Tigard Business Meeting
AGENDA

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	MARCH 3, 2026 - 6:30 p.m. Business Meeting
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

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 two minutes.
- You may comment by video through the Teams app. Go to this link to learn how to participate by video: https://www.tigard-or.gov/your-government/video-public-testimony-registration

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 contacting: City Recorder Carol Krager at 503-718-2419 (voice) / carolk@tigard-or.gov 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.

Tigard Business Meeting
AGENDA

TIGARD CITY COUNCIL

MEETING DATE AND TIME: MARCH 3, 2026 - 6:30 p.m. Business Meeting

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

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. PUBLIC COMMENT **6:35 p.m. estimated time**

   A. Public Comment – Written

   B. Public Comment – In Person

   C. Public Comment – Phone-In or Video

3. CITY MANAGER REPORT **6:45 p.m. estimated time**

4. QUASI-JUDICIAL PUBLIC HEARING: CONSIDER APPROVAL OF HALL BOULEVARD PEDESTRIAN CROSSING COMPREHENSIVE PLAN MAP AMENDMENT AND SENSITIVE LANDS REVIEW **6:50 p.m. estimated time**

5. QUASI-JUDICIAL PUBLIC HEARING: CONSIDER APPROVAL OF STEVE ST PARK COMPREHENSIVE PLAN MAP AMENDMENT **7:20 p.m. estimated time**

6. ECONOMIC DEVELOPMENT STRATEGIC PLAN UPDATE **7:50 p.m. estimated time**

7. STREET MAINTENANCE FEE DISCUSSION **8:20 p.m. estimated time**

8. NON-AGENDA ITEMS

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

10. ADJOURNMENT **9:05 p.m. estimated time**

AIS-6065 **4.**

Business Meeting

Meeting Date: 03/03/2026

Length (in minutes): 30 Minutes

Agenda Title: Quasi-Judicial Public Hearing: Consider Approval of Hall Boulevard Pedestrian Crossing Comprehensive Plan Map Amendment and Sensitive Lands Review

Authored By: Jenny McGinnis

Presented By: Associate Planner McGinnis

Item Type: Motion Requested
Ordinance
Public Hearing - Quasi-Judicial

Information

EXPLANATION OF ISSUE

Consider the ordinance to:

1. Amend the comprehensive plan map (CMA2025-0003) to allow impacts to 0.003 acres of Tigard significant wetlands with Goal 5 Safe Harbor protection in order to replace an existing pedestrian crossing for the Fanno Creek Trail; and
2. Approve a Sensitive Lands Review (SLR2025-0002) for impacts to the FEMA (Federal Emergency Management Agency) floodplain.

The applicant is requesting a comprehensive plan map amendment that requires final approval by City Council. The applicant is also requesting a Sensitive Lands Review that is being processed concurrently with the comprehensive plan map amendment. Because they are reviewed concurrently, all applications are required to come before City Council.

ACTION REQUESTED

Council is being asked to approve a comprehensive plan map amendment (CMA2025-0003) and sensitive lands review (SLR2025-0002) as recommended by the Planning Commission.

BACKGROUND INFORMATION

On October 30, 2025, the applicant submitted a comprehensive plan map amendment and sensitive lands review application. The proposal is to amend the comprehensive plan map to allow impacts to 0.003 acres of significant wetlands in Tigard with Goal 5 Safe Harbor protection in order to replace an existing pedestrian crossing for the Fanno Creek Trail and a sensitive lands review for impacts to the FEMA floodway. The application was deemed complete on November 25, 2025. No public comments were received prior to the Planning Commission public hearing.

On January 26, 2026, the Planning Commission held a public hearing on this case. No public comments were received. The Commission voted unanimously to recommend approval of the proposal to City Council.

ALTERNATIVES & RECOMMENDATION

Staff recommends that the City Council approve the comprehensive plan map amendment (CMA2025-0003) and sensitive lands review (SLR2025-0002) as recommended by the Planning Commission.

Alternative actions include:

- Deny the application;
- Amend and then approve the application; or
- Remand the application back to the Planning Commission.

ADDITIONAL RESOURCES

N/A

Attachments

Staff Presentation

Applicant Presentation

Ordinance

Exhibit A: Significant Wetland and Vegetated Corridor Impacts Map

Exhibit B: PC Recommendation to CC

Exhibit C: ESEE Analysis

CITY OF TIGARD

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

Hall Boulevard Pedestrian Crossing

CMA2025-0003/SLR2025-0002

City Council Hearing

Community Development | March 3, 2026

Site Location and information

Location: In the Hall Boulevard ROW at the intersection with the Fanno Creek Trail

Project Area: 0.17 acre (7,405 sf)

Significant Wetland Area Impacted: 0.003 acre (127 sf)

