Homelessness Community Service Officer*

The city's contract with CFM ended on October 31, 2023. The city issued a Request for Proposal (RFP) for the project October 13, 2023, with notice published in the Daily Journal of Commerce. Upon closing, the city received a proposal from one consultant:

- CFM Advocates

The proposal, from the city's lobbying consultant CFM Advocates, was reviewed by the evaluation team based on the criteria detailed in the RFP. CFM's proposal was found to be responsible and, based in part on their previous work with the city, attractive with the approach and pricing. As such, CFM will receive a team recommendation for contract award at a future Local Contract Review Board meeting. The contract will be for four years with one additional one-year option. The annual spend against the contract is estimated at $144,000.00. The total amount of the contract over its possible life (5 years) is roughly $720,000.00.

ALTERNATIVES & RECOMMENDATION

The Local Contract Review Board may choose to not award this contract and direct staff to resolicit for the work.

ADDITIONAL RESOURCES

None

Fiscal Impact

Cost: $720,000.0

Budgeted (yes or no): Yes

Where budgeted?: Central Services Fund

Additional Fiscal Notes:

Additional Fiscal Notes: The proposed contract is estimated at $144,000/annually for a possible total of $720,000 over the potential life (5 years) of the contract. The funds are budgeted annually in the City Management division in the Central Services Fund.

Attachments

No file(s) attached.

AIS-5401 **6.**

Business Meeting

Meeting Date: 01/09/2024

Length (in minutes): 10 Minutes

Agenda Title: Marland Henderson Community Grant Program

Authored By: Eric Kang

Presented By: Finance Director Eric Kang

Item Type: Resolution

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

On the November 14, 2023 City Council meeting, staff received direction from City Council to repeal Resolution No. 16-48 and redirect 20% of the City's marijuana tax to the Social Services Grant Program.

ACTION REQUESTED

Adopt resolution to repeal Resolution No. 16-48

BACKGROUND INFORMATION

The Council provided direction to staff at the November 14, 2023 City Council Business Meeting.

ALTERNATIVES & RECOMMENDATION

The Council may choose not to approve the resolution and provide guidance to staff for alternative direction.

ADDITIONAL RESOURCES

Attachments

Copy of Original Resolution 16-48

Resolution - Rescind Resolution 16-48 (2024)

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 16-48

A RESOLUTION OF THE CITY OF TIGARD ESTABLISHING THE MARLAND HENDERSON COMMUNITY GRANT TO BE FUNDED THROUGH THE CITY'S MARIJUANA TAX FOR THE PURPOSE OF SUPPORTING SOCIAL SERVICES WITHIN THE CITY OF TIGARD.

WHEREAS, City Councilor Marland Henderson will retire from the Tigard City Council on December 31, 2016 after eight years of service; and

WHEREAS, results from the November 8, 2016 General Election resulted in city voters approving a three (3) percent tax on the sale of marijuana items by marijuana retailers in the corporate limits of Tigard (Ballot Measure No. 34-257); and

WHEREAS, Marland Henderson has been a long-term advocate for mental health, drug and alcohol addiction awareness, and housing issues during his tenure on the Tigard City Council;

WHEREAS, fellow Council members wish to honor his service with the creation of a Marland Henderson Community Grant, funded through the city's newly-approved marijuana tax in an amount equal to 20 percent of the revenue generated from this tax, to be awarded to a non-profit organization or organizations to address the mental health, drug and alcohol addiction, and housing needs of people in Tigard.

WHEREAS, each year the city appropriates funds to support Social Service and Community Event activities that assist or benefit Tigard citizens. Community organizations are invited to submit requests in January of each year. A subcommittee of the Budget Committee meets to review Social Service requests and to recommend funding in the Proposed Budget.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Marland Henderson Community Grant is hereby created.

SECTION 2: Beginning January 1, 2017, marijuana retailers will be required to pay the three percent tax. Beginning in 2018, social service agencies can begin applying to the city for grant funding from the Marland Henderson Community Grant as part of the city's annual budget review and approval process in the three areas listed above.

SECTION 3: Councilor Henderson will serve as a subcommittee panelist to review and recommend funding for the Marland Henderson Community Grant. Specific expenditures will be determined through the city's annual budget review and approval process. When Mr. Henderson is no longer able to serve as a panelist, a member of his family will serve in that capacity to carry on his advocacy.

SECTION 4: Grant funding will come from the general fund budget unit 100-5900.

SECTION 5: This resolution is effective immediately upon passage.

PASSED: This 20th day of December 2016.

John L Cook
Mayor - City of Tigard

ATTEST:

Kelly Bergeron
Deputy City Recorder - City of Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 24-

A RESOLUTION REPEALING RESOLUTION NO. 16-48 RELATED TO THE MARLAND HENDERSON COMMUNITY GRANT

WHEREAS, the Tigard City Council adopted Resolution No. 16-48 establishing the Marland Henderson Community Grant program; and

WHEREAS, the program is funded by an amount equal to 20 percent of the revenue generated from the City's marijuana tax, to be awarded to a non-profit organization or organizations to address the mental health, drug and alcohol addiction, and housing needs of people in Tigard; and

WHEREAS, City Council provided direction to repeal the Marland Henderson Community Grant program and instead allocate the funds to the City's Social Services Grant Program.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Resolution No. 16-48 is repealed.

SECTION 2: The 20 percent of revenue generated from the City's marijuana tax, continue to be awarded to non-profit organizations as part of the City's Social Services Grant program, beginning with the FY2025 budget.

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2024.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

AIS-5395 **7.**

Business Meeting

Meeting Date: 01/09/2024

Length (in minutes): 20 Minutes

Agenda Title: Electric Mobility and Curbside Management Strategy Project Update

Authored By: Dave Roth

Presented By: Dave Roth, Principal Transportation Planner

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?:

Publication Date:

Information

EXPLANATION OF ISSUE

With continued year over year sales growth, the transition toward electrically powered vehicles is underway. The widespread adoption of electric vehicles is critical in meeting transportation sector greenhouse gas emissions reduction requirements. While adoption of electric vehicles has been encouraged through financial incentives at the federal and state level, the City of Tigard has not developed a strategy to facilitate the transition locally. The goal of the Electric Mobility and Curbside Management Strategy is to develop a comprehensive strategy to support widespread equitable adoption of electrically powered mobility options in Tigard. The project will also provide strategies to equitably manage the use of public curb space in urbanizing areas.

ACTION REQUESTED

This is a briefing on the Electric Mobility and Curbside Management Strategy project. Teammates are available to answer questions.

BACKGROUND INFORMATION

Background

According to Oregon's Department of Environmental Quality, the transportation sector has, on average, accounted for nearly 40% of Oregon's overall greenhouse gas (GHG) emissions over the past thirty years. Similarly, Tigard's 2022 Climate Action Report identified the city's transportation sector as the greatest single source of GHG emissions, responsible for nearly 234,000 tonnes of emissions in 2019 alone. Because most trips made by Tigard residents (roughly 87% according to Metro's Regional Travel Model) are taken in fossil-fuel powered cars and light trucks, the transportation sector represents a significant opportunity for emission reductions locally.

Transportation sector GHG emission reductions can be achieved by increasing the efficiency of vehicle technology, changing how we travel and transport goods, and by using lower-carbon fuels. The 2022 Climate Action Report utilized an "avoid, reduce, and replace" framework to develop five transportation sector "low carbon actions" supportive of Tigard's goal of becoming carbon neutral by 2035. Four of the five actions focus specifically on electrifying vehicles (transit, municipal fleet, personal vehicles, and light duty commercial vehicles). The Electric Mobility and Curbside Management Strategy will investigate and inform implementation actions including local policy decisions that can be made within the next five years to encourage growth in electric mobility adoption in Tigard.

In support of replacing and reducing the need for vehicle trips, Tigard's Community Development Department is deploying carbon-responsible land use-based strategies to reduce reliance on single occupancy vehicles by targeting higher density and mixed-use development in key areas. With increased density comes increased demand and potential overloading of public curb space. The Electric Mobility and Curbside Management Strategy will provide a roadmap and tools for phased implementation of a curbside management plan to ensure Tigard community members are provided with equitable access to the curb.

Combined, electrifying vehicles and replacing some vehicle trips with public transit and active transportation trips are necessary for Tigard to become carbon neutral. A key objective of the Electric Mobility and Curbside Management Strategy project is to make this transition equitably. Largely a function of the built environment and historical patterns of land use development, a transportation system predominantly reliant on fossil fuel powered vehicles disproportionately impacts underserved populations who may reside further from jobs, commerce, and industry (city and town centers). Individuals are therefore required to travel long distances to meet daily needs, are exposed to increased levels of air and water pollution, and face greater risk exposure from traffic crashes.

To meet local, regional, and statewide goals for the reduction of GHG emissions, the market, along with individuals and communities, are transitioning away from internal combustion engine-powered vehicles and toward those powered by electricity. Similarly, communities are considering how e-bikes and e-micromobility options can serve as first and last-mile solutions as well as a primary mode for short trips within urban areas. Although this transition holds great promise to mitigate the worst environmental outcomes, care must be taken to ensure that the benefits of an electric vehicle transition are distributed equitably to all members of the community.

Project Purpose

The purpose of the Electric Mobility and Curbside Management Strategy is to support equitable transportation electrification and effective management of the curb throughout the City of Tigard. The project will analyze strengths, weaknesses, opportunities, and challenges related to transportation electrification and ultimately recommend new policies and updates to existing policy guiding the transition to personal and shared electric vehicles, e-bikes, e-scooters, and other emerging electric micromobility modes. The project will also develop a comprehensive phased plan for curbside management in high demand areas. A key Carbon Responsible Community Development initiative, the strategy will support local, regional, and statewide transportation sector GHG emission reduction goals.

Project-developed policy recommendations may include, but are not limited to, amendments to Tigard's Comprehensive Plan, Transportation System Plan, Municipal Code, and engineering design standards, as well as programs, public investment, and public/private partnerships to support transportation electrification. The project will support the continued integration of shared electric mobility options at multi-family and mixed-use residential development and identify opportunities for expansion for public use citywide. The project will support efforts to manage curb space to ensure equitable access and use in an era of increasing demand.

Project Objectives

- Identify and elevate the needs of underserved populations to ensure the EV transition benefits not just early adopters of EV technology but also people who have been negatively impacted by past transportation related decisions or are at risk of being left behind during the EV transition.
- Identify opportunities, constraints, and recommendations related to transportation and mobility electrification and curbside management with a heightened focus on shared electric vehicles, e-bikes, e-scooters, and other emerging e-micromobility options.
- Create a roadmap with actions the City can take to advance the transportation electrification

transition and manage the curb in a way that demonstrably supports the reduction of transportation-sector GHG emissions. Develop recommendations and a planned approach for introducing shared e-micromobility options.

- Develop recommendations and a planned approach to integrate electric mobility solutions with multifamily and residential mixed-use development. Specific consideration should be given to the role shared electric vehicles and shared e-micromobility might play in facilitating further reductions or elimination of off-street parking requirements in Tigard's Regional and Town Centers.
- Develop recommendations and a phased implementation plan for managing the curb in high demand areas (Downtown, Tigard Triangle, and the Washington Square Regional Center).
- Identify and advance innovative approaches to transportation electrification that provide co-benefits to overall community and electrical grid resiliency (i.e., vehicle grid integration).
- Equitably and efficiently balance the curb access needs of a broad set of users in consideration of the value or trade-off that varies for each combination of user, mode, and area.

Strategic Vision and Related Policies and Plans

Foundational to the Electric Mobility and Curbside Management Strategy planning effort is the City of Tigard Strategic Plan 2020-2025, which prioritizes equity in all City activities, walkability, equal access to City services, processes, infrastructure, and community health. The Project and outcomes must be aligned with and supportive of the City Council's Climate Goal, which prioritizes carbon reduction and climate action. The project is a key Carbon Responsible Community Development initiative.

In addition to the items mentioned above, the following ongoing and recently completed projects and planning efforts will help inform the Electric Mobility and Curbside Management Strategy:

- Tigard Climate Action Report (September 2022)
- Tigard 2040 Transportation System Plan (adopted 2021)
- Metro Emerging Technology Strategy (2018)
- ODOT Transportation Electrification Infrastructure Needs Analysis (2021)
- ODOT Strategic Action Plan (2021)
- Department of Land Conservation and Development Climate-Friendly and Equitable Communities Rulemaking (2023)

ALTERNATIVES & RECOMMENDATION

This is an update.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation - Electric Mobility Strategy



City *of* Tigard

Electric Mobility and Curbside Management Strategy

Tigard City Council Briefing

January 9, 2024

Presentation Overview

- Background
- Project Purpose
- Objectives
- Timeline
- Discussion



Background

- Carbon Responsible Community Development
- 40% of Oregon's climate emissions are from the transportation sector
- Most (~87%) trips in Tigard are made in fossil fuel powered personal vehicles



Background (cont.)

- Tigard Climate Action Report (2022)
  - Identified transportation as largest single source of GHG emissions
  - 4 of 5 Transportation Sector Low-Carbon Actions involve electrifying vehicles

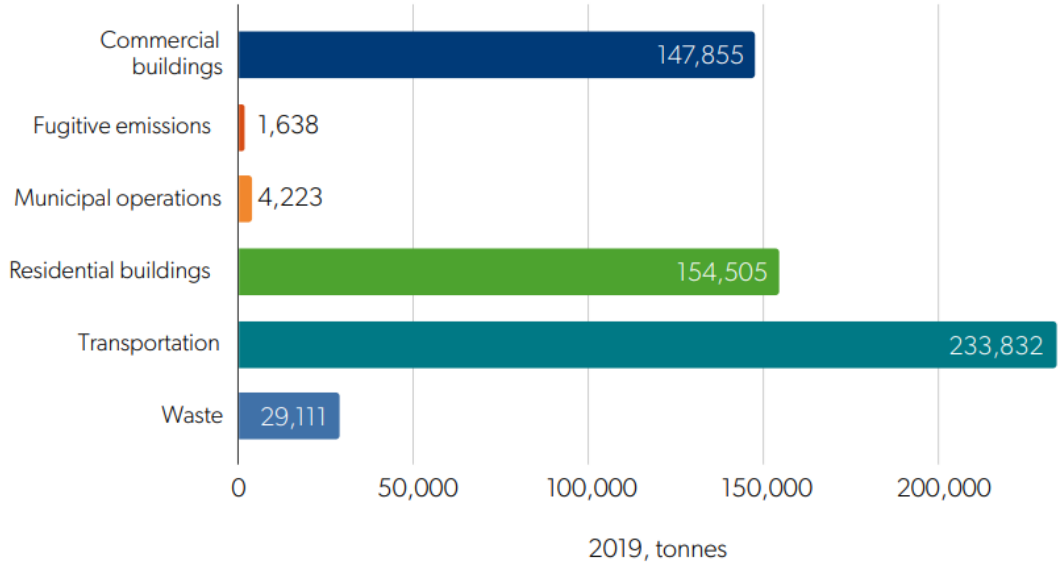
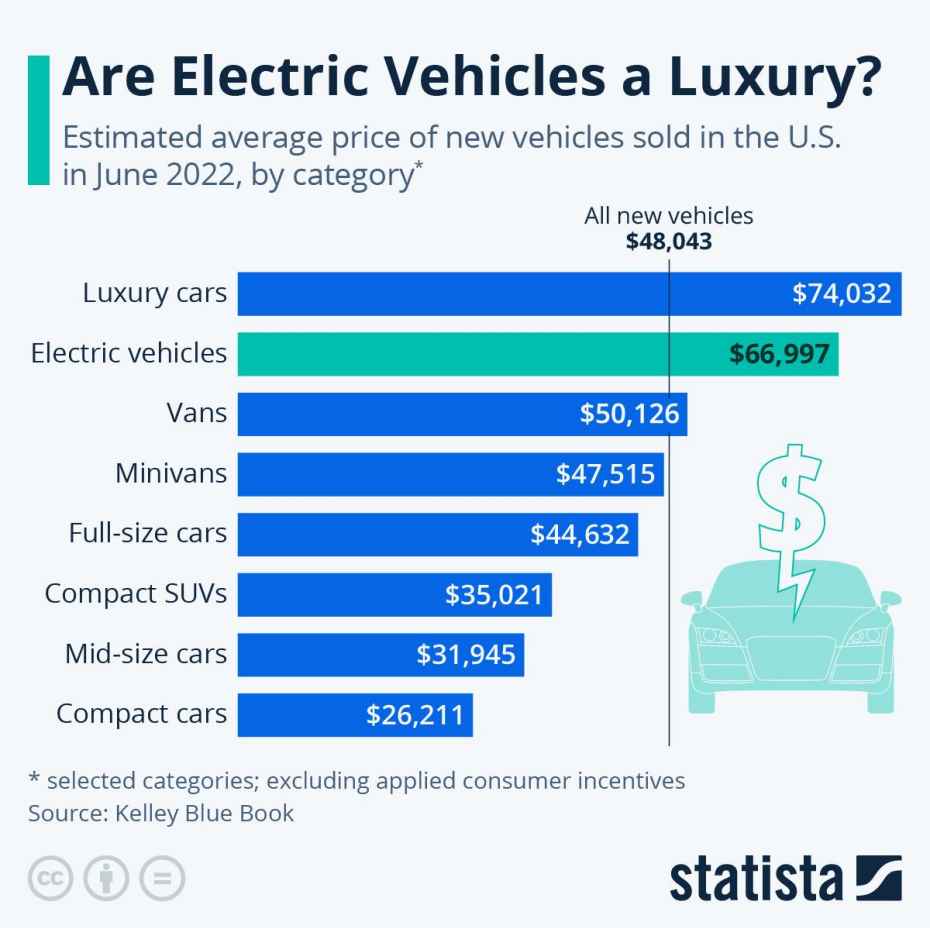


Figure 1. Tigard's 2019 Emissions by Source

Background (cont.)

- Transportation electrification is needed, but… how to make the transition equitably and supportive of broader city policy objectives?



Project Purpose

- Develop comprehensive strategy to:
  - Support equitable transportation electrification, and
  - Equitably and effectively manage public space at the curb.



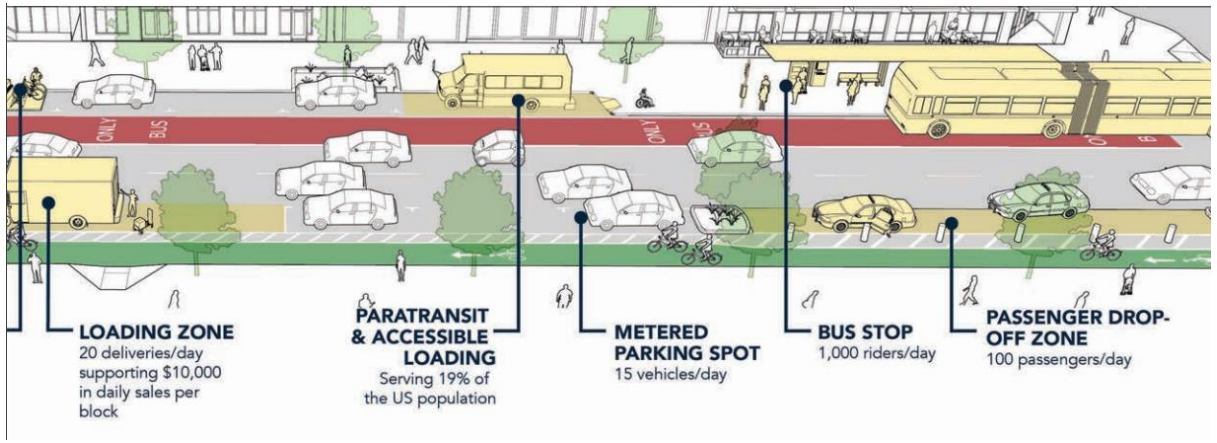
Project Purpose (cont.)

- **Electric Mobility**
  - Analyze strengths, weaknesses, opportunities, and challenges related to transportation electrification.
  - Recommend new policies and updates to existing policies
  - Holistic approach inclusive of EV's, transit, e-bikes, and other emerging electric micro-mobility modes.



Project Purpose (cont.)

- **Curbside Management**
  - Focus on Tigard Triangle and other high demand areas
  - Phased plan
  - Supporting:
    - On-street parking management
    - Pick-up/drop-off
    - On-street dining
    - Commercial uses
    - Public transit
    - Accessibility needs



Objectives

- Identify and elevate needs of **underserved populations**
- Identify **opportunities, constraints, and recommendations** related to transportation and mobility electrification and curbside management
- Create a **roadmap with actions** Tigard can take to advance transportation electrification and manage the curb in a way that demonstrably reduces GHG emissions

Objectives (cont.)

- Develop recommendations and a planned approach to introduce **shared e-micromobility** options
- Develop recommendations and a planned approach to integrate **electric mobility solutions with multifamily and residential mixed-use development**.
- Consider how shared electric mobility options and a curbside management approach can support recent **elimination of minimum parking requirements**.

Next Steps

- Execute IGA between City and ODOT confirming Transportation and Growth Management (TGM) funding for project contract
- Kick-off project with consultant team: Jan/Feb 2024
- 12-18 month planning process
- **Output**: Strategic Plan and Policy Recomendations



Discussion

- Any questions or comments?



Dave Roth

Principal Transportation Planner

daver@tigard-or.gov

AIS-5393 **8.**

Business Meeting

Meeting Date: 01/09/2024

Length (in minutes): 30 Minutes

Agenda Title: Legislative Public Hearing on Downtown Tigard 2040 Center Boundary Amendment

Authored By: Schuyler Warren

Presented By: Senior Planner Schuyler Warren

Item Type: Motion Requested
Ordinance
Public Hearing - Legislative

Public Hearing Legal Ad Required?: Yes

Publication Date:

Information

EXPLANATION OF ISSUE

This ordinance will adopt an amended Downtown Tigard 2040 Center boundary as an element of the City's Comprehensive Plan Map.

ACTION REQUESTED

Council is requested to amend the town center boundary to align with the plan district boundary.

BACKGROUND INFORMATION

The Metro region's long-range vision for growth management is built around the concept of a system of town and regional centers, main streets, and station communities, connected by transportation corridors. This vision was first introduced as part of the 2040 Growth Concept in 1995.

Subsequent to the adoption of this vision, Metro adopted the Urban Growth Management Functional Plan (UGMFP), which provides the regulations that implement the 2040 Growth Concept.

When it was originally adopted, the 2040 Growth Concept included several key areas of Tigard including the Washington Square Regional Center, the Downtown Tigard Town Center, Main Street, and corridors that include 99W, Hall Blvd., and Hunziker St.

Although Metro designated areas all around the region, there was never a requirement that local jurisdictions adopt these centers. Instead, Metro incentivized their adoption by making grant funds contingent on local adoption actions. The UGMFP does not currently include any criteria for the adoption or amendment of boundaries.

In 2010, the City of Tigard proposed extending its downtown boundary to include the Tigard Triangle. This amendment was adopted by resolution.

During the process of the lean code adoption in 2018, the Oregon Department of Transportation notified the city that they believed the adoption in 2010 required notice to their department. Despite the lack of any

notice requirement in the UGMFP at the time of the 2010 action, the city agreed to re-adopt the center boundary, this time by ordinance.

Neither the original resolution nor the subsequent ordinance amending the boundary were considered land use actions at that time, because the boundary had no regulatory impact and was not directly related to zoning or land use.

The Climate Friendly and Equitable Communities (CFEC) rules adopted in July of 2022 reformed the state's Transportation Planning Rule (TPR), codified at OAR 660-012. During the process of rulemaking, the Department of Land Conservation and Development (DLCD) had identified the need for "Climate Friendly Areas" (CFAs) in cities across the state. Given that the goals for these areas were so similar to those in the 2040 Growth Concept, Metro successfully lobbied DLCD to not require CFAs in Metro cities. Instead, cities are required to formally adopt the 2040 center boundaries.

The City of Tigard has already adopted these boundaries, but in the course of the Downtown Reimagined project, the project team became aware that the 2040 Center boundary does not match up with the plan district boundary. Under the old TPR, this would not have created an issue, however the CFEC rulemaking created an alternative method of transportation analysis inside adopted center boundaries.

If the plan district and town center boundaries are not aligned, this means the city must conduct two types of transportation analysis with any kind of zoning change that increases density. For this reason, and for general tidiness of the city's regulatory maps, city staff are proposing to amend the town center boundary to largely match the plan district boundary.

This map amendment accomplishes the following changes:

- Expands the boundary to include the Tigard Library property as well as location of the Southwest Corridor light rail station.
- Removes properties to the west of Fanno Creek that are developed as residential and have previously been removed from the MU-CBD (downtown) zone.
- Amends the boundary to conform with the plan district boundary along the northern edge.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
There is no regulatory impact to private property with this amendment. The new boundary does allow the city to use a simpler analysis to meet the requirements of the state Transportation Planning Rule, which reduces costs for projects like Downtown Tigard Reimagined.

ALTERNATIVES & RECOMMENDATION

The Council could instead opt to retain the current boundary. This would require the city to pay for an outside consultant to do additional analysis work to meet the requirements of the Transportation Planning Rule.

ADDITIONAL RESOURCES

Attachments

Exhibit A - Recommendation and Findings

Exhibit A - Attachment 1

Exhibit A - Attachment 2

Ordinance

Presentation

RECOMMENDATIONS AND FINDINGS OF THE PLANNING COMMISSION FOR THE CITY OF TIGARD, OREGON

SECTION I. APPLICATION SUMMARY

CASE NAME: **Downtown 2040 Center Boundary Change**

CASE NO.: **Comprehensive Plan Map Amendment** **CPA2023-00001**

PROPOSAL: The City of Tigard proposes legislative amendments to the Comprehensive Plan Map to change the Downtown 2040 Center boundary.

The proposed map amendments for the City Council's review are included in **Attachment 1,** and summarized below in Section IV of this report:

APPLICANT: City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

ZONES: Citywide

LOCATION: Citywide

APPLICABLE REVIEW CRITERIA: Statewide Planning Goals 1 (Citizen Involvement), 2 (Land Use Planning); Oregon Administrative Rules 660-012; Comprehensive Plan Goals 1.1.2, 2.1.1, 2.1.2, 2.1.3; and Tigard Development Code Chapters 18.710 and 18.790.

SECTION II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends the City Council adopt the proposed Comprehensive Plan Map amendment, with any alterations as determined appropriate by the City Council through the public hearing process.

SECTION III. BACKGROUND INFORMATION AND PROJECT SUMMARY

The Metro region's long-range vision for growth management is built around the concept of a system of town and regional centers, main streets, and station communities, connected by transportation corridors. This vision was first introduced as part of the 2040 Growth Concept in 1995.

Subsequent to the adoption of this vision, Metro adopted the Urban Growth Management Functional Plan (UGMFP), which provides the regulations that implement the 2040 Growth Concept.

When it was originally adopted, the 2040 Growth Concept included several key areas of Tigard including the Washington Square Regional Center, the Downtown Tigard Town Center, Main Street, and corridors that include 99W, Hall Blvd., and Hunziker St.

Although Metro designated areas all around the region, there was never a requirement that local jurisdictions adopt these centers. Instead, Metro incentivized their adoption by making grant funds contingent on local adoption actions. The UGMFP does not currently include any criteria for the adoption or amendment of boundaries.

In 2010, the City of Tigard proposed extending its downtown boundary to include the Tigard Triangle. This amendment was adopted by resolution.

During the process of the lean code adoption in 2018, the Oregon Department of Transportation notified the city that they believed the adoption in 2010 required notice to their department. Despite the lack of any notice requirement in the UGMFP at the time of the 2010 action, the city agreed to re-adopt the center boundary, this time by ordinance.

Neither the original resolution nor the subsequent ordinance amending the boundary were considered land use actions at that time, because the boundary had no regulatory impact and was not directly related to zoning or land use.

The Climate Friendly and Equitable Communities (CFEC) rules adopted in July of 2022 reformed the state's Transportation Planning Rule (TPR), codified at OAR 660-012. During the process of rulemaking, the Department of Land Conservation and Development (DLCD) had identified the need for "Climate Friendly Areas"(CFAs) in cities across the state. Given that the goals for these areas were so similar to those in the 2040 Growth Concept, Metro successfully lobbied DLCD to not require CFAs in Metro cities. Instead, cities are required to formally adopt the 2040 center boundaries.

The City of Tigard has already adopted these boundaries, but in the course of the Downtown Reimagined project, the project team became aware that the 2040 Center boundary does not match up with the plan district boundary. Under the old TPR, this would not have created an issue, however the CFEC rulemaking created an alternative method of transportation analysis inside adopted center boundaries.

If the plan district and town center boundaries are not aligned, this means the city must conduct two types of transportation analysis with any kind of zoning change that increases density. For this reason, and for general tidiness of the city's regulatory maps, city staff are proposing to amend the town center boundary to largely match the plan district boundary.

SECTION IV. APPLICABLE CRITERIA, FINDINGS, AND CONCLUSIONS

STATEWIDE PLANNING GOALS AND GUIDELINES

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with the state land use goals. Because the proposed code amendments have a limited scope and the text amendments address only some of the topics in the Statewide Planning Goals, only applicable statewide goals are addressed below.

Statewide Planning Goal 1 – Citizen Involvement:
This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

FINDING: The notice requirements set forth in Section 18.710.110 (Type IV Procedures) were met. A notice was published in the Tigard Times newspaper on November 16, 2023. A minimum of two public hearings will be held (one before the Planning Commission and the second before the City Council) at which an opportunity for public input is provided. This goal is satisfied.

Statewide Planning Goal 2 – Land Use Planning:
This goal outlines the land use planning process and policy framework.

FINDING: The Department of Land Conservation and Development has acknowledged the City's Comprehensive Plan as being consistent with the statewide planning goals. This map amendment will bring the 2040 Center boundary into the City's Comprehensive Plan Map.

CONCLUSION: Based on the findings above and the related findings below, the Planning Commission finds the proposed code amendments are consistent with applicable Statewide Planning Goals.

OREGON ADMINISTRATIVE RULES CHAPTER 660 DIVISION 12

The rules in OAR 660-012-0325 provide specific criteria for the adoption or amendment of a 2040 Center boundary.

> (2) Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:
>
> > (a) A multimodal transportation gap summary as provided in section (4); and
> >
> > (b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.

FINDING: The city has prepared a multimodal gap summary and a highway impacts summary. These documents are provided in **Attachment 2**.

CONCLUSION: Based on the findings above and the related findings below, the Planning Commission

finds the proposed code amendments are consistent with the applicable Oregon Administrative Rules.

TIGARD COMPREHENSIVE PLAN

State planning regulations require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals and consistent with their adopted comprehensive plan goals and policies. Because the development code amendments have a limited scope and the text amendments address only some of the topics in the Tigard Comprehensive Plan, only applicable comprehensive plan goals and associated policies are addressed below.

Comprehensive Plan Goal 1: Citizen Involvement
Policy 1.1.2: The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.

FINDING: The notice requirements set forth in Section 18.710.110 (Type IV Procedures) were met. A notice was published in the Tigard Times newspaper on November 16, 2023. A minimum of two public hearings will be held (one before the Planning Commission and the second before the City Council) at which an opportunity for public input is provided. This policy is satisfied.

Comprehensive Plan Goal 2: Land Use Planning
Policy 2.1.1: The City's land use program shall establish a clear policy direction, comply with state and regional requirements, and serve its citizens' own interests.

FINDING: The proposed Comprehensive Plan Map Amendment complies with all state and regional requirements, as the previous findings indicate. The proposed map amendment also establishes the Comprehensive Plan Map as the appropriate location for the 2040 Center boundary. This policy is satisfied.

Comprehensive Plan Goal 2: Land Use Planning
Policy 2.1.2: The City's land use regulations, related plans, and implementing actions shall be consistent with and implement its Comprehensive Plan.

FINDING: As demonstrated in this report, the proposed amendments to the Comprehensive Plan Map are consistent with the Tigard Comprehensive Plan. This policy is satisfied.

Policy 2.1.3: The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.

FINDING: Copies of the proposed map amendments were sent to affected agencies and each agency was invited to comment on the proposal, as required by Section 18.710.110 (Type IV Procedures) and discussed in Section V of this report. .No comments were received. This policy is satisfied.

CONCLUSION: Based on the findings above, the Planning Commission concludes that the proposed code text amendment is consistent with applicable provisions of the Tigard Comprehensive Plan.

APPLICABLE PROVISIONS OF THE TIGARD DEVELOPMENT CODE

Section 18.790: Zoning Map and Text Amendments

18.790.020 Legislative Amendments
A. Approval process. A legislative amendment application is processed through a Legislative procedure, as provided in Section 18.710.110.

FINDING: The proposed amendments are legislative in nature. Therefore, the amendment will be reviewed under the Type IV legislative procedure as set forth in Section 18.710.110. This procedure requires public hearings by both the Planning Commission and City Council. A public hearing before the Planing Commission was conducted on December 4, 2023, and before the City Council on January 16, 2024. This criterion is met.

B. A recommendation or a decision for a legislative amendment application may be based on consideration of the applicable legal requirements. They may, but do not necessarily include: Oregon Revised Statutes, Oregon Administrative Rules, one or more Statewide Planning Goals, Metro's Urban Growth Management Functional Plan and any other regional plans.

FINDING: Findings and conclusions are provided throughout Section IV above, for the applicable listed factors on which the recommendation by the Commission and the decision by the Council are based. This standard is satisfied.

CONCLUSION: Based on the findings above, the Planning Commission concludes that the proposed amendments are consistent with applicable provisions of the Tigard Development Code.

SUMMARY CONCLUSION: As shown in the findings above, the Planning Commission concludes that the proposed amendments are consistent with the applicable Statewide Planning Goals; applicable Oregon Administrative Rules; applicable Tigard Comprehensive Plan goals and policies, and the applicable provisions of the City's implementing ordinances.

SECTION V. AGENCY COMMENTS

City of Portland, City of Beaverton, City of Durham, City of Lake Oswego, City of Tualatin, City of King City, Washington County, TVF&R, METRO, DLCD, DEQ, CWS, and OR Dept. of Aviation were notified of the proposed code text amendments.

SECTION VI. PUBLIC COMMENTS

No public comments have been received to date.