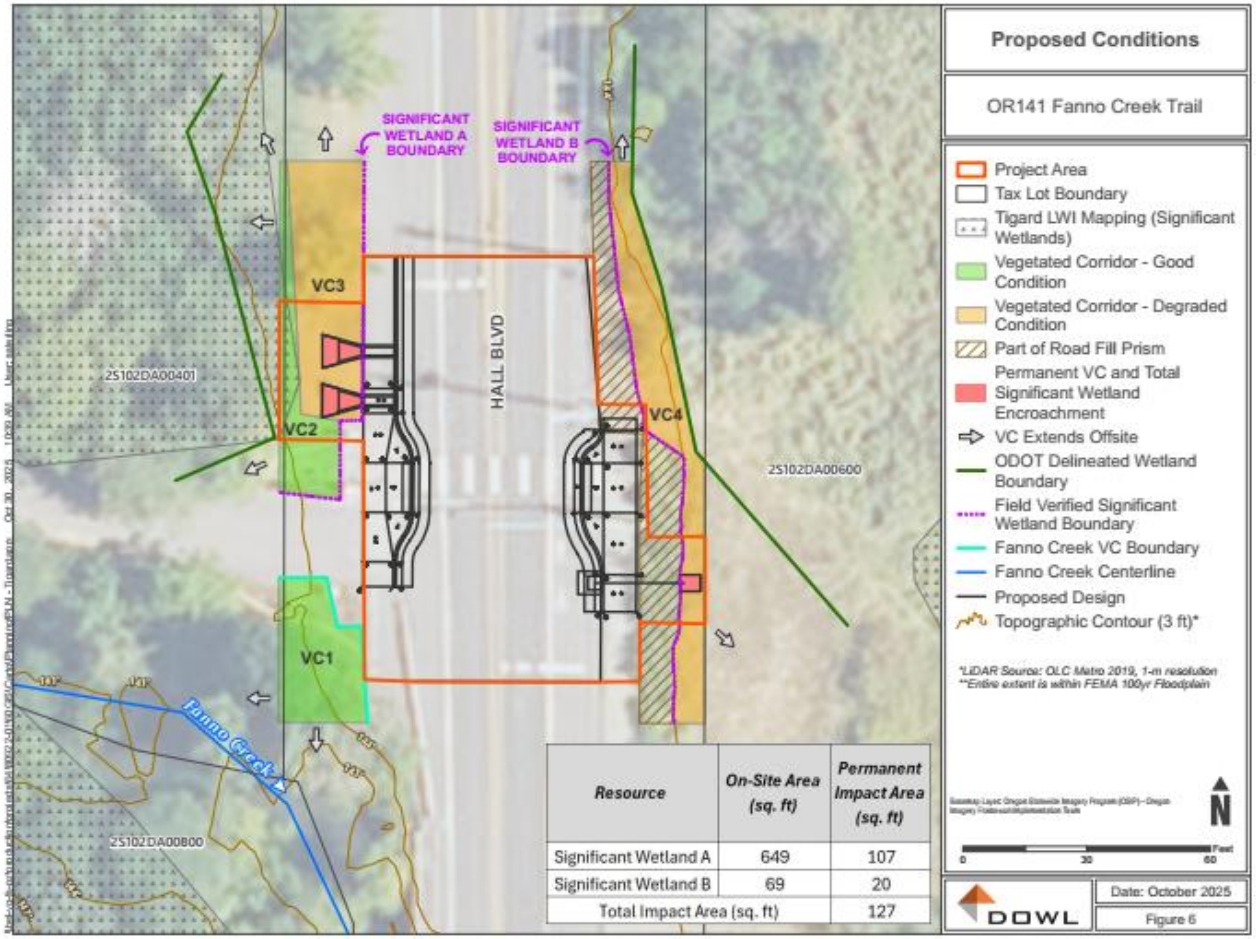
Zoning: PR



Project Summary

- Comprehensive Plan Map Amendment
  - Remove protection from areas designated Significant Wetland (0.003 acre)
- Sensitive Lands Review
  - Work done within FEMA floodway

Natural Resource Areas



Resource	On-Site Area (sq. ft)	Permanent Impact Area (sq. ft)
Significant Wetland A	649	107
Significant Wetland B	69	20
Total Impact Area (sq. ft)		127

Rectangular Rapid Flashing Beacon (RRFB)



- Use flashing yellow lights to alert drivers when someone is crossing
- Pedestrian-activated push button
- Includes additional signage near the crossing

Example of RRFB: Oregon Department of Transportation : Project-Details : Projects : State of Oregon

Project Need:

- Identified on City's CIP due to a history of crashes and near misses at this location
- Existing crossing is non-compliant and sight distance is limited
- Facility will be replaced with a safer pedestrian-activated crossing known as a Rectangular Rapid Flashing Beacon (RRFB)
- Existing stormwater management within the project area is insufficient and will be improved to meet ODOT design requirements

Environmental, Social, Economic and Energy (ESEE) Analysis

- Evaluation involves identifying consequences of allowing, limiting, or prohibiting conflicting uses in resource areas
- Conclusion: Allowing the conflicting use is most beneficial
- Benefits include:
  - Improved, safer facilities for pedestrians, cyclists, and motorists
  - Increases Tigard's perceived livability
  - More viable alternative transportation option = < vehicle trips
  - Fee-in-lieu will help fund regional stormwater management projects

Findings:

- The proposal provides detailed information on how the development complies with all applicable comprehensive plan policies, statewide planning goals, and Metro Titles 3 and 8.
- All applicable development code criteria and standards are met or can be met through conditions of approval.
- There are adequate public facilities to serve the proposed development.

Planning Commission Recommendation:

On January 26, 2026, the Planning Commission made a unanimous vote in favor of recommending that the City Council adopt by ordinance the proposed:

- Comprehensive Plan Map Amendment, and
- Sensitive Lands Review

thereby removing Goal 5 protection from 0.003 acres of locally significant wetlands from the “Tigard Wetland and Stream Corridor Map” Inventory.

CITY OF TIGARD

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

Hall Boulevard Pedestrian Crossing

CMA2025-0003/SLR2025-0002

City Council Hearing

Community Development | March 3, 2026

OR141 (Hall Blvd) Fanno Creek Trail Pedestrian Crossing

Comprehensive Plan Amendment

CMA2025-0003

Tigard City Council

March 3, 2026

DOWL

Oregon Department of Transportation

Applicant Team Introductions

- Applicant – **ODOT, Region 1**
- Applicant's Consultant – **DOWL**

DOWL

Oregon Department of Transportation

Land Use Request Summary

- **Type III-Modified Comprehensive Plan Amendment** for proposed impacts to designated significant wetlands identified on Tigard's "Wetland and Stream Corridors Map

DOWL

Oregon Department of Transportation

Purpose and Need

- The Fanno Creek Trail is a major pedestrian trail and transportation corridor and a key component of the city's pedestrian and bicycle network.
- The trail's crossing at SW Hall Blvd has a history of crashes and near misses, has limited sight distance, and the existing pedestrian-activated beacon is not compliant with current standards.
- The combination of high pedestrian and bicycling activity, with a high daily traffic volume and long crossing distance, create a need for a safer pedestrian crossing for all users.
- Project is identified on Tigard's Capital Improvements Plan (CIP) as project #95083

DOWL

Oregon Department of Transportation

Project Description

- New Rectangular Rapid Flashing Beacon, or RRFB, will be installed at the trail's crossing at SW Hall Blvd for increased safety.
- New sidewalk ramps that meet ADA requirements will also be installed, as well as new lighting, signage, striping, and stormwater improvements.
- Project is occurring entirely within ODOT right-of-way and requires approximately 127 square feet of impacts to significant wetlands on both sides of the roadway.
- Significant wetlands include the delineated wetland and the vegetated corridor buffer, but only the vegetated corridor buffer will be impacted by the project from proposed stormwater outfalls

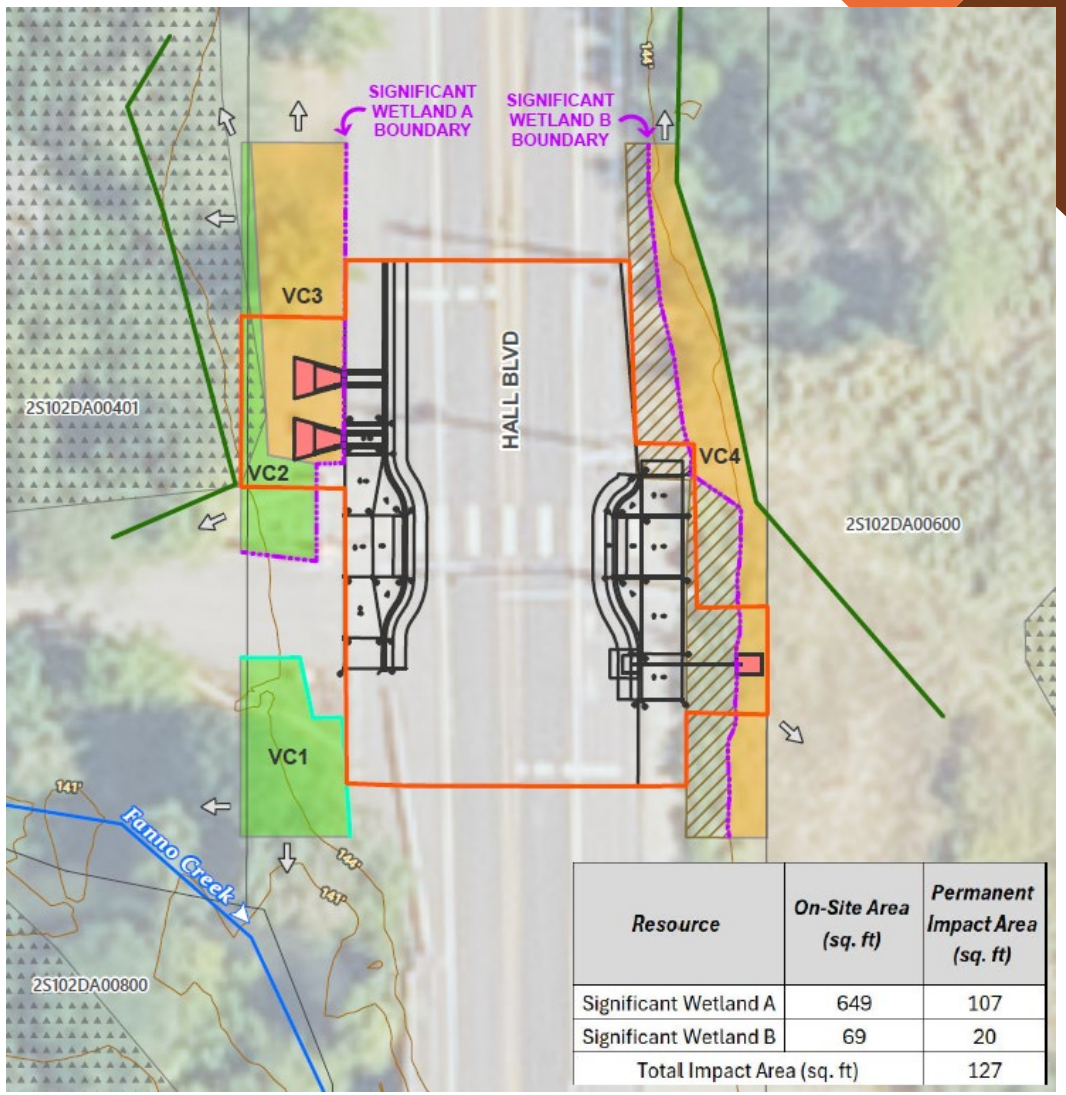
DOWL

Oregon Department of Transportation

Future Condition



Example RRFB Crossing (SE 82nd Ave & SE Mitchell St)



Resource	On-Site Area (sq. ft)	Permanent Impact Area (sq. ft)
Significant Wetland A	649	107
Significant Wetland B	69	20
Total Impact Area (sq. ft)		127

Proposed Project Improvements and Impacts

DOWL

Oregon Department of Transportation

Next Steps and Timeline

- City Council Hearing (tonight)
- Final Design and Permitting (Spring 2026)
- Construction Bidding/Contract Award (Spring 2026)
- Construction Begins (Summer 2026)

DOWL

Oregon Department of Transportation

Questions?

DOWL

Oregon Department of Transportation

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 26-

AN ORDINANCE APPROVING COMPREHENSIVE PLAN MAP AMENDMENT, CMA2025-0003/SLR2025-0002, TO REMOVE GOAL 5 PROTECTION FROM 0.003 ACRE OF LOCALLY SIGNIFICANT WETLANDS FROM THE "TIGARD WETLAND AND STREAM CORRIDOR MAP" INVENTORY ASSOCIATED WITH IMPROVEMENTS TO THE FANNO CREEK TRAIL PEDESTRIAN CROSSING AT HALL BOULEVARD

WHEREAS, Tigard Community Development Code (TCDC) Section 18.510.080 includes Special Provisions for Development within Locally Significant Wetlands and Along the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek; and

WHEREAS, TCDC 18.510.080.A. states in order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 666-023-0040) pertaining to wetlands, all wetlands classified as significant on the City of Tigard "Wetlands and Streams Corridors Map" are protected. No land form alterations or developments are allowed within or partially within a significant wetland, except as allowed/approved pursuant to TCDC 18.510.100; and

WHEREAS, TCDC 18.510.100 Plan Amendment Option, provides that any owner of property affected by the Goal 5 safe harbor (1) protection of significant wetlands, or (2) vegetated areas established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek may apply for a quasi-judicial comprehensive plan amendment under Type IV procedure. This amendment must be based on a specific development proposal. The effect of the amendment would be to remove Goal 5 protection from the property, but not to remove the requirements related to the CWS Stormwater Connection Permit, which must be addressed separately through an alternatives analysis, as described in Section 3.02.5 of the CWS "Design and Construction Standards;" and

WHEREAS, TCDC 18.510.100.B further provides that the applicant must demonstrate that such an amendment is justified by an environmental, social, economic and energy (ESEE) consequences analysis prepared in accordance with OAR 660-23-040; and

WHEREAS, the applicant prepared an ESEE analysis (**Exhibit C**) in accordance with OAR 60-23-040, to justify removal of Goal 5 protection from 0.003 acre of significant wetlands from the subject property; and

WHEREAS, on January 26, 2026, the Tigard Planning Commission held a public hearing, which was noticed in accordance with city code, and recommended approval of the proposed CMA2025-0003/ SLR2025-0002 by a unanimous vote in favor; and

WHEREAS, on March 3, 2026, the Tigard City Council held a public hearing, which was noticed in accordance with city code, to consider the Commission's recommendation on CMA2025-0003/ SLR2025-0002, to hear public testimony, and apply applicable decision-making criteria; and

WHEREAS, Council's decision to approve CMA2025-0003/ SLR2025-0002 and adopt this ordinance was based on the findings and conclusions found in **Exhibit B** and the associated land use record which is incorporated herein by reference and is contained in land use file CMA2025-0003/ SLR2025-0002.

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

SECTION 1: Comprehensive Plan Map Amendment and Sensitive Lands Review (CMA2025-0003 and SLR2025-0002) is hereby approved.

SECTION 2: The attached findings (**Exhibit B**) are hereby adopted as the basis for the Council's decision.

SECTION 3: The ESEE analysis (**Exhibit C**) is incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" is amended to remove the site from the inventory, as approved.

SECTION 4: 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 _____, 2026.