ATTACHMENTS:

Attachments:
1. Comprehensive Plan Map amendment
2. Multimodal Gap Summary and Highway Impact Summary



December 5, 2023

PREPARED BY: Schuyler Warren
Senior Planner

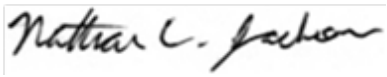
DATE



December 5, 2023

APPROVED BY: Tom McGuire
Assistant Community Development Director

DATE

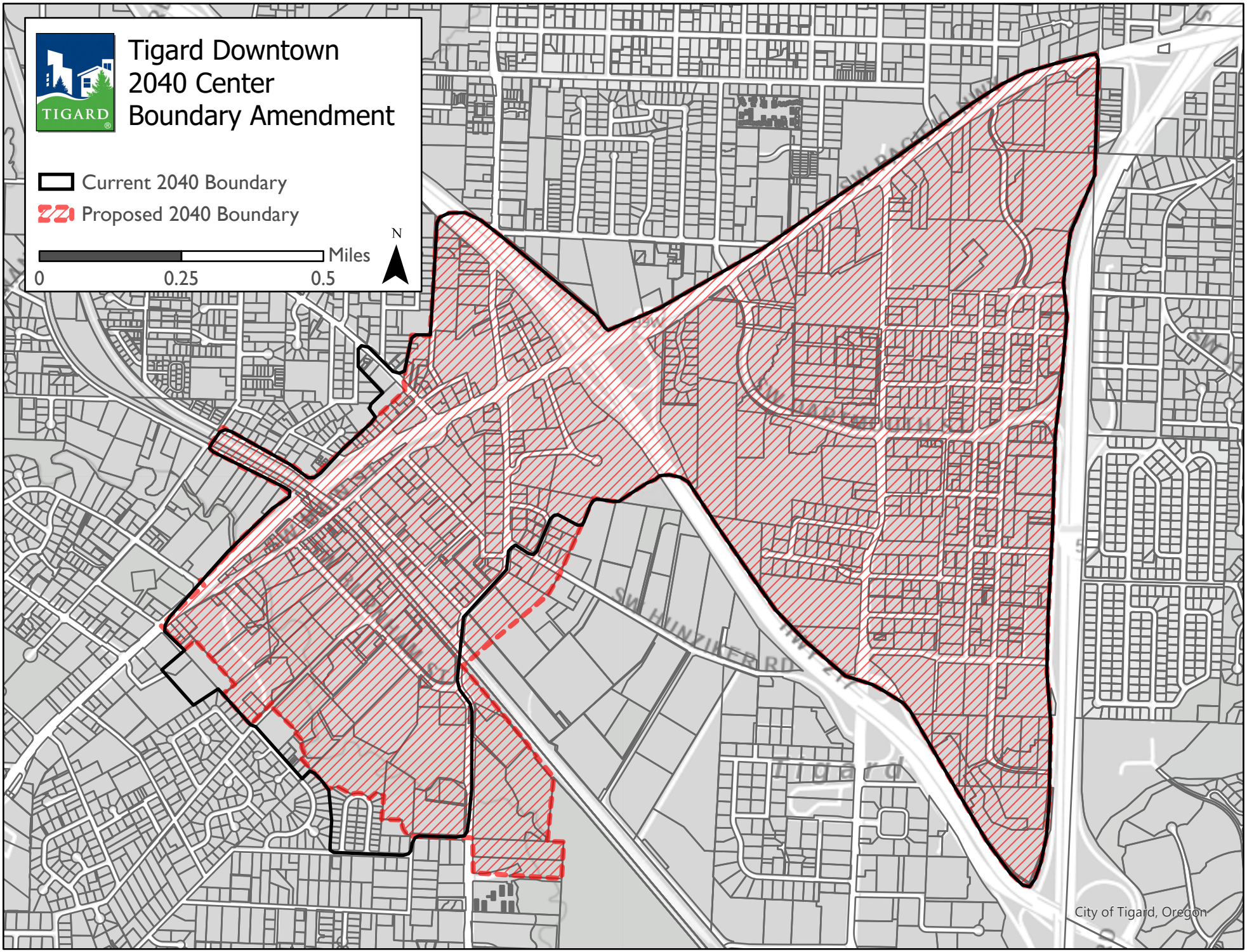


December 5, 2023

APPROVED BY: Nathan Jackson
Planning Commission President

DATE

Attachment 1



KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Attachment 2

Memorandum

November 6, 2023

Project# 23021.047

To: Glen Bolen, AICP; Oregon Department of Transportation (ODOT)
Sean Farrelly, City of Tigard

From: Nick Gross, Susan Wright, PE, PMP

RE: Tigard Downtown Reimagined
Multimodal Transportation Gap Summary & Highway Impact Summary DRAFT

PROJECT OVERVIEW

The Tigard Downtown Reimagined Project (Project) aims to integrate Downtown Tigard's historic roots with contemporary development patterns and respond to community needs for more housing and multimodal travel options. Building upon previous and concurrent planning efforts, this Project aims to modernize the City's approach to development, transportation, and equity by providing recommendations for policies, financial investment, and code changes that:

- Support Transit Oriented Development ("TOD")
- Set new equity and climate policy and implementation goals
- Provide quality walking, cycling and transit choices
- Create a vibrant community through strategic investments

The Project area is primarily zoned Mixed Use-Central Business District (MU-CBD), with small areas zoned General Commercial, Light Industrial, Industrial Park and Parks and Recreation at the edges of the project area. There is no residential zoning within the project area.

The MU-CBD zone is regulated by the Tigard Downtown Plan District, which includes development standards that encourage density and mixed uses, including minimum residential densities, taller ground floor height requirements, reduced parking requirements, small maximum setbacks, and urban-feeling lot coverage and landscape requirements.

Issue

The City's development standards are intended to encourage density and mixed uses; however, these patterns have not come to fruition. The Project is looking at refining building heights by downtown subareas[1] and eliminating maximum residential densities.

To achieve these objectives and vision of the Project, comprehensive plan, development code, and Metro 2040 Center boundary amendments are proposed to allow for and realize the desired development in the downtown core that contributes to a vibrant, active, welcoming, and accessible mixed-use area with increased residential densities and commercial businesses.

[1] Refined building heights are generally consistent with existing development code

STUDY AREA

The Project is located within an existing Metro Region 2040 Center, which is subject to Climate Friendly Areas (CFA) transportation review per OAR 660-012-0325(1). As part of the Project, amendments to the existing Metro Region 2040 Center boundary are proposed.

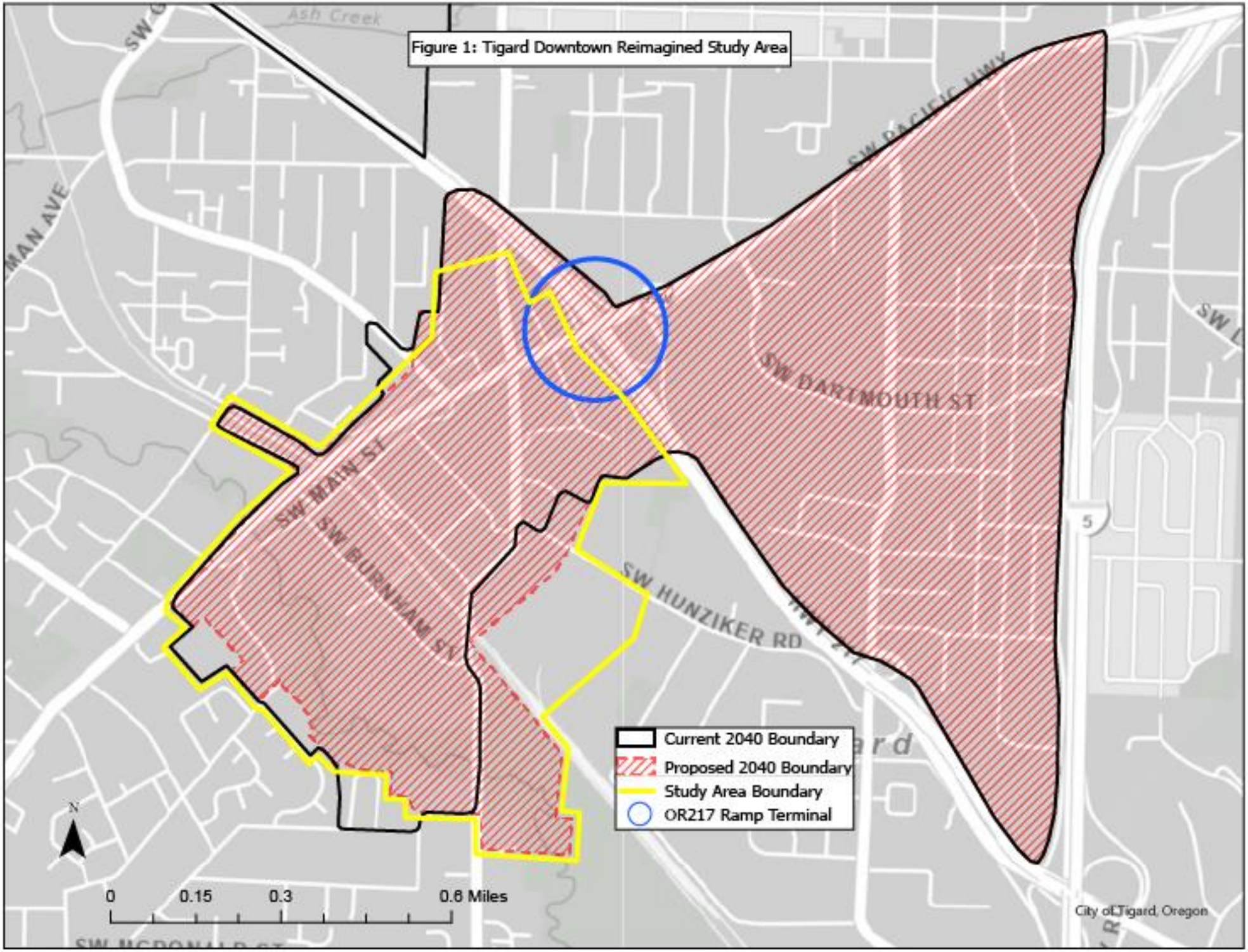
According to the latest round of draft amendments to Chapter 660 – Division 12 Transportation Planning documented as part of the Climate-Friendly and Equitable Communities Corrections & Clarifications Rulemaking, Rulemaking Advisory Committee Meeting 4,Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a 50 climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 51 center, must make findings, including:

> (a) A multimodal transportation study as provided in section (4); and
>
> (b) The multimodal transportation study must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan."

The Multimodal Transportation Gap summarizes the existing facility gaps for the automobile, truck/freight, pedestrian, bicycle, Americans with Disability (ADA), and transit networks.

This Highway Impact Summary is intended to address the potential effects on ODOT facilities within the Metro Regional Center or nearby that may occur from proposed changes to the current Comprehensive Plan policies and zoning for the project area.

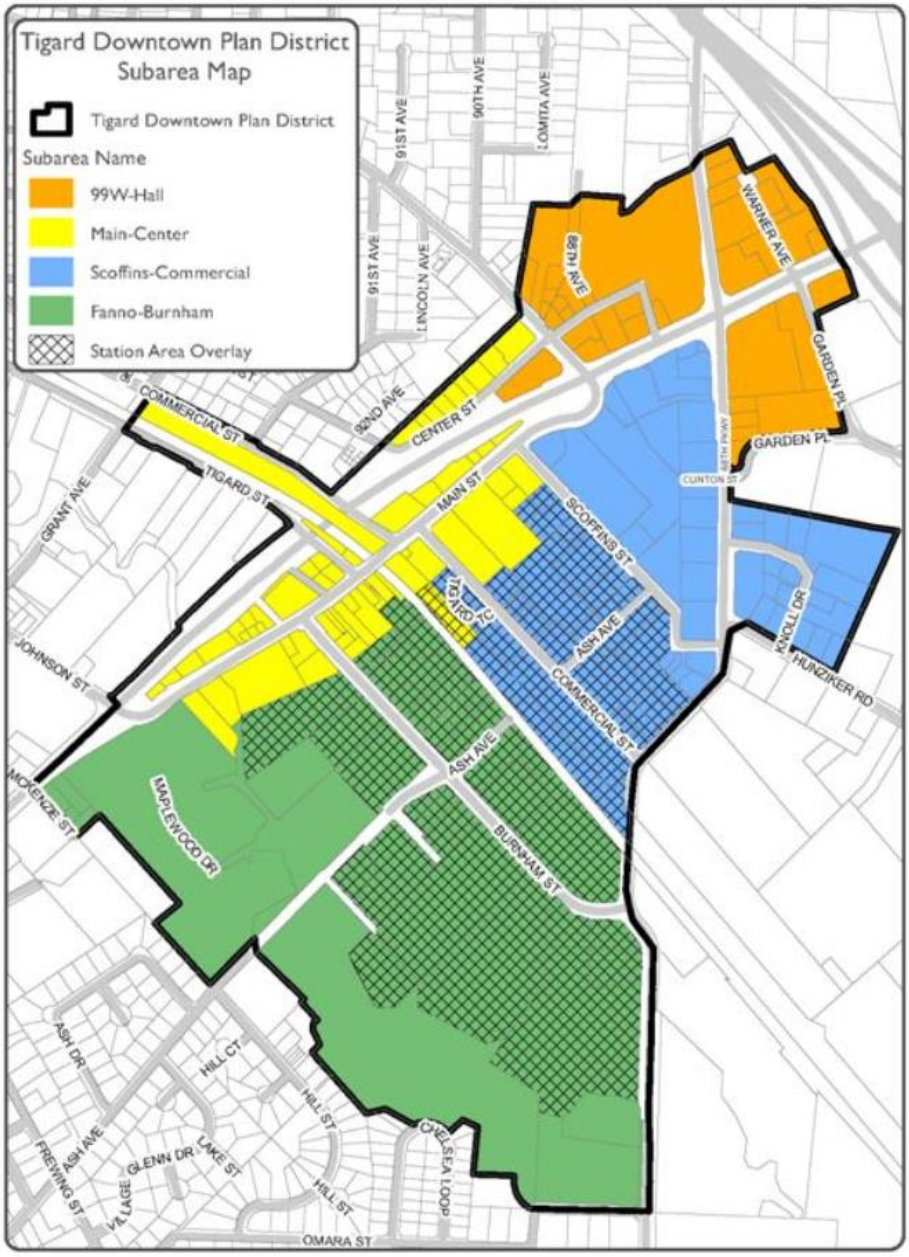
Figure 1 illustrates the Project study area, the proposed Metro Region 2040 boundary, and proximity to the OR217 ramp terminal.


Figure 1: Tigard Downtown Reimagined Study Area
Ash Creek
SW MAIN ST
SW BURNHAM ST
SW DARTMOUTH ST
SW HUNZIKER RD
Current 2040 Boundary
Proposed 2040 Boundary
Study Area Boundary
OR217 Ramp Terminal
N
0
0.15
0.3
0.6 Miles
City of Tigard, Oregon

Existing Downtown Tigard Subarea Map

Most of the project area lies within Downtown Tigard and is zoned MU-CBD[2]. As identified in the City's Development Code, Downtown Tigard is further divided into four (4) unique subareas as well as a Station Area Overlay. Figure 2 illustrates the Subarea Map for Downtown Tigard.

Figure 2: Tigard Downtown Plan District Sub-Areas Map



As part of the Project, modifications to the Subarea Map are proposed as well as changes to expand the Downtown mixed-use zone (MU-CBD) to additional parcels east of Hall Blvd.

[2] https://www.tigard-or.gov/your-government/departments/community-development/planning/zoning

PLANNED TRANSPORTATION IMPROVEMENTS

There are several planned transportation facilities and investments within the Project study area that support vehicular capacity improvements, mode shift from single occupancy vehicles (SOV) to active transportation modes, and safety improvements. These improvement projects are documented in the plans and projects summarized below with further detail of their respective benefits described in Appendix A.

- Southwest Corridor Light Rail Project
- City of Tigard Transportation Safety Action Plan 2019
- City of Tigard Transportation System Plan 2022
- Washington County Transportation System Plan 2019
- Statewide Transportation Improvement Program 2021-2024
- Metro Regional Transportation Plan 2018
- Metro Regional Transportation Plan 2023
- TriMet Pedestrian Plan, 2020

EXISTING TRANSPORTATION NETWORK

The following sections describe specific modal infrastructure for the pedestrian, bicycle, and transit networks, and identifies gaps in those networks. These summaries rely on the information published in the City's recently adopted 2020 Transportation System Plan (TSP) as well as ODOT's TransGIS website.

Automobile Network

The general characteristic of the Project area is that of a Traditional Downtown/Central Business District. The Project area is generally bounded by OR99W (Pacific Highway West) to the north-northwest, OR217 to the east, and Fanno Creek to the south-southwest, with OR141 (SW Hall Boulevard/Beaverton-Tualatin Highway) running north-south through the center.

State Facilities

OR99W (Pacific Highway West)

OR99W (Pacific Highway West) is an Urban Other Principal Arterial with a posted speed of 35mph within the Project area (OR217 southbound ramps [MP 8.69] to SW McKenzie Street [MP 9.56]). West of SW Greenburg/Main Street(MP 8.93), OR99W has a 4-lane section. East of SW Greenburg Road/Main Street, OR99W widens to a 5-lane section approaching the OR217 interchange. Shoulders are provided along OR99W within the Project area with the exception of the segment on and approaching the OR99W viaduct over the Portland & Western Railroad/Westside Express Service Light Rail (MP 9.18 to MP 9.38). OR 99W is classified as a Statewide Highway.

According to ODOT's TransGIS, the Average Annual Daily Traffic (AADT) within the Project area on OR99W is approximately 35,500 with a range of 30,001 to 50,000.

OR141 (SW Hall Boulevard/Beaverton-Tualatin Highway)

OR141 (SW Hall Boulevard/Beaverton-Tualatin Highway) is a 2-lane Urban Minor Arterial with paved shoulders and a posted speed of 30mph between OR99W (MP 4.97) and Tigard City Hall (MP 5.62). Two-way left turn (TWLT) lanes and dedicated left-turn lanes are located intermittently. South of Tigard City Hall, the posted speed increases to 35mph.

According to ODOT's TransGIS, the AADT on OR141 within the Project area is approximately 9,400 with a range of 5,001-10,000 between OR99W and SW Burnham Street and approximately 11,200 with a range of 10,001 – 15,000 south of SW Burnham Street.

Interchange

The OR99W/OR217 southbound ramp terminal is located approximately 100 feet east, and the OR99W/OR217 northbound ramp terminal is located approximately 730 feet east of the Project study area.

Primary Local Streets

The primary local streets within the Project area are SW Main Street, SW Burnham Street, SW Commercial Street, SW Hunziker Street, and SW Scoffins Street. A summary of the roadway characteristics including functional classification, number of lanes, posted speed, and on-street parking is summarized in Table 1.

Table 1: Primary Local Street Characteristics

Roadway	Functional Classification	Number of Travel Lanes	Posted Speed (MPH)	On-Street Parking
SW Main St	Collector	2	20	Yes
SW Burnham St	Collector	2-3	30	Yes
SW Commercial St	Local	2	30	Yes
SW Hunziker St	Collector	2	35	No
SW Scoffins Rd	Collector	2-3	Not Posted	No

In addition to the network described above, the Project has identified a Recommended Connectivity Concept that includes the new local multimodal streets, proposed paths, and shared street connections to facilitate the movement of people in and around the Downtown Tigard area. Appendix B illustrates the Recommended Connectivity Concept.

Study Intersections

The Downtown Tigard Reimagined Plan area includes 11 study intersections analyzed for existing and future motor vehicle traffic operations. These intersections include a mix of Oregon Department of Transportation (ODOT) facilities and City of Tigard facilities. Table 2 describes the intersection jurisdiction and intersection control.