_____
Lindsay Bartholomew, Deputy City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2026.

_____
Yi-Kang Hu, Mayor

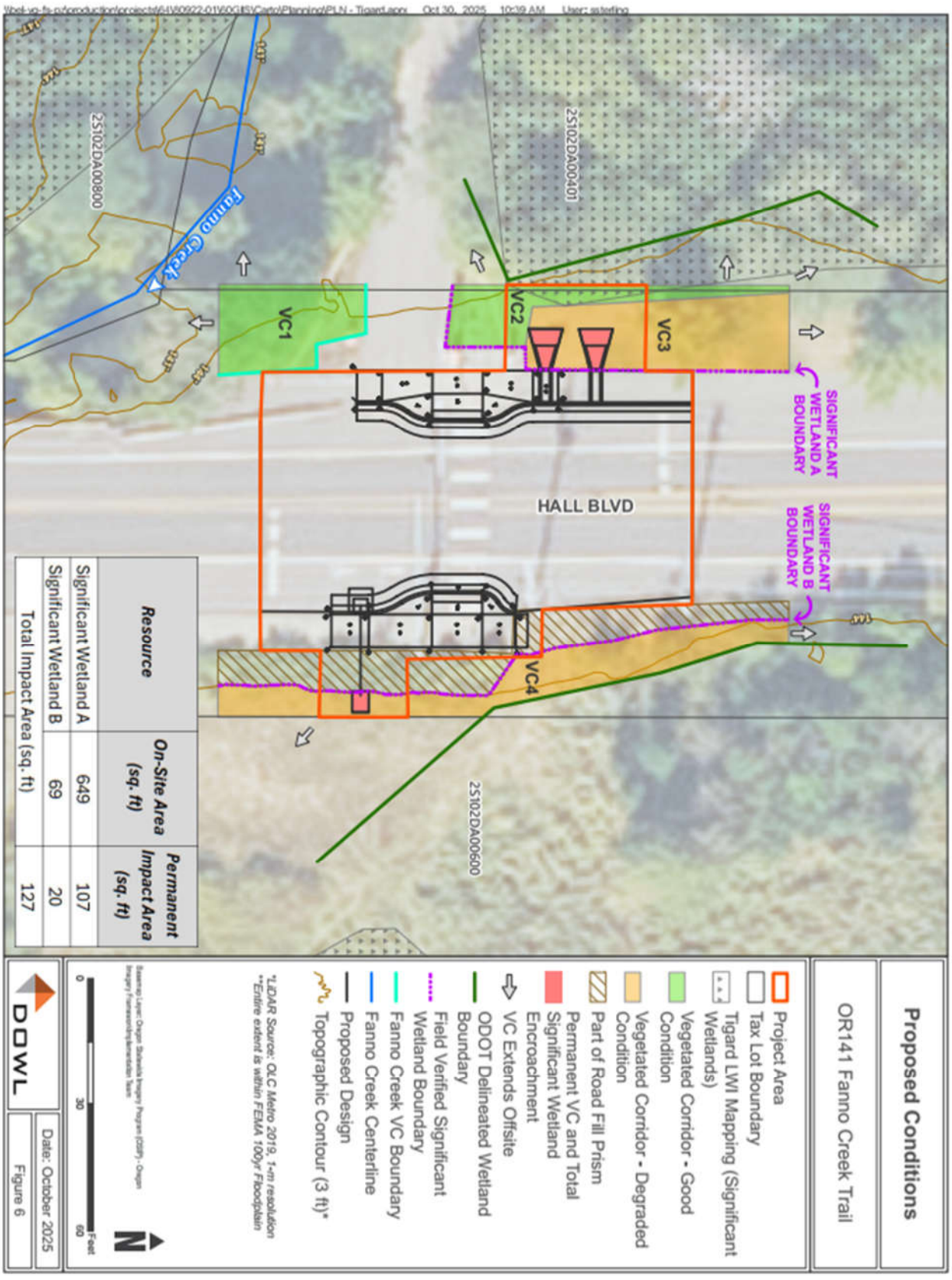
Approved as to form:

_____
City Attorney

_____
Date

Preliminary Site Plan

EXHIBIT A



Resource	On-Site Area (sq. ft)	Permanent Impact Area (sq. ft)
Significant Wetland A	649	107
Significant Wetland B	69	20
Total Impact Area (sq. ft)		127

Exhibit B

Hearing Date: March 3, 2026 Time: 6:30 PM

PLANNING COMMISSION RECOMMENDATION TO CITY COUNCIL FOR THE CITY OF TIGARD, OREGON

SECTION I. APPLICATION SUMMARY

FILE NAME:	**HALL BOULEVARD PEDESTRIAN CROSSING**	
CASE NO.:	**COMPREHENSIVE PLAN AMENDMENT**	**CMA2025-0003**
	SENSITIVE LANDS REVIEW	**SLR2025-0002**

PROPOSAL: The applicant is requesting a Comprehensive Plan Map Amendment to remove Goal 5 safeharbor protection of 127 square feet of Tigard significant wetland vegetated corridor in order to replace an existing pedestrian crossing for the Fanno Creek Trail. The applicant is also requesting a sensitive lands review for impacts to the FEMA floodway.

APPLICANT: Oregon Department of Transportation (ODOT)
Robert DeVassie
123 NW Flanders St
Portland, OR 97209

APPLICANT'S REP: DOWL
Matthew Robinson
5 Centerpointe Drive #350
Lake Oswego, OR 97035

OWNER: Same as applicant

LOCATION: Right of Way at SW Hall Boulevard and Fanno Creek Trail Crossing

COMPREHENSIVE PLAN DESIGNATION: Open Space

ZONE: Parks and Recreation (PR)

APPLICABLE PROVISIONS: Statewide Planning Goals 1, 2, 5, 6, 7, 11, and 12; Metro's Urban Growth Management Functional Plan Titles 3 and 8; Tigard Comprehensive Plan Policies 1.1.2, 1.2.1, 2.1.3, 2.1.16, 2.1.17, 2.1.22, 5.1.1, 5.1.8, 5.1.10, 5.1.12, 6.2.1, 6.2.4, 7.1.7, 7.1.8, 7.1.10, 11.1.1, 11.1.6, 11.4.2, 12.1.1, 12.1.2, 12.2.4,

12.3.6, 12.4.1, 12.4.2, 12.5.1, and 13.1.1; and Tigard Community Development Code (TCDC) Chapters 18.140, 18.510, 18.710, 18.790, and 18.910.

SECTION II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends to the Tigard City Council **APPROVAL**, subject to conditions of approval, of the Comprehensive Plan Map Amendment and Sensitive Lands Review as complying with all applicable comprehensive plan policies and map designations, Statewide Planning Goals, and Metro policies, and that the applicant has demonstrated adequate public services exist to serve the property at the intensity of the proposed zoning.

CONDITIONS OF APPROVAL

THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO COMMENCING ANY SITE WORK:

The applicant must prepare a cover letter and submit it, along with any supporting documents or plans that address the following requirements to the ENGINEERING DIVISION, ATTN: Buck Smith, Principal Engineer at (503) 718-2464 or Buck.Smith@tigard-or.gov. The cover letter must clearly identify where in the submittal the required information is found:

1. Improvements associated with public infrastructure including street and right-of-way dedication, utilities, grading, water quality and quantity facilities, streetlights, easements, easement locations, and utility connections must be designed in accordance with the following codes and standards:

    - City of Tigard Public Improvement Design Standards
    - Clean Water Services (CWS) Design and Construction Standards
    - City of Tigard Community Development Codes and Municipal Codes
    - Tualatin Valley Fire and Rescue (TVF&R) Fire Codes
    - Other applicable County, State, and Federal Codes and Standard Guidelines

2. Prior to commencing any site work, the applicant must obtain approval of a Public Facility Improvement (PFI) Permit to cover all improvements associated with public infrastructure work, including stormwater management facilities, or any other work in the public right-of-way. An Engineering cost estimate of improvements associated with public infrastructures including but not limited to street, street grading, utilities, stormwater quality and water quantity facilities, sanitary sewer, streetlights, and franchise utilities are required at the time of PFI permit submittal. When the water system is under the City of Tigard jurisdiction, an Engineering cost estimate of water improvement must be listed as a separate line item from the total cost estimate.