Table 2. Study Intersections and Intersection Control Type

#	Intersection	Jurisdiction	Intersection Control
1	OR 99W/SW Hall Boulevard	ODOT	Signalized
2	OR 99W/OR 217 (southbound ramps)	ODOT	Signalized
3	OR 99W/OR 217 (northbound ramps)	ODOT	Signalized
4	OR 99W/SW Main Street/SW Greenburg Road	ODOT	Signalized
5	OR 99W/SW Main Street/SW Johnson Street	ODOT	Signalized
6	SW Hall Boulevard/SW Hunziker Street/SW Scoffins Street	ODOT	Signalized
7	SW Hall Boulevard/SW Commercial Street	ODOT	Two-Way Stop Control
8	SW Hall Boulevard/SW Burnham Street	ODOT	Signalized
9	SW Main Street/SW Commercial Street	Tigard	One-Way Stop Control[1]
10	SW Main Street/SW Scoffins Street	Tigard	All-Way Stop Control
11	SW Main Street/SW Tigard Street	Tigard	One-Way Stop Control[2]

1. SW Commercial Street northbound stop controlled.
2. SW Tigard Street southbound stop controlled

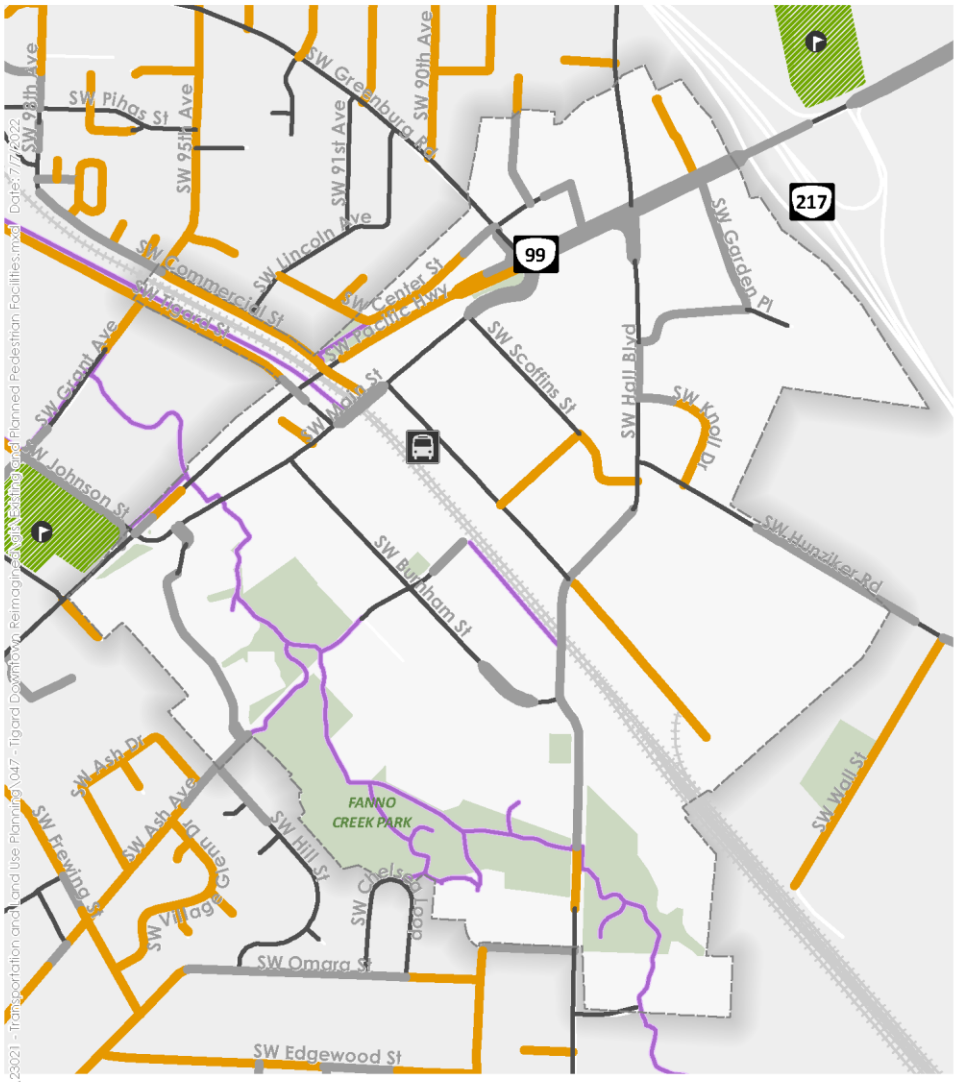
Truck/Freight Network

OR99W is classified as a freight route in the Oregon Highway Plan and is part of the National Freight network. OR99W within the Project area is identified as a Reduction Review (ORS 366.215) Route; however, it is not identified as a High Clearance Route. Trucks compose approximately 3.8 percent of traffic on OR99W within the Project area. None of the local streets within the Project are part of the National or OHP Freight network.

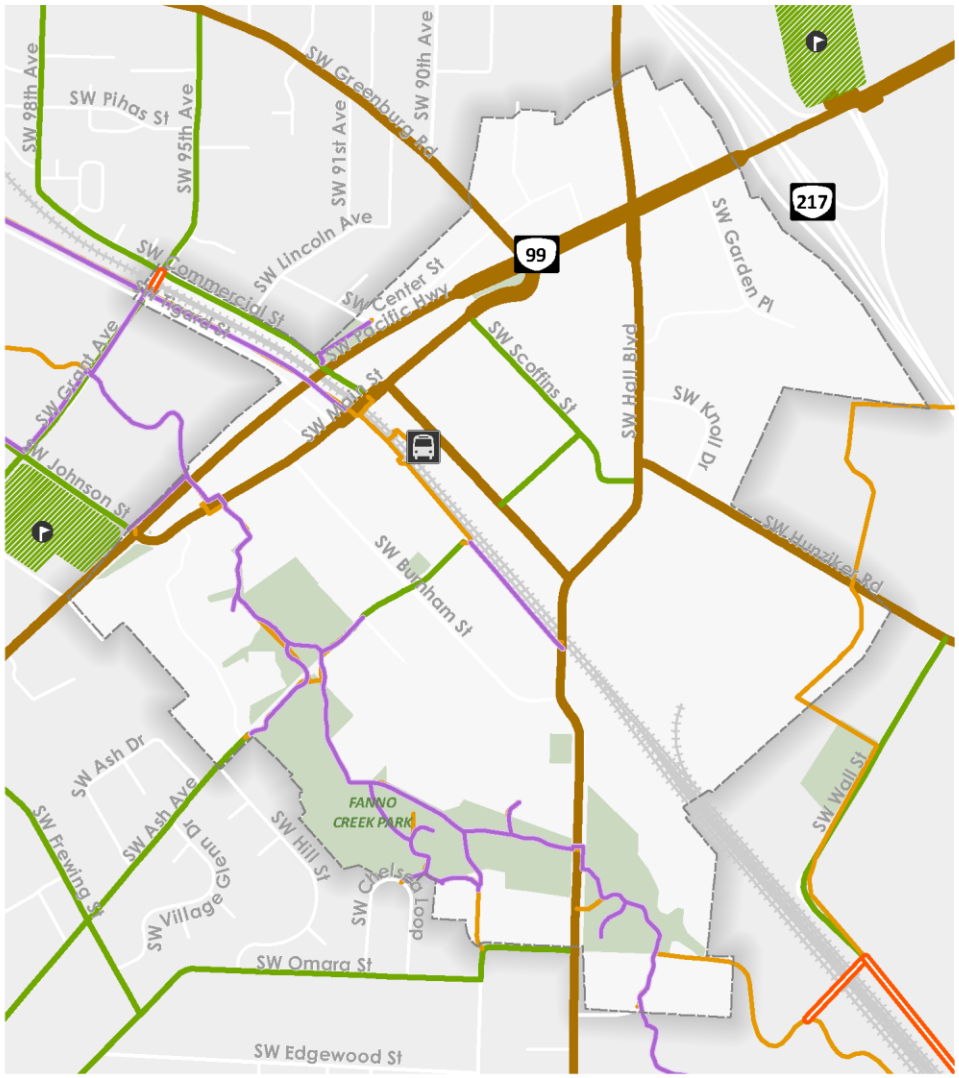
Pedestrian Network and Network Gaps

The City of Tigard's TSP documents the pedestrian network and network gaps within the Project area. Figure 3 illustrates the existing pedestrian and planned pedestrian network for the Project area[3].

[3] ODOT's TransGIS website incorrectly identifies the presence of sidewalks on OR99W.



Existing Pedestrian Network



Planned Pedestrian Network

- Existing Sidewalk on One Side
- Existing Sidewalk on Both Sides
- No Existing Sidewalks
- Existing Trails
- Transit Center
- School
- Parks
- Planned Pedestrian Corridor
- Planned Neighborhood Greenway
- Planned Trail
- Proposed Active Transportation Connection

0 1,000 Feet

Figure 3

KITTELSON & ASSOCIATES

Pedestrian Facilities
Tigard, Oregon

Within the Downtown Tigard Reimagined study area, there are streets with complete sidewalks on both sides, streets with a complete sidewalk on one side, and streets with no complete sidewalks. There is also the Tigard Heritage Trail and the Fanno Creek Trail, the latter of which has overhead flashing beacons at its crossing at SW Hall Boulevard and a rectangular rapid flashing beacon at its crossing with SW Main Street.

Streets with complete sidewalks provide a mixture of curb-tight sidewalks as well as sidewalks that are set back from the curb with street trees or stormwater retention facilities. SW Burnham Street has four midblock crosswalks, three of which include brick pavers on an asphalt street, as well as curb extensions to shorten the pedestrian crossing distance. Similarly, all of the crosswalks on SW Main Street on the west side of the railroad tracks use brick pavers to denote crossings at either intersections or at midblock locations.

Streets with complete sidewalks on one side of the street are somewhat common within the study area. Among the study area streets, SW Hall Boulevard has a complete sidewalk on the west side of the street, but a limited amount of sidewalk on the east side of the street south of SW Hunziker Street. On SW Hunziker Street, there is a complete sidewalk on the north side of the street and a partially complete sidewalk on the south side of the street. SW Tigard Street has a complete sidewalk on the north side of the street, but the south side of the street only has a complete sidewalk near the SW Main Street intersection.

Streets that do not have complete sidewalks vary in where these facilities are lacking. Highway 99W through downtown Tigard has no sidewalks on the bridge over the railroad tracks, but there are sidewalks on either side of the bridge. SW Ash Avenue east of the railroad tracks has no sidewalks at all. And SW Scoffins Street has complete sidewalks north of SW Ash Avenue but no sidewalks south of Ash Avenue.

Bicycle Network and Network Gaps

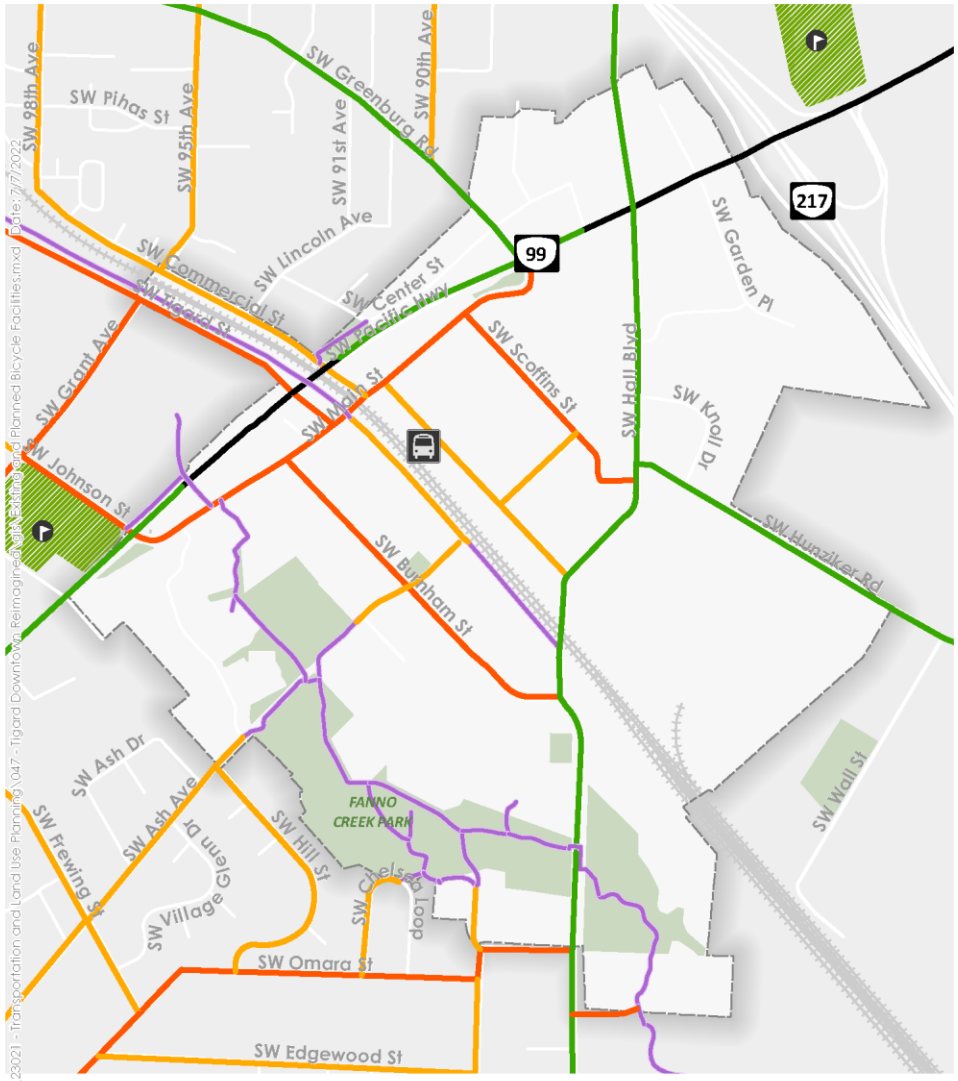
The City of Tigard's TSP documents the bicycle network and network gaps within the Project area. Figure 4 illustrates the existing bicycle and planned bicycle network for the Project area.

On-street bicycle lanes are located on Highway 99W, SW Hall Boulevard, and SW Greenburg Road. Highway 99W is classified as a principal arterial, and SW Hall Boulevard and SW Greenburg Road are both classified as arterials. The Highway 99W bridge over the railroad does not include bicycle lanes.

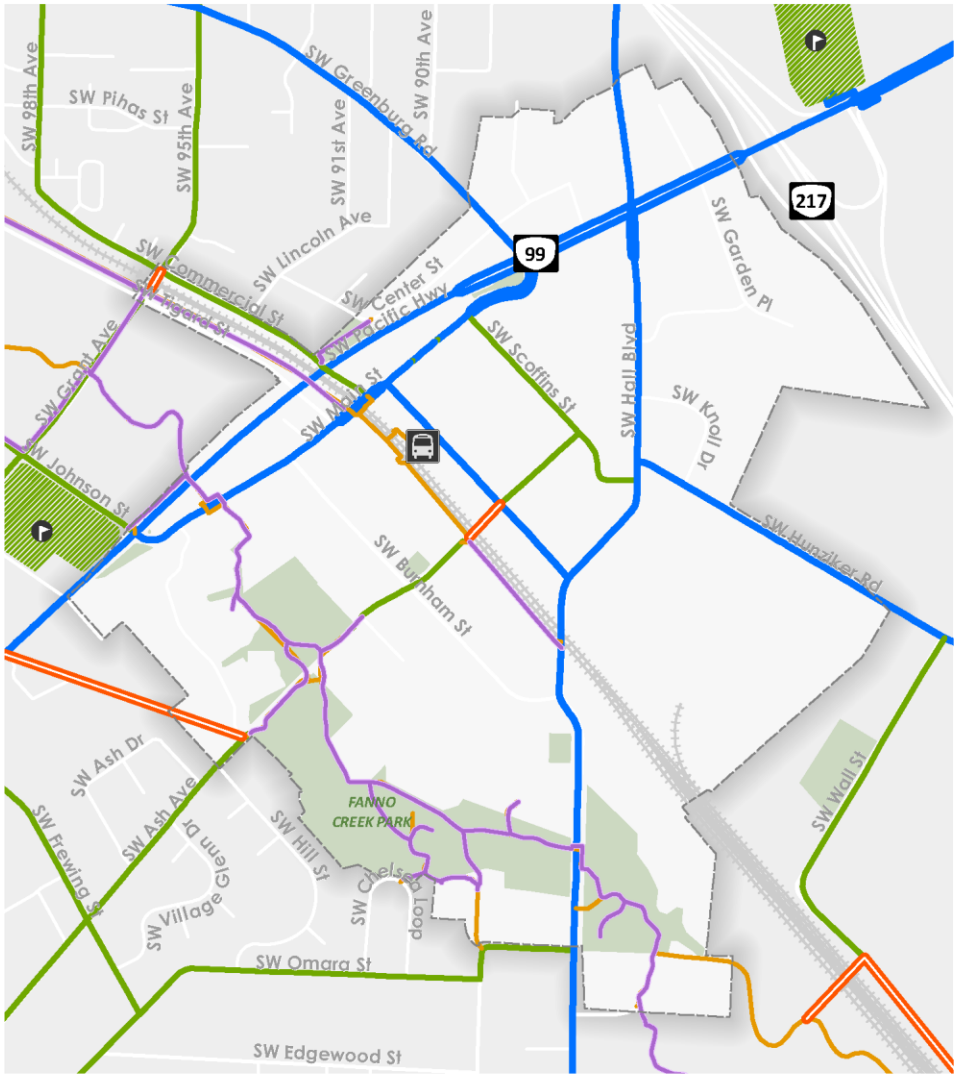
For the remaining street network within the study area, bicyclists must share the roadway with vehicles. SW Main Street, SW Hunziker Street, SW Burnham Street, and SW Scoffins Street are all classified as collector roadways with shared bicycle and vehicular facilities. The remaining streets in the study area are neighborhood roadways.