3. Prior to commencing any site work, the applicant must submit site plans and a final storm drainage report for approval indicating how run-off generated by the development will be

collected, conveyed, treated, and detained. The storm drainage report must be prepared and include a maintenance plan in accordance with CWS Design and Construction Standards and the City of Tigard Standards.

4. Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard PFI Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

5. Prior to final acceptance, the applicant must submit a two years of maintenance assurance for all required public improvements and enter into a stormwater maintenance agreement with the City.

6. Prior to commencing any site work, the applicant must provide a performance bond for all public improvements facilities associated with the development.

7. Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

8. Prior to commencing any site work, the applicant must submit the exact legal name, address, and telephone number of the individual or corporate entity who will be designated as the "Permittee", and who will provide the financial assurance for the public improvements. Specify if the entity is a corporation, limited partnership, LLC, etc. and the state within which the entity is incorporated and provide the name of the corporate contact person.

9. Prior to commencing any site work, the applicant must submit a construction vehicle access and parking plan for approval. The purpose of this plan is for parking and traffic control during the public improvement construction phase. All construction vehicle parking must be provided onsite. Parking construction vehicles or equipment on adjacent residential public streets is prohibited. Construction vehicles include the vehicles of any contractor or subcontractor involved in the construction of site improvements or buildings proposed by this application and must include the vehicles of all suppliers and employees associated with the project.

10. Prior to commencing any site improvements, the applicant must obtain an approved Erosion & Sediment Control (ESC) permit.

11. Prior to commencing any site work, the applicant must submit a final grading plan showing the existing and proposed contours for approval. The plan must detail the provisions for surface drainage of all lots and show that they will be graded to ensure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Division. The design engineer must indicate areas that will have natural slopes between 10 percent and 20 percent, as well as areas that will have natural slopes in excess of 20 percent. This information will be necessary in determining if special grading inspections or permits will be necessary.

12. Prior to commencing any site work, the applicant must provide a final photometric analysis of the proposed development frontages for the review and approval. Photometric analysis will follow the recommended values and requirements described in ANSI/IESNA. The analysis must show the location of streetlights; and the type and color of the pole and light fixture. All public streetlights must be PGE Option B.

SECTION III. BACKGROUND INFORMATION

Site Description:
The total project area is approximately 7,405 square feet (0.17 acres) located along SW Hall Blvd between SW Omara St and SW Burnham St at the existing pedestrian crossing for the Fanno Creek Trail. The project area includes portions of eight (8) parcels, all zoned PR, although the proposed project will occur largely within the existing SW Hall Blvd right-of-way.

The existing crossing consists of a pedestrian-activated signal that is non-compliant. The crossing has a history of crashes and near-misses, leading to its replacement being identified in the City's Capital Improvement Plan as project #95083.

Land uses surrounding the project area include civic uses including city hall, the city library, Fanno Creek House, and a church and parks and open spaces, including Fanno Creek Park and Brown Natural Area. The project area also contains and is adjacent to numerous environmental resources, including Fanno Creek and significant wetlands with associated vegetated corridors, and FEMA special flood hazard area, including FEMA floodway.

Proposed Request:
The proposed project will replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer crossing. The new crossing will be a pedestrian-activated crossing, known as a Rectangular Rapid Flashing Beacon (RFFB). As shown on the Land Use Figures (Exhibit A) and Preliminary Design Plans (Exhibit G), the proposed improvements include paving, curb ramps, signage, illumination, RRFB pedestrian signals, and new stormwater outfalls on both sides of the road.

As a result of necessary stormwater improvements related to the new crossing, permanent and temporary impacts to City-designated sensitive lands are proposed. As the project is located within the vegetated corridor associated with a significant wetland and the floodway, the applicant is requesting a comprehensive plan map amendment to the "Wetland and Stream Corridors Map" and a sensitive lands review for impacts to Fanno Creek and the floodway. The Comprehensive Plan Map Amendment is specifically requested to remove protection from a combined total of approximately 0.003 acres of vegetated corridor associated with locally significant wetlands. The amendment is supported by an environmental, social, economic and energy (ESEE) analysis (Attachment 3). This comprehensive plan map change will allow for the construction of a critical facility that would otherwise be prohibited due to the location of existing locally significant wetlands.

Two (2) significant wetlands are present within the project area as field-verified by the applicant and shown on Exhibit A, Figure 6. The breakdown of impacts to significant resources is outlined in the following table.

Regulated City Resource Areas	Permanent Impact Area (sq ft/acres)	Total (sq ft/acres)
Significant Wetland A	107 / 0.002	649 / 0.015
Significant Wetland B	20 / 0.0005	69 / 0.001
All Significant Wetlands Combined	127 / 0.003	718 / 0.016

Decision Process

The application is processed through a Type III-Modified procedure. The Planning Commission will make a recommendation to City Council on the proposed Comprehensive Plan Map Amendment. The Council may approve the amendment, approve with conditions, deny the amendment, or remand the amendment back to Planning Commission.

SECTION IV. PUBLIC COMMENTS

The Tigard Community Development Code requires that property owners within 500 feet of the subject site be notified of the proposal and be given an opportunity to provide comments prior to a decision being made. The Planning Commission hearing was scheduled for January 26, 2026. Staff mailed a Type III Notice of Public Hearing regarding this application to affected parties on January 6, 2026. The notice was posted at the project site on January 12, 2026. No comments were received prior to the hearing.

On January 26, 2026, the Tigard Planning Commission held a public hearing on this case, however no members of the public provided testimony.

SECTION V. SUMMARY OF APPLICABLE REVIEW CRITERIA

This section contains all of the applicable city, state, and Metro policies, provisions, and criteria that apply to the proposed comprehensive plan map amendment.

Statewide Planning Goals:

- **Goal 1: Citizen Involvement**
- **Goal 2: Land Use Planning**
- **Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces**
- **Goal 6: Air, Water and Land Resources Quality**
- **Goal 7: Areas Subject to Natural Hazards**
- **Goal 11: Public Facilities and Services**
- **Goal 12: Transportation**

METRO Functional Plan:

- **Title 3: Water Quality and Flood Management**
- **Title 8: Compliance Procedures**

City of Tigard Comprehensive Plan:

- **Chapter 1: Citizen Involvement, Policies 1.1.2 and 1.2.1**
- **Chapter 2: Land Use Planning, Policies 2.1.3, 2.1.16, 2.1.17, 2.1.22**
- **Chapter 5: Natural Resources, Areas and Open Spaces, Policies 5.1.1, 5.1.8, 5.1.10, 5.1.12**
- **Chapter 6: Air, Water and Land Resources Quality, Policies 6.2.1, 6.2.4**

Chapter 7: Areas Subject to Natural Hazards, 7.1.7, 7.1.8, 7.1.10
Chapter 11: Public Facilities and Services, Policies 11.1.1, 11.1.6, 11.4.2
Chapter 12: Transportation, 12.1.1, 12.1.2, 12.2.4, 12.3.6, 12.4.1, 12.4.2, 12.5.1
Chapter 13: Energy Conservation, 13.1.1

Tigard Community Development Code
18.140 Parks and Recreation Zone
18.510 Sensitive Lands
18.710 Land Use Review Procedures
18.790 Text and Map Amendments
18.910 Improvement Standards

SECTION VI. APPLICABLE CRITERIA, FINDINGS, AND CONCLUSIONS

The following subsections address only the criteria applicable to this decision.

Statewide Planning Goals
Goal 1 – Citizen Involvement:
This goal outlines the citizen involvement requirement for the land use planning process, including the adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

FINDING: Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the planning process. Several opportunities for participation are built into the Comprehensive Plan Map amendment process, including public hearing notification requirements pursuant to Chapter 18.710 of the Tigard Community Development Code. This goal is satisfied.

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

FINDING: The Department of Land Conservation and Development (DLCD) has acknowledged the city's Comprehensive Plan as being consistent with the statewide planning goals. The Development Code implements the Comprehensive Plan. The Development Code establishes a process and standards to review changes to the Tigard Development Code in compliance with the Comprehensive Plan and other applicable state requirements. As discussed within this report, the applicable Development Code process and standards have been applied to the proposed amendment, and the intent of these amendments are to meet the requirement of state law, administrative rules, and the Statewide Planning Goals. This goal is satisfied.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:
This goal outlines how cities must protect, inventory, and plan for natural and historic resources including waterways, groundwater, wildlife habitat, and trails.

FINDING: The applicant has conducted a site assessment in the project area in compliance with this goal as well as an ESEE analysis (Exhibit C) prepared in compliance with OAR 60-23-040, to justify removal of Goal 5 protection from approximately 127 square feet (0.003 acre) of significant wetlands and vegetated corridor associated with Fanno Creek on the subject property. The project has been designed to avoid and minimize impacts to natural resources including waterways, groundwater, wildlife habitat,

and trails to the greatest extent practicable. This goal is satisfied.

Goal 6 – Air, Water and Land Resources Quality:
This goal outlines how cities must consider protection of air, water and land resources from pollution by using a variety of market, zoning and management tools.

FINDING: The project has been designed to avoid and minimize impacts to natural resources including waterways, groundwater, wildlife habitat, and trails to the greatest extent practicable. Additionally, the applicant is proposing new stormwater management facilities designed to meet local, state, and federal requirements. While treatment and detention cannot be provided within the project area, the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems, which will contribute to improved water quality. This goal is satisfied.

Goal 7 – Areas Subject to Natural Hazards:
This goal outlines how cities must protect people and property from natural hazards.

FINDING: The proposed map amendment will allow replacement of a facility that will protect people and property in an area subject to flooding. The proposed project has been designed to meet FEMA no-rise requirements and with materials resistant to flood and water damage, including conduit and wiring for new roadway lighting and RRFB signal infrastructure. Consistency with the city's Natural Hazard goals and policies are discussed later in this report under applicable policies of the Tigard Comprehensive Plan. This goal is satisfied.

Goal 11 – Public Facilities and Services:
This goal outlines the timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING: The proposed map amendment will allow replacement of a facility identified as a priority on the city's Capital Improvements Plan (CIP), which is designed to ensure timely, orderly, and efficient construction and maintenance of public facilities and services. The project also includes an associated stormwater management facility. These facilities will serve existing and future development. This goal is satisfied.

Goal 12 – Transportation:
This goal outlines how each city must develop a transportation system plan that considers all modes of transportation.

FINDING: The project will replace the Fanno Creek Trail's existing crossing at SW Hall Blvd, which has a history of crashes and near misses with a pedestrian-activated RRFB crossing that will be safer for all users, including pedestrians, cyclists, and motorists. Consistency with the city's Transportation System Plan goals and policies are discussed later in this report under applicable policies of the Tigard Comprehensive Plan. This goal is satisfied.

CONCLUSION: Based on the above analysis, all statewide goals have been fully met.

<u>METRO Urban Growth Management Functional Plan</u>
Title 3: Water Quality and Flood Management

The purpose of this chapter is to protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

FINDING: This title has been met by limiting the development activity within the Water Quality and Flood Management Area to the necessary replacement of the pedestrian crossing and associated facilities. The proposed project has been designed to meet FEMA no-rise requirements, ensuring that flood conditions are not created or worsened downstream as a result of the proposed improvements. The footprint has been minimized to the extent possible while allowing for the crossing to be improved with curb ramps, signage, illumination, RRFB pedestrian signals, and new stormwater outfalls on both sides of the road to improve safety and protect life and property for users of all modes of transportation. This title is satisfied.

Title 8: Compliance Procedures
The purposes of this chapter are to establish a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements.

FINDING: This title has been met by complying with the Tigard Development Code notice requirements set forth in Section 18.710.080 (Type III-Modified Procedure). On January 6, 2026, notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On January 15, 2026, the proposal was posted on the City's web site. On January 12, 2026, the site was posted with a notice board. On January 15, 2026, the staff report was made available. 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 title is satisfied.

CONCLUSION: As shown in the analysis above, the proposal is in compliance with all applicable Titles of Metro's Urban Growth Management Functional Plan.

City of Tigard Comprehensive Plan
Goal 1: Citizen Involvement
Goal 1.1
Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2 **The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.**

FINDING: Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the planning process. Several opportunities for participation are built into the Comprehensive Plan amendment process, including public hearing notification requirements pursuant to Chapter 18.710 of the Tigard Community Development Code. This policy is met.

Goal 1.2
Ensure all citizens have access to:

A. opportunities to communicate directly to the City; and
B. information on issues in an understandable form

Policy 1 **The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.**

FINDING: The applicant held a neighborhood meeting on October 8, 2025. On January 6, 2026, a public hearing notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On January 15, 2026, the proposal was posted on the City's web site. On January 12, 2026, the site was posted with a notice board. On January 15, 2026 the staff report was made available. This policy is met.

Goal 2: Land Use Planning
Goal 2.1
Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative foundation of Tigard's land use planning program.

Policy 3 **The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.**

FINDING: The project was designed in coordination with the applicable affected City agencies including the Public Works, Community Development, and Parks & Recreation departments, in addition to Clean Water Services and the Department of State Lands. A request for comments was sent to applicable outside agencies, whose comments are included as Attachment 3. Additionally, notice of this application was provided to the Oregon Department of Land Conservation and Development (DLCD) 35 days prior to the first evidentiary hearing on this application. This policy is met.

Policy 8 **The City shall require that appropriate public facilities are made available, or committed, prior to development approval and are constructed prior to, or concurrently with, development occupancy.**

FINDING: The project includes construction of stormwater outfalls on both sides of the roadway. Street improvements will be constructed by the applicant in accordance with Tigard Municipal Code 18.910 and the City of Tigard Public Improvement Design Standards. Further compliance will be demonstrated at the time of the applicant's Public Facility Improvement (PFI) permit submittal. This policy is met.