As shown in Figure 4, two key active transportation connections are proposed to address existing gaps in the active transportation network across the railroad. These proposed active transportation connections include the SW Grant Avenue/SW 9th Avenue railroad undercrossing and the SW Ash Avenue railroad overcrossing.

Addressing these active transportation gaps will increase active transportation access in the study area and improve larger active transportation connectivity by providing lower stress, higher comfortable connections accessible to a broader range of populations. Today, the only grade separated railroad crossing within the study area is OR99W which as described previously, does not include sidewalks or bike lanes.



Existing Bicycle Network



Planned Bicycle Network

- Existing Multi-Use Path
- Existing Bike Lane
- Existing Difficult Connection
- Existing Shared Lane on Moderate Traffic Through Street
- Existing Shared Lane on Low Traffic Though Street
- Transit Center
- School
- Parks
- Planned Major Street Bikeway
- Planned Neighborhood Greenway
- Planned Trail
- Proposed Active Transportation Connection

0 1,000 Feet

Figure 4

Bicycle Facilities Tigard, Oregon

H:\23\23021 - Transportation and Land Use Planning\047 - Tigard Downtown Reimagined\GIS\mxd\Planned Bicycle Facilities.mxd Date: 7/7/2022

American with Disability Act (ADA) Gaps

The following section summarizes the presence and compliance of ADA facilities located along the state highways located in the Project area. The majority of intersections are equipped with ADA infrastructure (ramps, push buttons, detectable warning systems), but based on further review, do not meet ADA compliance.

Pedestrian Ramps

The following intersections do not meet ADA ramp compliance for all corners of the intersection.

- OR99W/SW McKenzie Street
- OR99W/SW Johnson Street/SW Main Street
- OR99W/OR141 (Hall Boulevard/Beaverton-Tualatin Highway)
- OR99W/OR217 southbound ramps
- OR141 (Hall Boulevard/Beaverton-Tualatin Highway)/SW Commercial Street

The following intersections do not meet ADA ramp compliance for most corners of the intersection.

- OR99W/SW Greenburg Road/Main Street – the northwest corner ramp meets ADA compliance; all other corners do not.
- OR141 (Hall Boulevard/Beaverton-Tualatin Highway)/SW Hunziker Road – the northeast corner ramp meets ADA compliance; all other corners do not.
- OR141 (Hall Boulevard/Beaverton-Tualatin Highway)/SW Scoffins Street – the southwest corner ramp meets ADA compliance; all other corners do not.
- OR141 (Hall Boulevard/Beaverton-Tualatin Highway)/SW Burnham Street – the northeast corner of ramp meets ADA compliance; all other corners do not.

Push Buttons

Push buttons are located at all state highway intersections within the Project area; however, all push buttons are flagged as "poor" for functional condition and lack audible signal, making them not compliance to ADA standards.

ADA information including ramp compliance, push button information is provided on ODOT's TransGIS website: ODOT TransGIS (state.or.us).

Sidewalks

Sidewalk conditions on OR99W and OR141 were evaluated as part of the Multimodal Transportation Summary. As previously state and shown in Figure 3, sidewalk gaps are present along OR99W. Where sidewalks exist, they often do not meet ADA compliance for facility widths due to clearance requirements or pinch points (mailboxes, utility poles, signage, railings, etc.)

There remains a need to close sidewalk and ADA infrastructure gaps, consistent with the projects and priorities expressed in the City's TSP.

Transit Network and Network Gaps

Transit service in Downtown Tigard is provided by TriMet and Yamhill County Transit.

There are seven bus lines and one commuter rail line across two transit agencies that serve the Project area. These include two frequent service TriMet bus routes (Line 12 and Line 76), as well as one-seat service to downtown Portland, Beaverton, Tualatin, Lake Oswego, Wilsonville, and McMinnville. Table 3 includes service details for each transit route within the downtown Tigard study area.

Each of these transit routes serves the Tigard Transit Center, which is located on SW Commercial Street to the south of SW Main Street. Tigard Transit Center includes a park and ride, and bike lockers/bike racks. Figure 5 illustrates the existing and planned transit network.

Table 3. Transit Routes Serving Downtown Tigard

Route	Operator	Service Days	Hours	Frequency
WES Commuter Rail	TriMet	Weekdays	5:15 AM – 9:30 AM 3:30 PM – 7:45 PM	45 minutes
12	TriMet	All Days	5:00 AM – 2:00 AM	15 minutes
45	TriMet	All Days	5:45 AM – 8:30 PM (weekdays) 10:30 AM – 7:45 PM (weekends)	60 minutes (weekdays) 75 minutes (weekends)
64	TriMet	Weekdays	2:45 PM – 7:30 PM	30 minutes
76	TriMet	All Days	6:00 AM – 11:50 PM	15 minutes
78	TriMet	All Days	6:00 AM – 11:30 PM (weekdays) 6:00 AM – 8:20 PM (weekends)	30 minutes
94	TriMet	All Days	4:30 AM – 1:10 AM	15 minutes (PM peak) 30 minutes (all other times)
44/44X	Yamhill County Transit	Monday – Saturday	5:10 AM – 8:50 PM (weekdays) 7:45 AM – 7:45 PM (Saturday)	45 minutes (weekday peak) 90 minutes (weekday off-peak) 3 hours (Saturday)

Southwest Corridor Light Rail Project

Metro, TriMet, and the Federal Transit Administration completed the Final Environmental Impact Statement (FEIS) for the Southwest Corridor Light Rail Project in January 2022. The FEIS identified a preferred route through downtown Tigard, beginning with an at-grade crossing of SW Hunziker Street at SW Knoll Drive, then running adjacent to SW Hall Boulevard to SW Commercial Street, where the alignment turns to the south and runs along the eastside of the existing railroad tracks. Figure 5 includes the routing for the proposed Southwest Corridor project.

The Southwest Corridor Light Rail Project was part of a larger transportation funding measure on the November 2020 ballot across the entire Metro region. That measure failed to pass, so design work on the Southwest Corridor Light Rail Project has been paused.

Transit Bottlenecks

During the summer of 2023, TriMet and Metro launched the "Better Bus" program designed to make bus travel more effective and more attractive using a data-driven approach. Preliminary analysis identified in the Better Bus: Simplified Systemwide Review web-based tool provides a detailed look at six evaluation metrics related to transit operations on the entire TriMet bus system. This data was derived from an initial screening of the entire TriMet bus system with exclusion of some geographic locations (e.g., transit mall, Tilikum Crossing, transit centers). High & medium delay locations were identified through the application of a scoring approach using 20 values: four delay and travel time metrics and five time periods. The analysis divided the TriMet service area into 14 subareas and the top 20% of segments within each subarea were selected and incorporated into the Better Bus: Simplified Systemwide Review web-based tool.

Exhibit 1 shows Passenger Delay (passenger hours) per mile per day and Exhibit 2 shows travel time variability (ratio of run times) in Downtown Tigard where transit service is provided.

Exhibit 1: Passenger Delay (passenger hours) per mile per day

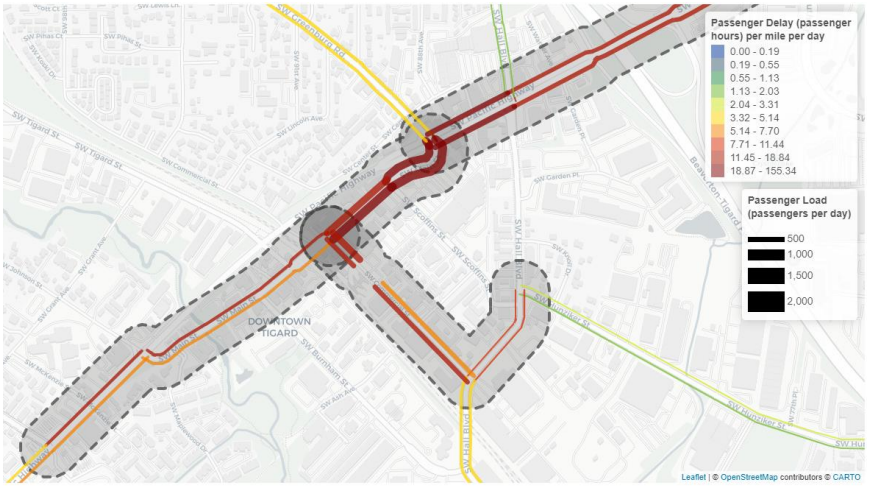
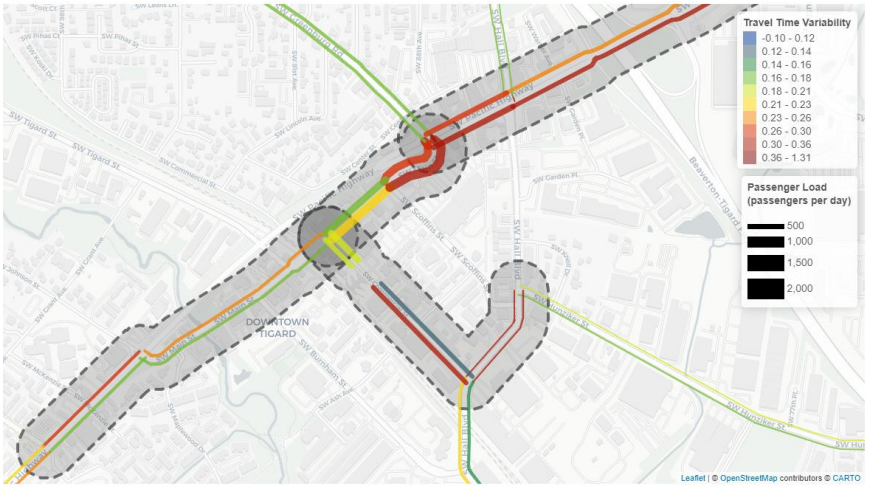
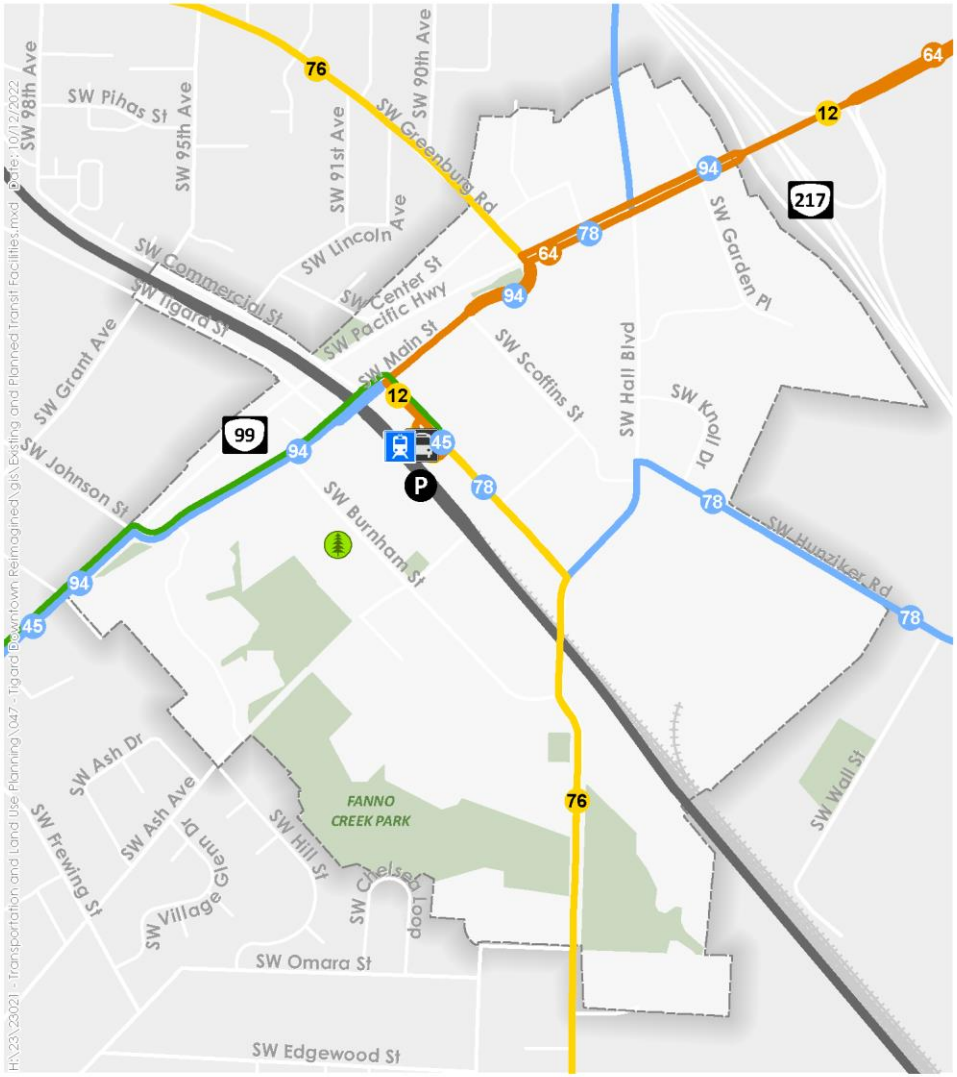


Exhibit 2: Travel Time Variability (ratio of run times)

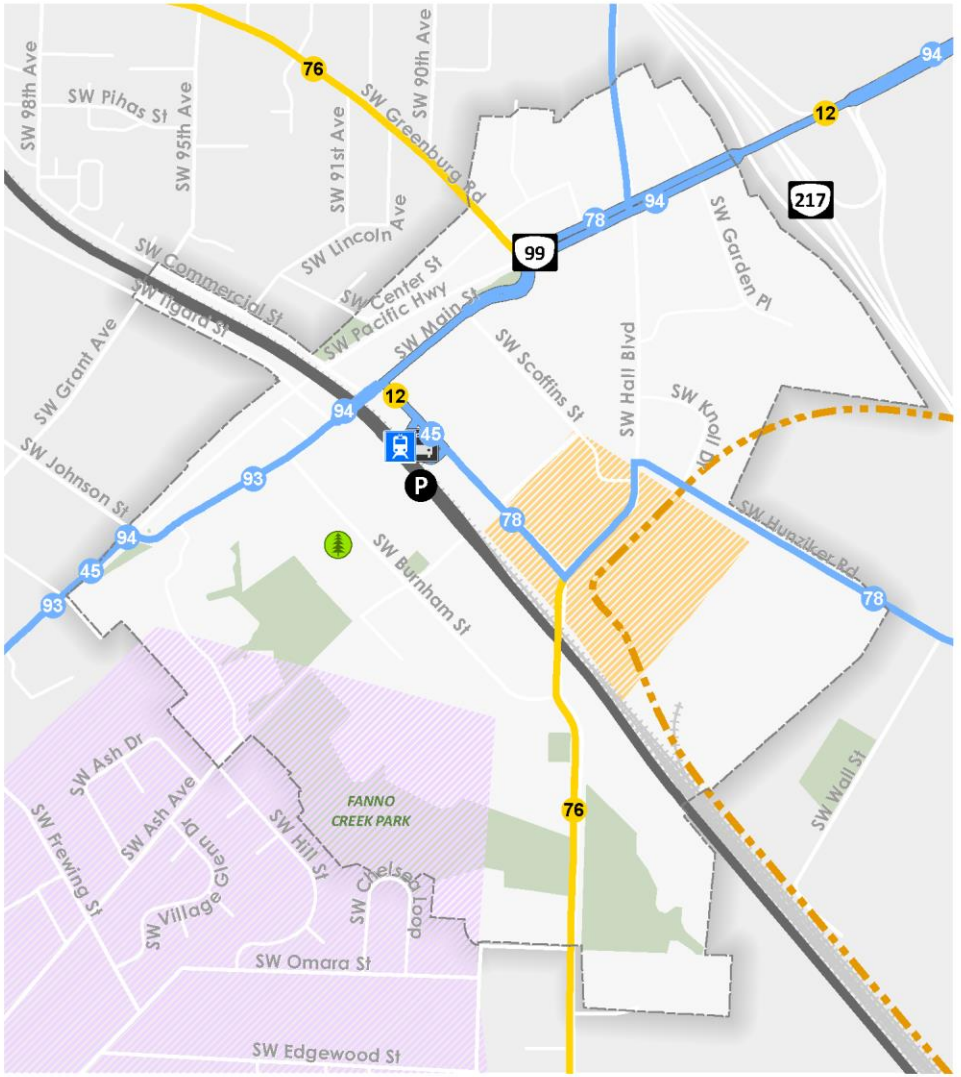


As shown in Exhibit 1, greater than 5 hours of passenger delay is reported along OR99W as well as SW Commercial Street in Downtown Tigard. Exhibit 2 shows high levels of travel time variability at the SW Greenburg Road/OR99W intersection.

Opportunities to address existing transit service bottlenecks including passenger delay and travel time variability should be explored as part of a follow-up transit service and operations study. The City should evaluate grant funding opportunities in partnership with ODOT to address transit bottlenecks and operations.



Existing Transit Network



Planned Transit Network

- Existing Peak Hour Transit
- Existing Frequent Transit
- Existing Regular Transit
- Existing Yamhill County Transit
- Existing TriMet WES Commuter Rail
- Transit Center
- Park-and-Ride
- WES Station
- Future Universal Plaza
- Study Area Boundary
- Planned Frequent Transit Route
- Planned Regular Transit Route
- Planned Southwest Corridor
- TriMet WES Commuter Rail
- TOD Priority Area
- On Demand Service Need

0 1,000 Feet

Figure 5

Transit Facilities
Tigard, Oregon

KITTELSON & ASSOCIATES

EXISTING DEVELOPMENT CAPACITY OF THE CFA

Section 18.650.050 Development Standards of the City's Development Code set the standards for the existing maximum development capacity. The building height maximums and residential density maximums are the most significant development standards impacting development capacity. These standards are summarized below for each of the four (4) subareas within Downtown Tigard.