Policy 16 **The City may condition the approval of a Plan/Zoning map amendment to assure the development of a definite land use(s) and per specific design /development requirements.**

FINDING: This application includes specific development plans meeting CWS and city standards. Conditions of approval will be included with the decision. This policy is met.

Policy 17 **The City may allow concurrent applications to amend the Comprehensive Plan/Zoning Map(s) and for development plan approval of a specific land use.**

FINDING: This application includes a comprehensive plan map amendment and sensitive lands review as concurrent applications for the construction of the pedestrian crossing. This policy is met.

Policy 22 **The City shall identify, designate, and protect natural resources as part of its land use program.**

FINDING: The City has identified significant wetlands within its "Wetlands and Streams Corridors Map" and has also adopted Goal 5 protections within TDC 18.510 for sensitive lands, including significant wetlands and riparian areas associated with a number of waterways, including Fanno Creek. The applicant is following the correct procedures to request approval of impacts to these natural resource areas. As described in more detail within the applicant's ESEE analysis (Exhibit C) and CWS standard site assessment (Exhibit H), the applicant is proposing a fee-in-lieu in order to ensure no net loss of significant functions and values. This policy is met.

Policy 23 **The City shall require new development, including public infrastructure, to minimize conflicts by addressing the need for compatibility between it and adjacent existing and future land uses.**

FINDING: The proposed pedestrian crossing and associated facilities will minimize conflict and are compatible with the adjacent existing and future uses. The site is currently surrounded by a number of civic uses which will be better served by a safer transportation facility that is less prone to crashes. This policy is met.

Goal 5: Natural Resources, Areas and Open Spaces
Goal 5.1
Protect natural resources and the environmental and ecological functions they provide and, to the extent feasible, restore natural resources to create naturally functioning systems and high levels of biodiversity.

Policy 1 **The City shall protect and, to the extent feasible, restore natural resources in a variety of methods to: A. contribute to the City's scenic quality and its unique sense of place; B. provide educational opportunities, recreational amenities, and buffering between differential land uses; C. maximize natural resource functions and services including fish and wildlife habitat and water quality; and D. result in healthy and naturally functioning systems containing a high level of biodiversity.**

FINDING: The Fanno Creek Trail corridor is constrained by natural resources and mapped significant wetlands along its alignment on both the east and west side of SW Hall Blvd. Because the proposed RRFB crossing must connect to the existing trail segments on both sides of the roadway, opportunities to design necessary project improvements for further avoidance of sensitive lands are limited due to the need for

the proposed crossing to be in generally the same location as the existing crossing. The applicant has designed the project to avoid and minimize impacts to natural resources to the greatest extent practicable, with total significant wetland impacts limited to approximately 127 square feet.

As described in the applicant's ESEE Analysis (Exhibit C), the applicant is proposing to use various best management practices (BMPs) during construction to protect significant wetlands and other natural resources from unintended impacts. Additionally, as described in the Preliminary Stormwater Report (Exhibit J), the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment due to an inability to provide for treatment and detention within the project area, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems that will maximize natural resources functions and contribute to a healthy regional system.

While no direct educational opportunities are proposed with this project, users of the nearby public library as well as Fanno Creek trail users will benefit from the enhanced recreational amenities provided by the project and the indirect educational opportunity provided by greater engagement with the trail and the creek.

Policy 8 The City shall protect and, to the extent feasible, restore the diverse ecological and non-ecological functions and services of streams, wetlands, and associated riparian corridors.

FINDING: As described within the applicant's ESEE analysis (Exhibit C) and the CWS standard site assessment (Exhibit H), the applicant is proposing to use various BMPs and avoidance measures during construction to protect significant wetlands and the Fanno Creek vegetated corridor to the maximum extent practicable. The applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment due to an inability to provide for treatment and detention within the project area, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems (see Exhibit J). This policy is met.

Policy 10 The City shall complete a baseline inventory of significant natural resources and update or improve it as necessary, such as at the time of Comprehensive Plan Periodic Review, changes to Metro or State programs, or to reflect changed conditions, circumstances, and community values.

FINDING: The City has conducted an inventory of natural resources in compliance with Statewide Planning Goal 5. The applicant is proposing amendments to the City's "Wetlands and Streams Corridors Map", a component of the Tigard Comprehensive Plan, in order to permit impacts to significant wetlands and Fanno Creek vegetated corridor areas as described throughout this narrative and the associated documents submitted with the application. On approval of this request, the ESEE analysis will be incorporated by reference into the Tigard Comprehensive Plan, and the "Wetlands and Streams Corridors Map" will be amended to remove the area from the inventory. This policy is met.

Policy 12 **The City shall develop and implement standards and procedures that mitigate the loss of natural resource functions and services, with priority given to protection over mitigation.**

FINDING: The Fanno Creek Trail corridor is constrained by natural resources and mapped significant wetlands along its alignment on both the east and west side of SW Hall Blvd and offers limited opportunity to avoid natural resources while still implementing a project that meets the identified purpose and need. Because the proposed RRFB crossing must connect to the existing trail segments on both sides of the roadway, opportunities to design necessary project improvements for further avoidance of sensitive lands, while still meeting the project's purpose of creating a safer pedestrian crossing are limited due to the need for the proposed crossing to be in generally the same location as the existing crossing. The applicant has designed the project to avoid and minimize impacts to natural resources to the greatest extent practicable, as described within the applicant's ESEE Analysis (Exhibit C) and CWS Standard Site Assessment (Exhibit H). This policy is met.

Goal 6.2
Ensure land use activities protect and enhance the community's water quality.

Policy 1 **The City shall require that all development complies with or exceeds regional, state, and federal standards for water quality.**

FINDING: As described in the Preliminary Stormwater Report (Exhibit J), the applicant is proposing new stormwater management facilities that are designed to meet CWS DCS requirements. While treatment and detention cannot be provided within the project area, the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. This policy is met.

Policy 4 **The City shall protect, restore, and enhance, to the extent practical, the natural functions of stream corridors, trees, and water resources for their positive contribution to water quality.**

FINDING: As described within the applicant's ESEE analysis (Exhibit C) and the CWS standard site assessment (Exhibit H), the applicant is incorporating best management practices and avoidance measures to protect the significant wetlands and other natural resources in the area. The applicant has designed the project to avoid and minimize impacts to significant wetlands and Fanno Creek's vegetated corridor areas to the maximum extent practicable. Additionally, the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. This policy is met.

Goal 7.1
Protect people and property from flood, landslide, earthquake, wildfire, and severe weather hazards.

Policy 7 **The City shall comply with the Federal Emergency Management Agency (FEMA) flood regulations, which include standards for base flood levels, flood proofing, and minimum finished floor elevations.**

FINDING: The proposed project has been designed based on current FEMA floodplain maps and, as identified in the No-Rise Certification (Exhibit K), has been designed to meet FEMA no-rise requirements. Additionally, the proposed project has been designed with materials resistant to flood and water damage. No habitable structures or buildings are proposed in the project area. This policy is met.