18.650.050 Development Standards

A. Development standards. Development standards are provided in Table 18.650.1

Table 18.650.1
Development Standards

Standard	Sub-Areas			
	Main Street (MS)	*99W/Hall Corridor (99H)*	*Scoffins/Commercial (SC)*	*Fanno/Burnham (FB)*
Minimum Lot Size	None	None	None	None
Minimum Lot Width	None	None	None	None
Minimum Setbacks				
- *Front*	0 ft.	0/5 ft. (5 ft. for frontage on 99W)	0 ft.	0 ft.
- *Street side*	0 ft.	0 ft.	0 ft.	0 ft.
- *Side*	0 ft.	0 ft.	0 ft.	0 ft.
- *Rear*	0 ft.	5 ft.	5 ft.	5 ft.
Maximum Setbacks				
- *Front*	10 ft.	25 ft.	20 ft.	20 ft.
- *Street side*	10 ft.	None	None	None
Building Height				
- *Minimum*	20 ft.	20 ft.	20 ft.	20 ft.
- *Maximum* [1]	80 ft.	45 ft.	80 ft.	80 ft. [2]
- *First story minimum*	15 ft.	15 ft.	None	None
Maximum Lot Coverage	100%	90%	90%	80%
Minimum Landscape Area [3]	0%	10%	10%	20%
Minimum Building Frontage	50%	50%	50%	50%
Residential Density (units per acre)				
- *Minimum* [4]	25	25	25	15
- *Maximum* [1]	50	50	50 [5]	50 [5]

Today, the maximum units per acre within the subareas in Downtown Tigard is 50 units per acre, with densities of up to 80 units per acre permitted in the Station Overlay as shown above.

One of the primary proposed changes as part of the Project is to eliminate the maximum residential density and rely on maximum building heights and setbacks.

PROPOSED DEVELOPMENT CAPACITY OF CFA

The Project study area has a very small supply of buildable (i.e., vacant) land. Much of what is identified as having a high level of redevelopment potential is in the Fanno Creek vegetated corridor and is not developable.

The two primary changes resulting from the adoption of the Project and updates to the comprehensive plan that could affect development capacity, in addition to other changes affecting the character of future development, are:

- Modifications to the City's Development Code to eliminate residential density maximums.
- Modifications to the subarea boundaries within the Downtown Tigard area and expansion of the downtown zoning to adjacent parcels within the Project area east of SW Hall Boulevard to reflect the preferred land use concept more closely. For example, the sites near the future light rail station are shown with industrial zoning but the preferred concept includes 6-12 story development.

Modifications to the City's Development Code

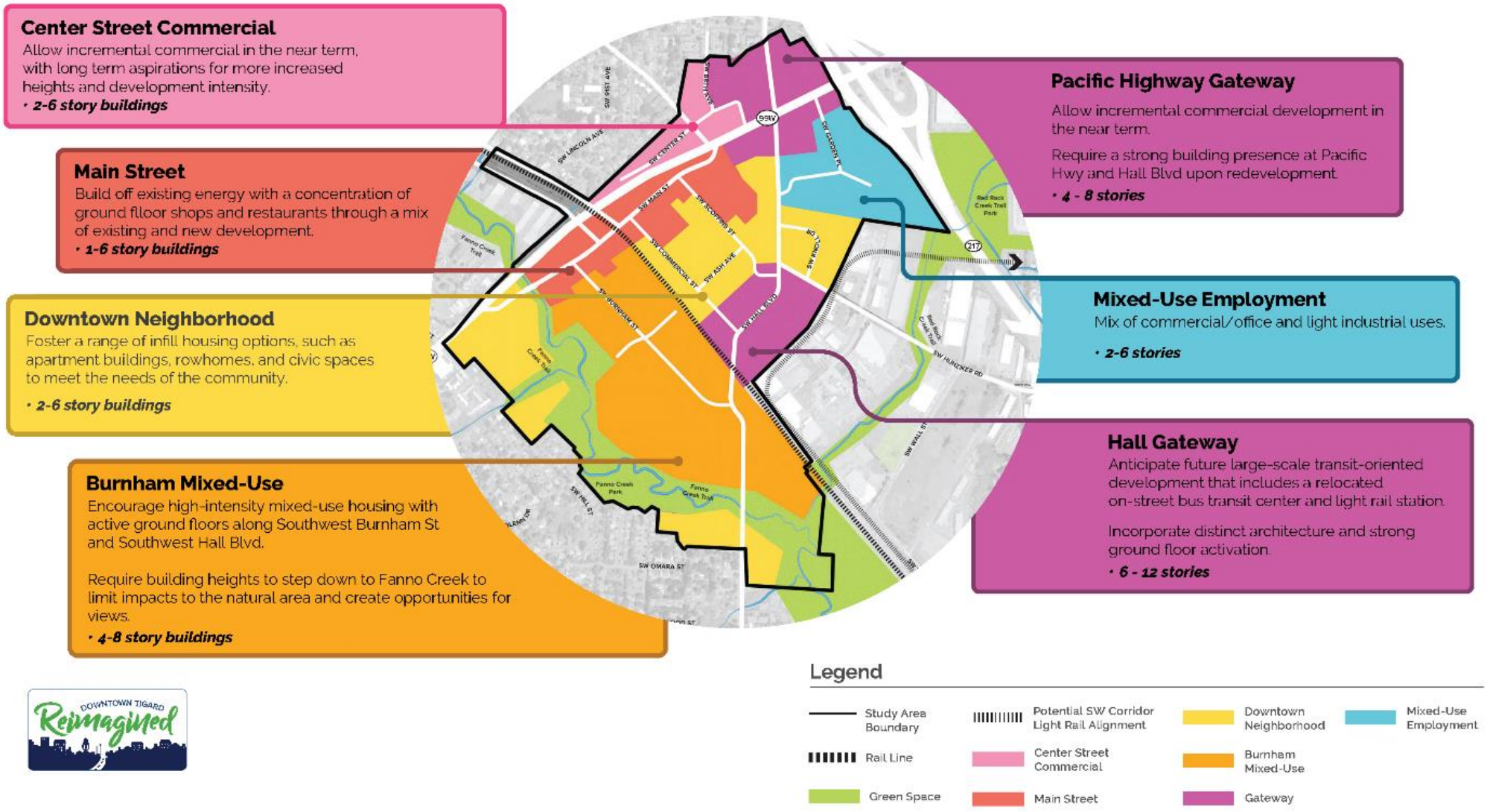
As described earlier, the Project proposes to eliminate maximum residential densities currently set for the downtown subareas and identified within Table 18.650.050 Development Standards in the City's Development Code

Building height maximums are currently set at 80 feet (~7 stories) for the Main Street, Scoffins/Commercial, and Fanno/Burnham subareas and 45 feet (~4 stories) for the 99W/Hall Corridor subarea and any areas within 200 feet of Fanno Creek Park. Building heights by subarea are proposed to be refined as shown in Figure 6. The maximum proposed building heights are primarily 6 stories with some areas up to 8 stories and 12 stories near the future Light Rail Station.

Modifications to Subarea Boundaries

The proposed modifications to the subarea boundaries within Downtown Tigard and expansion of the MU-CBD zoning district boundary are identified as part of the Preferred Land Use Concept. This overlay, illustrated in Figure 6 identifies typologies, general land use types, district areas, and building story recommendations.

Figure 6: Preferred Downtown Tigard Land Use Map



SUMMARY OF ADDITIONAL MOTOR VEHICLE TRAFFIC

As described earlier, **the land use changes associated with the Project will be almost exclusively focused on modifying the subarea boundaries within the existing Downtown zone (MU-CBD), which covers nearly the entire Project Area, and changing the zoning for the properties east of SW Hall Boulevard from industrial to urban mixed-use allowing buildings between 6 – 12 stories in height.**

As a result, the additional motor vehicle traffic generated by the adoption of the Project is primary focused on two changes:

- Refinement of building height maximums and boundary expansion in the Hall Gateway District to accommodate future transit-oriented development.
- Boundary expansion of the Burnham Mixed-Use District to include the Tigard City Library.

Hall Gateway District

The Hall Gateway District is anticipated to include future large-scale transit-oriented development that includes a relocated on-street bus transit center and the addition of a light rail station at Hall Boulevard. The Project also proposes expanding the boundary of the Hall Gateway District southwest of SW Hall Boulevard.

The feasibility of the Hall Gateway District being built out to 6 to 12 story buildings relies on the development of these non-motorized transportation facilities to attract this level of development and make feasible from a market standpoint. If investment like the relocated on-street bus transit center and light rail station do not come to fruition, it is unlikely that development consistent with this plan in the proposed Hall Gateway District would be catalyzed. Because the development associated with the proposed Hall Gateway District is heavily dependent on the investment in these active transportation facilities, **the increase in motor vehicle trips is negligible**. For the negligible amount of increased motor vehicle trips generated by the proposed changes to the Hall Gateway District, the currently planned mitigation and transportation improvement projects identified in Appendix A are anticipated to address the additional vehicular trip impacts.

Burnham Mixed-Use District

The primary change to the Burnham Mixed-Use District is the expansion easterly across SW Hall Boulevard. In this location, high-intensity mixed-use housing with active ground floor is encouraged. Because the Tigard Downtown Plan District Sub-Areas Map already includes most of the Burnham Mixed-use District area, additional trips are only associated with the newly added boundary east of SW Hall Boulevard. Because of the proximity to the planned transit and light-rail station improvements, **the increase in motor vehicle trips is negligible**. For the negligible amount of increased motor vehicle trips generated by the proposed changes to the Burnham Mixed-Use District, the currently planned mitigation and transportation improvement projects identified in Appendix A are anticipated to address the additional vehicular trip impacts.

Existing Transportation Analysis Zones Assumptions

Metro maintains the travel demand model that estimates current and future housing and employment in the region. The estimates are based on the coordinated population forecast, economic forecasts, land use plans, assumptions and desires about how areas will develop or redevelop. Model development and refinement is completed in coordination with local jurisdictions.

The Project study area is primarily covered by four different transportation analysis zones (TAZ) in the model. The table below shows the location of these four TAZs in downtown Tigard and summarizes the projected increase in number of households and in employment between 2015 and 2040. Table 4 below provides further details on household and employment growth.

Table 4: Transportation Analysis Zones – Downtown Tigard

TAZ	2015 Households	2040 Households	Household Increase	2015 Employment	2040 Employment	Employment Increase
1,039	95	95	*0*	3,252	3,555	*303*
1,041	241	904	*663*	674	1,335	*661*
1,042	264	1,141	*877*	505	1,038	*533*
1,043	117	341	*224*	522	735	*213*
Total	***717***	***2,481***	***1,764***	***4,953***	***6,663***	***1,710***

As shown above, growth of approximately 1,764 households and 1,710 employment is projected for the study area. For context, approximately 28 six-story buildings with 10 units per floor is equivalent to 1,700 households.

The proposed changes associated with the Project (subarea boundary and development code modifications) are not anticipated to create new vehicular trips beyond what's anticipated in the 2040 travel demand model. Instead, these changes are proposed to right-size the development code standards that currently limit the reality of the forecasted development from occurring.

The maximum development capacity is unclear at this time; however, these proposed changes are not anticipated to result in 20-year growth exceeding what is currently allocated in the Metro Travel Demand Model. The maximum development capacity is based on full utilization within downtown. Current market conditions and ownerships are not expected to deliver such a level of development within the next 20 years.

Note: An Existing and Future Traffic Conditions Report and Multimodal Transportation and Safety Report (Reference 1) was produced by the Project team. The report documents the Existing Year 2022 and Future Year 2040 traffic conditions.

SUMMARY OF FATAL AND SERIOUS INJURY CRASHES

A summary of fatal and serious injury (Injury A) crashes within the CFA in the five most recent years where data is available is provided below.

There were 306 reported crashes within the Project study area between January 1, 2016 and December 31, 2020. Only crashes that were reported to the police are included below; crashes that resulted in minimal to no vehicular damage with no injury or possible injury may not be reported. The 306 documented crashes are broken down by injury severity below.

- 1 fatal crash
- 8 serious injury crashes
- 29 minor injury crashes
- 126 possible injury crashes
- 142 non-injury crashes

Of these 306 crashes reported within the study area, 197 crashes were reported along Highway 99W, and 93 crashes were reported along SW Hall Boulevard. With 36 reported crashes at the SW Hall Boulevard/Highway 99W intersection, there were a total of 254 crashes on these two corridors alone, representing 83 percent of all crashes within the downtown Tigard study area from 2016 to 2020.

Fatal and Severe Injury A Crashes

One fatal crash was reported in the Project study area during the most recent five-year analysis period. The fatal crash occurred on March 13th, 2018, at 5 PM under clear and dry conditions on SW Hall Boulevard south of SW Scoffins Street. The crash, which involved three vehicles, occurred when a southbound vehicle rear-ended another southbound vehicle. A horizontal curve in the road is present at this location, which the police report indicates to be a factor in the crash. In addition to the crash fatality, one driver suffered a possible injury, and another driver was not injured.

The eight serious injury crashes are detailed in Table 5 below. Of these eight crashes, six occurred on an ODOT facility. There were no reported serious injury crashes in 2019 or 2020. Three of the serious injury crashes involved a motorcycle, one involved a bicyclist, and one involved a pedestrian. There was only one serious injury crash that involved two or more vehicles. Three of the crashes occurred at the Highway 99W/SW Hall Boulevard intersection.

Table 5: Severe Injury A Crashes with Downtown Tigard Study Area – January 1, 2016, to December 31, 2020

Date	Time	Location	Weather Conditions	Crash Type	Description
2/9/2016	2 PM	SW Hall Boulevard/SW Garden Place	Clear and Dry	Rollover – single car collision	A southbound motorcyclist drove over some gravel in the roadway, which led to the collision.
11/23/2016	2 AM	SW Hall Boulevard (south of SW Burnham Street)	Rainy and Dark	Fixed object collision – telephone pole	A southbound driver was driving recklessly in excess of the posted speed limit and crashed into a telephone pole. A bicyclist was also injured subsequent to the collision.
5/14/2017	5 AM	Highway 99W (east of SW Johnson Street)	Cloudy and Wet, Twilight	Fixed-object collision – guard rail	Eastbound driver was driving carelessly and was drowsy and crashed into the guard rail on Highway 99W
5/25/2017	2 PM	Highway 99W/ SW Hall Boulevard	Clear and Dry	Single car collision	Westbound motorcyclist fell off their vehicle
10/30/2017	4 PM	Highway 99W/ SW Hall Boulevard	Clear and Dry	Angle collision	Eastbound driver disregarded the traffic signal, striking a vehicle on SW Hall Boulevard
1/6/2018	12 PM	SW Garden Place (south of Highway 99W)	Cloudy and Dry	Single car collision	Eastbound motorcyclist turning right from driveway to roadway fell off their vehicle
7/26/2018	12 PM	SW Burnham Street (south of SW Ash Avenue)	Clear and Dry	Angle collision involving a bicyclist	Southbound driver did not yield the right-of-way to a northbound bicyclist and struck the bicyclist
12/19/2018	4 PM	Highway 99W/ SW Hall Boulevard	Cloudy and Dry	Collision involving a pedestrian	Southbound driver struck a pedestrian crossing the street outside of the crosswalk

ODOT Safety Priority Index System

The Safety Priority Index System (SPIS) is a method originally developed in 1986 by the Oregon Department of Transportation (ODOT) for identifying potential safety problems on state highways. The Federal Highway Administration (FHWA) accepted SPIS as fulfilling the requirements of the Highway Safety Improvement Program (HSIP).

ODOT's TransGIS website provides SPIS data from 2016 to 2020. Based on a review, the following locations within the Project study area are identified as SPIS sites:

- SW Main Street/SW Johnson Street/OR99W
- SW Main Street/SW Greenburg Road/OR99W
- SW Hall Boulevard (Beaverton-Tualatin Highway No. 141)/OR99W
- SW Hall Boulevard (Beaverton-Tualatin Highway No. 141)/SW Scoffins Street/SW Hunziker Road

Appendix A
Planned Transportation Improvements

APPENDIX A

Southwest Corridor Light Rail Project

Metro, TriMet, and the Federal Transit Administration completed the Final Environmental Impact Statement (FEIS) for the Southwest Corridor Light Rail Project in January 2022. The FEIS identified a preferred route through downtown Tigard, beginning with an at-grade crossing of SW Hunziker Street at SW Knoll Drive, then running adjacent to SW Hall Boulevard to SW Commercial Street, where the alignment turns to the south and runs along the eastside of the existing railroad tracks.

The Southwest Corridor Light Rail Project was part of a larger transportation funding measure on the November 2020 ballot across the entire Metro region. That measure failed to pass, so design work on the Southwest Corridor Light Rail Project has been paused.

City of Tigard Transportation Safety Action Plan 2019

The Tigard Transportation Safety Action Plan (TSAP), completed in September 2019, examined historic crash data across the city to identify future roadway investments to address safety concerns. Of the six locations with site-specific treatments, the segment of Highway 99W from SW Main Street/SW Greenburg Road to SW Hall Boulevard falls within the Project study area.

The TSAP recognizes that there are limited opportunities for safety-focused improvements along this segment because Highway 99W is a seven-lane facility and the Highway 99W/SW Hall Boulevard and Highway 99W/SW Main Street/SW Greenburg Road intersections each have more than 40,000 vehicles that enter each day. However, the TSAP identifies two opportunities for safety-focused improvements – an access management evaluation along Highway 99W in this corridor, and an improvement pedestrian crossing at the SW Greenburg Road/SW Center Street intersection, including curb extensions and a median refuge island.

City of Tigard Transportation System Plan 2022

Tigard on the Move, the city's Transportation System Plan (TSP) was completed in January 2022 and creates a list of transportation projects and programs for the city to implement with available funding over the next 20 years. Projects are grouped into six categories: stronger streets network, urban upgrades and active transportation, connectivity, transit, transportation systems management and operations (TSMO), and special study areas.

TSP Chapter 6. Recommended Investments contains the list of projects.

TriMet Pedestrian Plan, 2020

TriMet's Pedestrian Plan focuses on three primary objectives: Removing barriers to riding transit, improving partnership between cities, counties, and the State, as well as equipping partnering agencies with an access-to-transit lens to help inform their decision-making and support future funding request.

TriMet's Pedestrian Plan identifies needs in and around Downtown Tigard including previously identified projects (sidewalk infill, new roadways and new trails identified in existing plans) and identified gaps (sidewalk gaps identified through the TriMet Pedestrian Plan). These projects are identified in Appendix E, Appendix F, and Appendix G.

Washington County Transportation System Plan 2019

The Washington County Transportation System Plan (TSP) Update provides direct guidance on how to build, operate, and maintain Washington County's major roadway network, while addressing complementary elements of the larger transportation system – including transit, multi-use trails, state highways and freight railroads – maintained by other entities.

No projects are identified within the Project study area based on a review of the Washington Count TSP Update.

Statewide Transportation Improvement Program 2021-2024

OR 217 Auxiliary Lanes Project | Project #: 18841

Construction for the OR 217 Auxiliary Lanes Project began in December 2021 and continues through 2025.

On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. Add a signal pole base and conduit to the design of the Hall Blvd Bridge replacement.

OR99: I-5 – McDonald St | Project #: 20435

Repave roadway, fill in sidewalk and bike lane gaps, upgrade curb ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. This project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians.

OR141/OR217 curb ramps | Project #: 22431

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Metro Regional Transportation Plan 2018

As the metropolitan planning organization for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for Clackamas, Multnomah and Washington counties. This is done through periodic updates to the Regional Transportation Plan – now every 5 years. The projects listed below are located within the Project study area.

Tigard Bikeway Improvements | RTP # 11221

Description	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes.
To	Multiple locations
From	Various
Agency	Tigard
Primary Purpose	Increase travel options/alt. to driving alone
RTP Category	Active Transportation
Estimated Cost (2016 $)	4,300,000
Time Period	2028-2040

Tigard Town Center Pedestrian Improvements | RTP # 10760

Description	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, and neighborhood streets.
To	Tigard Town Center
From	Throughout TC area
Agency	Tigard
Primary Purpose	Increase travel options/alt. to driving alone
RTP Category	Active Transportation
Estimated Cost (2016 $)	2,000,000
Time Period	2018-2027

Hall/Hunziker/Scoffins Intersection Realignment | RTP # 11223

Description	Realign offset intersection to cross intersection to alleviate congestion and safety issues.
To	Hall Blvd.
From	Intersection with Hunziker & Scoffins
Agency	Tigard
Primary Purpose	Improve system efficiency
RTP Category	Roads and Bridges
Estimated Cost (2016 $)	10,000,000
Time Period	2018-2027

Ash Avenue Extension | RTP # 11407*

Description	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.

To	Burnham Street
From	Commercial Street
Agency	Tigard
Primary Purpose	Improve system efficiency
RTP Category	Roads and Bridges
Estimated Cost (2016 $)	10,000,000
Time Period	2018-2027

Note: the Ash Avenue Extension project is proposed for removal in the draft 2023 Metro Regional Transportation Plan (RTP).

Metro Regional Transportation Plan 2023

The 2023 Regional Transportation Plan and High Capacity Transit Strategy include regional policies and planned projects recommended by transportation agencies to address the region's significant and growing transportation needs.

Public input will help guide decision-makers as they work together to finalize the policies, strategies and projects that will shape greater Portland's transportation system through 2045.

The Joint Policy Advisory Committee on Transportation and Metro Council will take action on approving the 2023 Regional Transportation Plan and High Capacity Transit Strategy in November 2023.

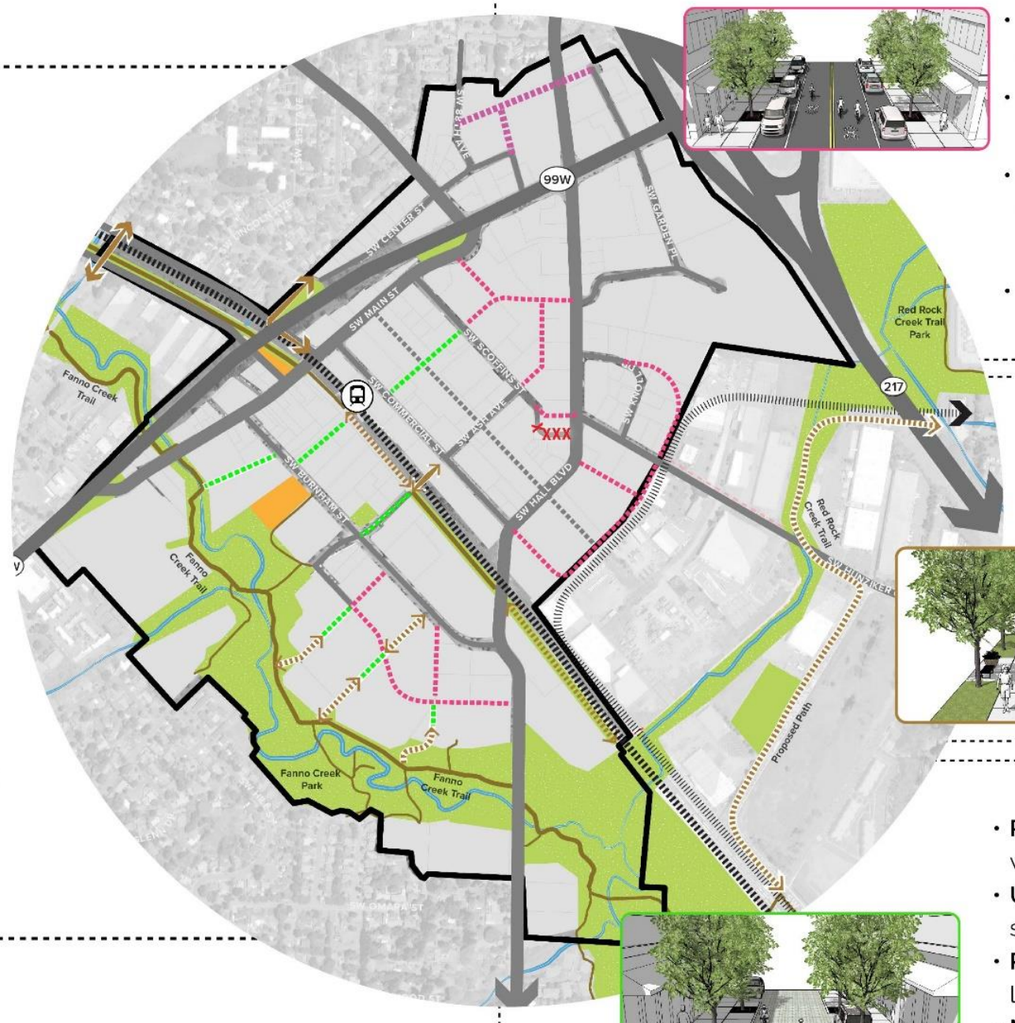
Appendix B
Recommended Connectivity Concept

RECOMMENDED CONNECTIVITY CONCEPT

The connectivity concept will create a well-connected and walkable block structure that supports new development. This concept includes added opportunities for active street frontages in Downtown through a mix of new multi-modal streets, shared streets, and bike and pedestrian pathways.

Main Connectivity Priorities

- **Provide new connections in the Burnham area** to support higher intensity development.
- **Allow flexibility in connectivity** alignment and type in Downtown.
- **Increase access to Fanno Creek Trail/Park** with new connections and limit vehicular impacts.
- **Complete Ash Ave pedestrian/bike crossing** and Tigard Heritage Trail crossing of Main St.
- **Reduce size of the Burnham St and Ash Ave intersection.**
- Add crosswalks to Hal l Blvd.



Street Types

Multimodal Streets

- **Balance the needs of all transportation modes** to enable safe use, mobility for all, and active street frontages.
- **Keep speeds at 25 miles per hour** via signage, narrow travel lane widths, parking, and intersection control devices.
- **Use parking as a physical buffer** between the pedestrian realm and the travel way, while encouraging patronage of local businesses.
- **Approximate right-of-way (ROW) widths range from 36 to 60 feet** depending on sidewalk widths and presence of parking.

Proposed Paths



- **Provide non-vehicular access** for walking, biking, and rolling.
- **Keep minimum path widths at 10 feet**, but widen based on surrounding context, land uses, and anticipated user volumes.
- Integrate **landscaping, placemaking, and path amenities**.
- Approximate ROW widths range from 10 to 24 feet.

Shared Streets

- **Provide a comfortable environment** with little modal division while maintaining vehicular access.
- **Use pavers and changes to surface material** to define modal space.
- **Provide parking** on a block-by-block basis or at individual locations.
- **Manage speeds** via traffic calming elements.
- **Approximate ROW widths range from 30 to 42 feet** depending on sidewalk widths.

Legend

- Study Area Boundary
- Green Space
- Plaza
- Rail Line
- Proposed Multimodal Street
- Existing Street
- XXXXX Street Removal
- Proposed Shared Street
- Proposed Path
- At Grade Rail Crossing
- Trail
- Train Station

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 23-

AN ORDINANCE TO AMEND THE TIGARD TOWN CENTER BOUNDARY AND ADOPT THE BOUNDARY AS PART OF THE COMPREHENSIVE PLAN MAP

WHEREAS, Title 6 of the Metro Urban Growth Management Functional Plan (UGMFP) requires local action to adopt or revise a 2040 Center boundary; and

WHEREAS, the city passed Resolution 10-24 in May 2010 to revise its Downtown 2040 Center boundary to include the Tigard Triangle and all the land within the newly adopted City Center Urban Renewal Area; and

WHEREAS, the city passed Ordinance 19-15 in September 2019 to reaffirm the Downtown 2040 Center Boundary; and

WHEREAS, the Transportation Planning Rule reforms known as the Climate Friendly and Equitable Communities rules change the way that transportation analysis is conducted in Town Centers;

WHEREAS, the City of Tigard desires to align the boundary of the Downtown 2040 Center with the boundary of the Downtown Tigard Plan District; and

WHEREAS, this amended boundary will streamline the work associated with the Downtown Tigard Reimagined project.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1: The Tigard City Council amends the Comprehensive Plan Map to include the Downtown 2040 Center boundary as shown in Attachment 1.

SECTION 2: The Tigard City Council adopts the findings of the multimodal gap summary and highway impact summary in Attachment 2 in support of this boundary amendment as required by the Transportation Planning Rule.

SECTION 3: This ordinance shall be effective 30 days after its passage by the council, signature by the mayor, and posting by the city recorder.

PASSED: By _____ vote of all council members present after being read by number and title only, this _____ day of _____, 2023

_____
Carol A. Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2023.

Heidi Lueb, Mayor

Approved as to form:

City Attorney

Date

Legislative Hearing:
Downtown 2040 Center Boundary Amendment

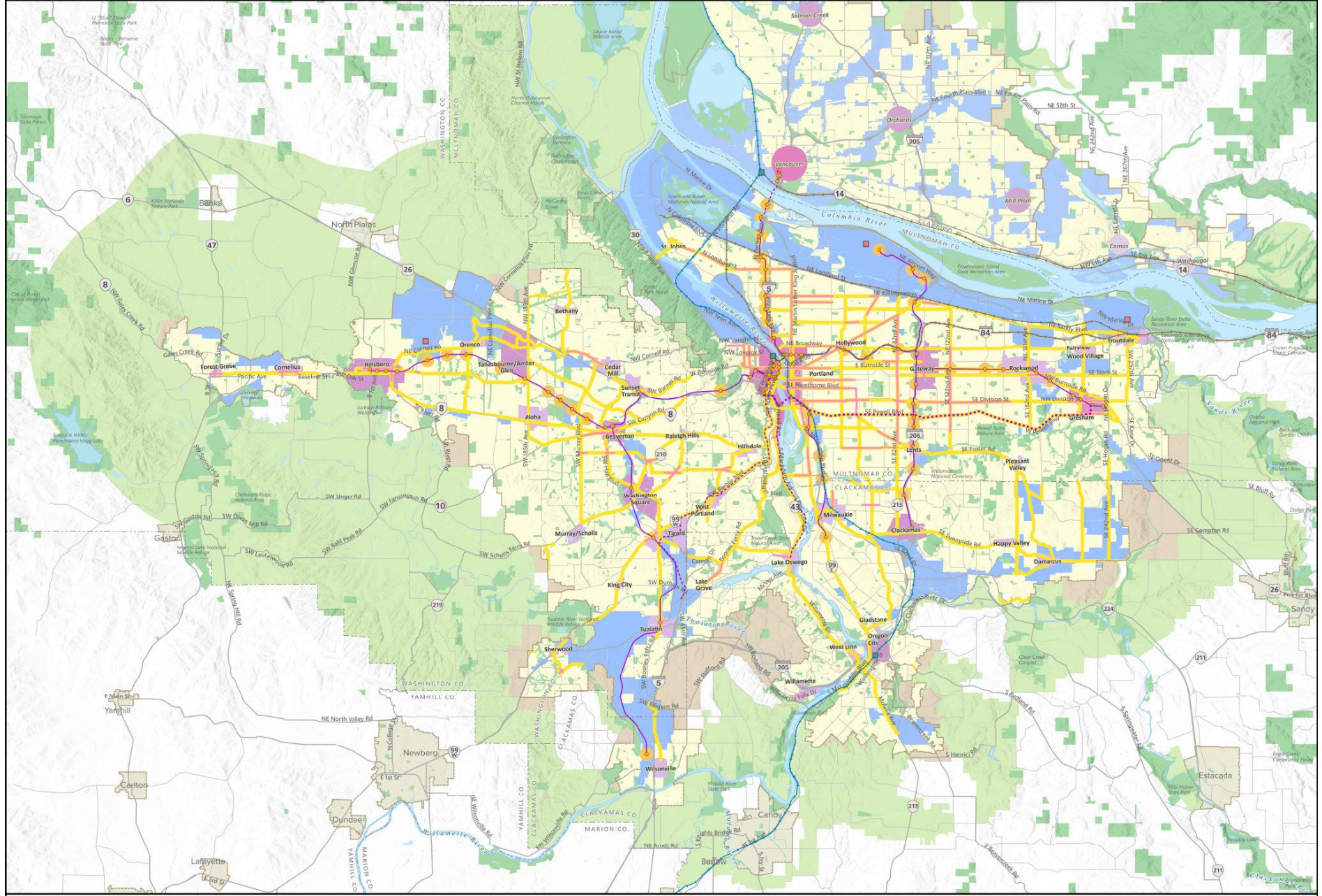
City Council

January 9, 2023

CITY OF Tigard

What is a 2040 Center?

- Created by Metro in 1995
- Part of the 2040 Growth Concept
  - Centers (Town, Regional)
  - Corridors
  - Main Streets
  - Station Communities



2040 Growth Concept Map

December 2018

0 6 12 Miles

0 10 20 Kilometers

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

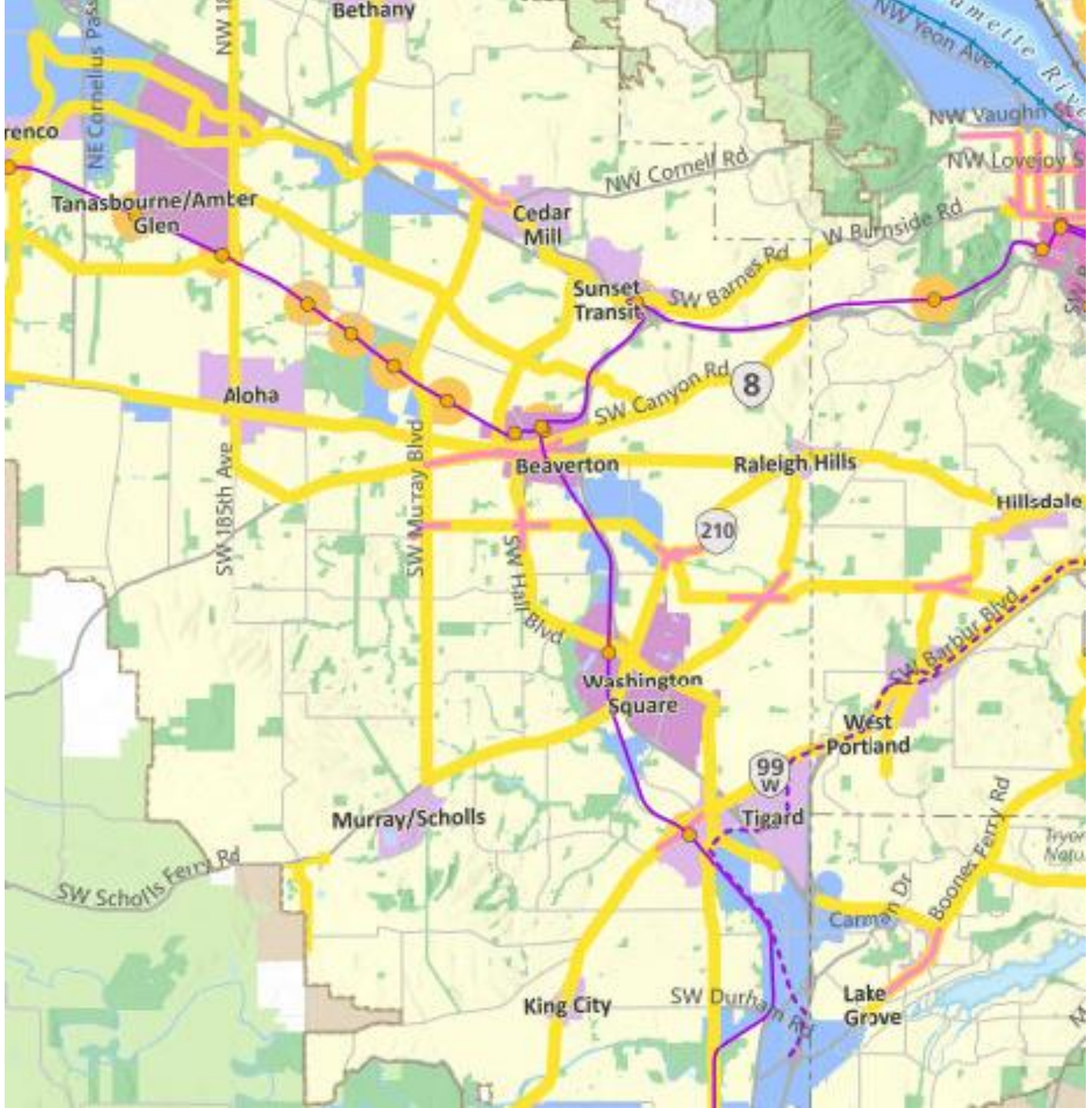
The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail (proposed)
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal

For more information on these initiatives, visit http://www.oregonmetro.gov/2040

Metro


Bethany
NW Yeon Ave
NW Vaughn St
NW Lovejoy S
NW Cornell Rd
NE Cornelius Pass
Tanasbourne/Amber Glen
Cedar Mill
W Burnside Rd
Sunset Transit
SW Barnes Rd
SW Canyon Rd
8
Aloha
SW 185th Ave
SW Murray Blvd
Beaverton
Raleigh Hills
Hillsdale
210
SW Hall Blvd
SW Barbur Blvd
Washington Square
West Portland
99 W
Tigard
Murray/Scholls
SW Scholls Ferry Rd
Boones Ferry Rd
Carmen Dr
King City
SW Durham Rd
Lake Grove

How Were 2040 Centers Used?

- Method of directing growth to mixed-use areas
- Implemented by Metro's Urban Growth Management Functional Plan
- Boundaries were not historically required to be adopted
- Primary nexus is planning grants – must adopt to be eligible

How Are 2040 Centers Used Now?

- CFEC required designation of Climate –Friendly Areas (CFAs)
- 2040 Centers take the place of CFAs within Metro
- Boundaries are now required to be adopted under state rules
- Determine the level of transportation analysis required for zoning and development code amendments

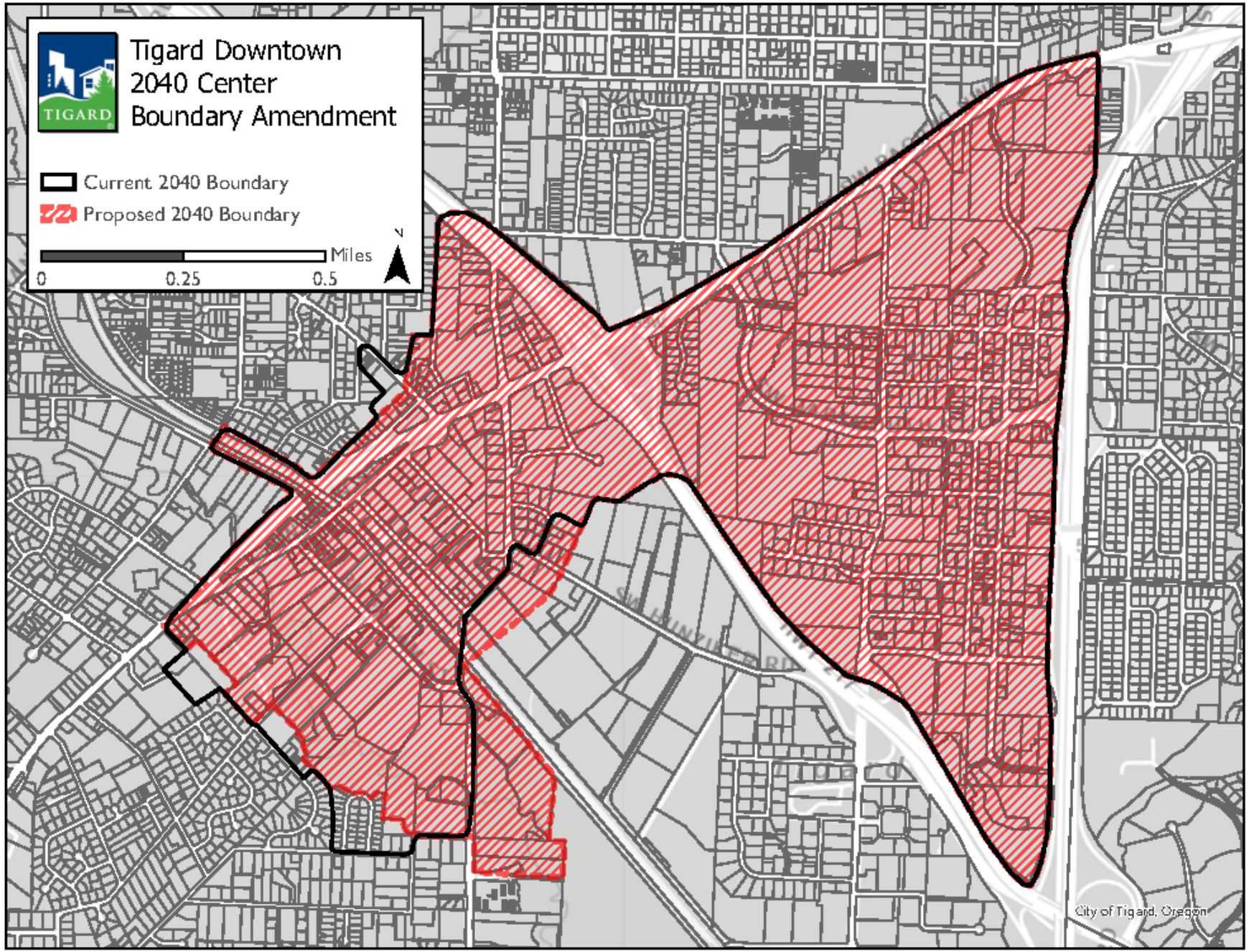
What is the History of Tigard's Downtown Center?

- Unclear if or when originally formally adopted
- Amended in 2010 by resolution to include the Tigard Triangle
- Amended again in 2017 by ordinance to address procedural issues raised by Oregon Department of Transportation

Proposed Amendment to Boundary

- Brings boundary into alignment with Downtown Plan District
- Expands to include area of Southwest Corridor Station Area
- Removes certain residential areas west of downtown

Attachment 1



Recommendation

- Planning Commission has forwarded a recommendation to adopt to City Council.
- Community Development team concurs.

Thank You

Discussion and questions

AIS-5398 **9.**

Business Meeting

Meeting Date: 01/09/2024

Length (in minutes): 40 Minutes

Agenda Title: 2024 State and Federal Legislative Agendas

Authored By: Nicole Hendrix

Presented By: Nicole Hendrix, Senior Management Analyst

Item Type: Motion Requested

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Each year, City Council considers its council goals as well as community priorities, issues, and opportunities in developing its state and federal legislative agenda. These are conveyed in agency meetings and used to inform partnerships, support, and opposition of bills, investments, and programs. Legislative agendas highlight city priorities and are one tool to advocate for important initiatives. In addition to the legislative agendas, the city and its partners pursue specific opportunities that align with our values as they arise.

ACTION REQUESTED

City Council is asked to review, give input on, and consider adoption of Tigard's 2024 State and Federal Legislative Agendas.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

This is the first time Council will be discussing the 2024 legislative agendas.

Overview

The attached agendas provide overarching priority areas along with specific requests the Tigard team will pursue at the state and federal level in the upcoming year.

The Oregon state legislature has a short session in 2024 from February to March. Tigard's key priorities from 2023 of Transportation and Infrastructure, Housing and Mental Health Services, and Local Control will continue in 2024 in order to build upon the work accomplished over the past year and be strategic with the limited time of the short session. To reflect the 2023-25 Council Goals, specific climate and housing items were added to the state agenda.

Tigard's federal overarching priorities are focused on Project Funding Requests and Transportation and Infrastructure. The Tigard team will continue to work closely with our elected officials to apply for project funding and advocate for support of federally-funded programs. In coordination with our partners, Tigard will pursue specific state and federal opportunities that align with our vision and values as they arise. If awarded the Government Affairs contract, CFM Advocates would assist in advocating for state and federal opportunities.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
The state and federal legislative agendas help guide policy and advocacy actions in 2024. The recommended agendas advance key initiatives guided by Tigard's Community Promise, Council Goals, and Strategic Plan values of equitable, walkable, healthy, and accessible. Upon approval, the agenda's design will be finalized and then distributed to key partners, neighboring jurisdictions, and other organizations with shared goals.

ALTERNATIVES & RECOMMENDATION

The Tigard team recommends City Council adopt the legislative agenda language as presented. Alternatively, City Council could provide direction and feedback on these agendas.

ADDITIONAL RESOURCES

Attachments

Powerpoint - 2024 Legislative Agendas
2024 Federal Legislative Agenda Draft
2024 State Legislative Agenda Draft

2024 Tigard Legislative Agendas

City Council
January 9, 2024

Council Action

Consider the proposed 2024 state and federal legislative agendas.

- Review draft legislative agenda items;
- Recommend addition, removal, or edits to legislative items; and
- Consider adoption of agendas.

Agenda Priority Considerations

- National League of Cities and League of Oregon City priorities
- Input for internal teams and leadership
- Input from City Council on key priority areas

- City Initiatives such as Council Goals, Strategic Plan, and Community Promise:
  - ❖Equity
  - ❖Environment
  - ❖Economy
  - ❖Engagement
  - ❖Excellence

State and Federal Priority Areas

Recommend no changes from 2023 agendas.

State

- Transportation and Infrastructure
- Housing and Mental Health Services
- City Funding & Local Control

Federal

- City Funding
- Transportation and Infrastructure

State Legislative Items

Action: *Review and discuss items on the legislative priority lists.*

Transportation and Infrastructure

- State of Good Repair & ODOT arterials
- ODOT project delivery
- *NEW GHG Emission Reduction Targets
- Use of proposed road pricing revenue
- Broadband & digital access

Housing and Support Services

- Mental health services
- Houselessness services
- Affordable housing
- *NEW Flexible Housing Innovation Investment
- Tenant protections
- Building code reform

Local Control & Additional Opportunities

- Property Tax Reform
- *NEW Vertical Housing Development Zones
- Kicker reform
- Public safety reform

Federal Legislative Items

Action: *Review and discuss items on the legislative priority lists.*

Project Funding Requests

- Grant and Program requests
- Appropriation requests

Transportation and Infrastructure

- Resilient infrastructure
- SW Light Rail
- Electric mobility
- Digital access
- Affordable housing
- Restore Advanced Refunding
- State & Local Tax Deduction

Council Action

- *Recommend addition, removal, or edits to legislative agendas; and*
- *Consider adoption of state and federal legislative agendas.*

2024 Tigard Federal Legislative Agenda Items

Project and Program Specific Funding Requests

The City will pursue federal grants and funding opportunities for projects that advance Tigard's vision and values.

Hall Blvd Safety Improvements. Hall Boulevard is a state-owned urban arterial that runs through Beaverton, unincorporated Washington County, and the City of Tigard serving numerous residences, businesses, parks, schools, and transit. The failing assets along this corridor and insufficient safety infrastructure have led the City to pursue negotiations with ODOT to transfer the Tigard section of Hall Boulevard to the City so that it can be better managed and maintained in line with our community's vision for a safe, accessible, and functional transportation system. Funding for infrastructure improvements to a state of good repair would facilitate the transfer of this facility to the City.

Universal Plaza Phase 2. Tigard requests $2 million to complete Phase 2 of Universal Plaza. Phase 2 includes construction of an ADA-accessible community room and architectural canopy over the plaza's southern edge. It provides weather protection for the farmer's market promenade, food vendors, and performances for community congregation and connection. This Plaza serves a diverse cross-section of the community, providing a gathering place for socially-vulnerable and lower-income residents who live near this site. The location is served by active and public transportation, including the Fanno Creek Regional Trail System, supporting the City's goals around health and walkability.

Community Resilience Center. The City of Tigard is requesting $500,000 to transform the Tigard Public Library into a Community Resilience Center for emergency cooling and heating. Currently, there is no designated community warming, cooling, or clean air center in Tigard. As the frequency of extreme weather events increase, it's imperative that Tigard's unhoused and vulnerable residents have a safe, accessible place to seek shelter during extreme weather events.

Climate Action Plan. The City plans to request federal funding to develop a Climate Action Plan to develop and prioritize investments and policies to make progress on the City's climate mitigation and adaptation goals. The Climate Action Plan will center equity in the recommended policies, plans, and investments to move the community towards a more resilient future.

Neighborhood Access and Equity Grant Program. The City's social vulnerability mapping indicates that some of Tigard's BIPOC, lower-income, and historically underserved communities have limited access to connection and opportunity because of infrastructure configuration and design. State and County roadways, especially Hall Blvd and Greenburg Rd, currently create barriers; with investment in pedestrian infrastructure and safe crossings, the livability, safety, and access along these corridors would be improved.

Clean Heavy-Duty Vehicle Program. The City requests support for opportunities to obtain cleaner heavy-duty City fleet vehicles and related charging infrastructure.

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Transportation and Infrastructure

The City of Tigard supports equitable, accessible, safe, and climate-friendly transportation and infrastructure policy and investments. The Infrastructure Investment and Jobs Act and Inflation Reduction Act were important actions taken in 2022 and 2023 – with some program funds ability to go directly to cities, Tigard plans to pursue those opportunities.

Resilient Infrastructure. Cities need support to build and invest in sustainable, resilient, and inclusive infrastructure. Backup emergency power generation for water intake and treatment is one example of resilient infrastructure that Tigard is pursuing funding for in partnership with Lake Oswego. Direct investment will help meet the growing demands on our infrastructure to support resilient communities.

Southwest Corridor Light Rail. The City is part of a coalition working to extend light rail service from Portland to Tigard. The proposed Light Rail corridor serving Tigard, Beaverton, Portland, and other regional cities, is expected to carry around 40,000 passengers daily and reduce congestion.

Electric Mobility Transition. Tigard supports further increased access to electric mobility infrastructure and incentives for electric mobility adoption in low-income households and communities to ensure that the electric mobility transition is equitable. Ensure new funding programs are inclusive of micro-mobility modes, shared mobility, and Mobility as a Service models.

Broadband and Digital Access. Support and funding for increased broadband infrastructure deployment and technical assistance is critical to economic development, education, health and safety and the ability of residents to be linked to their governments. The pandemic has only amplified the need for digital access.

Affordable Housing. The City supports legislation to remove barriers for local governments to address the housing affordability crisis and federal investments that increase access to, and supply of, affordable housing units.

Restore Advanced Refunding. The City supports refinancing of municipal bonds which was eliminated in the 2017 tax bill. Refinancing bonds lowers the debt service for local governments and is a financing tool that reduces the burden on community members.

Restore State and Local Tax Deductions. The City's residents pay an unequitable portion of their income in taxes as a result of upper limit placed on SALT deductions in the 2017 tax bill.

This agenda highlights key city priorities and is one tool to support and advocate for important initiatives. In coordination with our partners, Tigard will pursue specific opportunities that align with our values as they arise.

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2024 Tigard State Legislative Agenda Items

Transportation and Infrastructure – The City of Tigard supports equitable, accessible, safe, and climate-friendly transportation and infrastructure policy and investments.

State of Good Repair and ODOT-owned Urban Arterials. The City seeks funding for State of Good Repair, complete street, and safety improvements on SW Hall Boulevard. ODOT, Washington County, and the City are advancing discussions on the potential transfer of three to four miles of Hall Blvd to the City in favor of improved management and maintenance.

ODOT Project Delivery. Increase funding for ODOT project delivery capacity and prioritization of active transportation infrastructure to avoid costly delays to local agencies.

Greenhouse Gas Emission State Reduction Targets. Advance efforts to reduce and regulate emissions to meet state reduction goals, including supporting programs such as Climate-Friendly and Equitable Communities and Climate Protection Program.

Use of Proposed Road Pricing Revenue. Revenue generated through road pricing is an important tool to manage congestion and should be used to provide equitable transportation alternatives.

Broadband and Digital Access. Support and funding for increased and affordable broadband infrastructure deployment and technical assistance critical to economic development, education, health, and the ability of residents to be linked to their governments.

Mental Health Services - The City of Tigard supports more robust delivery of mental health services to ensure those who need help can access those services easily, especially for our youth and regarding rights to confidentiality.

Housing Services – Tigard supports increased funding and legislation for stable, climate-friendly housing, land use and support services.

Houselessness Services. Tigard supports funding efforts to respond to immediate health and wellness services for houseless community members, including the operation and maintenance of emergency/temporary shelters, safe spaces, hygiene stations, debris removal, an encampment removal program, and access to information.

Affordable Housing Reform. Tigard supports legislation that would provide state funds to cover local system development charges (SDC) for the development of affordable housing and climate SDC reform. Tigard supports efforts from the state to provide additional resources to local governments to increase the development of affordable housing.

Flexible Housing Innovation Investment. The state should provide flexible dollars to provide cities with the capacity to unlock local investment in housing development, particularly housing for income bands that have less housing opportunities.

Tenant Protections & Support. Rent assistance programs should be expanded to assure that Oregon's housing crisis does not grow worse. Continued rent cap reform and consideration of utility cost increases should be pursued. The state should establish a right to counsel, expanding access to public defenders for tenants, and a legal aid fund to ensure adherence to tenant protection laws.

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Building Code Reform. The City encourages review of building code to improve opportunities for energy efficiency and climate mitigation.

City Funding & Local Control

Property Tax Reform. Tigard supports efforts to allow cities to use more property tax tools to address local funding issues, such as including support for referral to voters that would allow local control of temporary property tax outside of statewide caps.

Vertical Housing Development Zones. Reauthorize state enabling legislation to allow localities to continue this local housing program.

Kicker Reform. Reform the state's kicker refund program to ensure that state priorities and program needs related to equitable housing opportunity, multimodal transportation, environmental protection, and economic development are met before rebates occur.

Public Safety Reform. Tigard is committed to racial equity and justice as we cultivate an equitable community that is walkable, healthy, and accessible for everyone. With this vision, Tigard will monitor for legislation around public safety reform.

Our Community Promise, or "5 E's", is the lens through which we approach all initiatives, guiding the Tigard team in all we do. Our 5 E's are: Equity, Environment, Economy, Engagement, and Excellence.

In coordination with our partners, Tigard will pursue specific state opportunities that align with our values as they arise.

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