Policy 8 **The City shall prohibit any land form alterations or developments in the 100- year floodplain which would result in any rise in elevation of the 100-year floodplain.**

FINDING: Consistent with this policy, the project has been designed to meet FEMA no-rise requirements, as identified in the submitted No-Rise Certification (Exhibit K). This policy is met.

Policy 10 **The City shall work with Clean Water Services to protect natural drainageways and wetlands as valuable water retention areas and, where possible, find ways to restore and enhance these areas.**

FINDING: The applicant has coordinated the proposed project closely with Clean Water Services (CWS). The applicant submitted a standard site assessment (Exhibit H) to CWS, which has issued a Service Provider Letter (SPL25-002811). As described within the standard site assessment and ESEE analysis (Exhibit C), the applicant has carefully designed the project to avoid and minimize impacts to significant wetlands and Fanno Creek's vegetated corridor areas to the maximum extent practicable and is proposing to use various best management practices and avoidance measures during construction to protect significant wetlands and other natural resources from unintended impacts. As no feasible on-site mitigation areas were found in the limited project area, the applicant will pay a fee-in-lieu which will help fund regional stormwater management projects. This policy is met.

Goal 11.1
Develop and maintain a stormwater system that protects development, water resources, and wildlife habitat.

Policy 1 **The City shall require that all new development:**

A. construct the appropriate stormwater facilities or ensure construction by paying their fair share of the cost;

B. comply with adopted plans and standards for stormwater management; and

C. meet or exceed regional, state, and federal standards for water quality and flood protection

FINDING: As described in the stormwater report submitted with the application (Exhibit J), the applicant is proposing new stormwater management facilities, which have been designed to meet CWS DCS requirements. While treatment and detention cannot be provided within the project area, the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. This will contribute to improved water quality in the region and help protect Fanno Creek's stormwater conveyance and treatment functions. This policy is met.

Policy 6 **The City shall maintain streams and wetlands in their natural state, to the extent necessary, to protect their stormwater conveyance and treatment functions.**

FINDING: The project's design will require impacts to designated locally significant wetlands and Fanno Creek vegetated corridor areas. However, the project will incorporate best management practices and avoidance measures to protect significant wetlands and other natural resources from unintended impacts, as described in greater detail within the applicant's ESEE Analysis (Exhibit C) and the CWS Standard Site Assessment (Exhibit H). Additionally, as described in the Preliminary Stormwater Report (**Exhibit J**), the applicant is proposing to meet CWS requirements for treatment and detention through a fee-in-lieu payment due to an inability to provide for treatment and detention within the project area. This fee-in-lieu will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. This policy is met.

Goal 11.4
Maintain adequate public facilities and services to meet the health, safety, education, and leisure needs of all Tigard residents.

Policy 2 **The City shall continue to develop and maintain a Capital Improvement Plan to help provide for the orderly provision of public facilities and services.**

FINDING: The proposed project has been identified on the Tigard Capital Improvement Plan (CIP) as project #95083. The infrastructure needs identified through the CIP are necessary for the orderly provision of public facilities and services and are critical to the economy of Tigard and the region. The proposed project supports this policy by delivering a project identified on the City's CIP. This policy is met.

Chapter 12: Transportation
Goal 12.1
Provide a safe, comfortable, and connected transportation system for all users, especially pedestrians and other vulnerable users.

Policy 1 **The City shall prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, and accessibility, as well as the associated costs and impacts.**

FINDING: The proposal delivers a transportation project identified on the city's CIP that provides numerous community benefits. The project was identified on the CIP as being critical to the economy of Tigard by maintaining safe access to jobs, schools, and essential services. This connection provides a critical link between the main city campus and downtown, the Fanno Creek Trail, and the city's public library facility. This policy is met.

Policy 2 **The City shall design, maintain, enhance, and invest in a transportation system that emphasizes multi-modal travel options for all types of land uses.**

FINDING: The project benefits the community by replacing the existing Fanno Creek Trail crossing at SW Hall Blvd with a safer, pedestrian-activated RRFB crossing. The existing Fanno Creek Trail crossing

at SW Hall Blvd has a history of crashes and near misses and the proposed project seeks to create a safer and more comfortable facility for all users including pedestrians, cyclists, and drivers by providing upgraded lighting, signage, and curb ramps; therefore, improving existing multi-modal travel options for the community. This policy is met.

Goal 12.2
Support environmental and community health by reducing our carbon footprint, minimizing impacts to natural resources, and addressing unequal health impacts/outcomes of our transportation system on low-income communities and communities of color.

Policy 4 **The City shall mitigate impacts to the natural environment associated with proposed transportation construction or reconstruction projects.**

FINDING: The project will require impacts to significant wetlands and Fanno Creek vegetated corridor areas. However, the project will incorporate best management practices and avoidance measures to protect significant wetlands and other natural resources from unintended impacts, as described in greater detail within the applicant's ESEE analysis (Exhibit C) and the CWS standard site assessment (Exhibit H). The applicant has carefully designed the project to avoid and minimize impacts to these areas to the maximum extent practicable. Despite impacts to these areas, the project supports this policy by providing a safer crossing for users of the Fanno Creek Trail. This has the overall impact of supporting alternative transportation methods and reducing Tigard's carbon footprint, creating a more environmentally healthy community. This policy is met.

Goal 12.3.
Improve quality of life for all, particularly historically marginalized and underserved communities, by providing access to jobs, schools, and essential services with convenient and affordable travel options.

Policy 6 **The City shall work to address and enhance the safety and transportation needs of vulnerable users.**

FINDING: The project will replace the Fanno Creek Trail's existing non-compliant crossing at SW Hall Blvd, which has a history of crashes and near misses, with a pedestrian-activated RRFB crossing that will be safer for all users by providing upgraded lighting and signage. These improvements will serve to provide a more effective warning to drivers that someone is trying to cross the road. This policy is met.

Goal 12.4
Create livable neighborhoods that are designed to improve multimodal connections while discouraging unsafe interactions.

Policy 1 **The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.**

FINDING: The project maintains critical infrastructure to continue to provide efficient circulation within this segment of SW Hall Boulevard. This policy is met.

Policy 2 **The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.**

FINDING: The project supports this policy by creating a safer pedestrian crossing for users of the Fanno Creek Trail by improving illumination and signage. This will reduce unsafe interactions between pedestrians, cyclists and vehicles which will in turn encourage pedestrian and bicycle travel. This policy is met.

Goal 12.5
Support economic vibrancy by accommodating the movement of people and goods and creating equitable opportunities for economic development throughout Tigard.

Policy 1 **The City shall manage the transportation system to support desired economic development activities.**

FINDING: The project improves Tigard's transportation system by upgrading infrastructure critical to Tigard's livability and economic vitality. The importance of the pedestrian crossing's replacement is evident through its identification on Tigard's CIP. The infrastructure needs identified through the CIP are critical to the economy of Tigard and the overall region by accommodating the safe and efficient movement of people and goods. This policy is met.

Chapter 13: Energy Consrevation
Goal 13.1
Reduce energy consumption.

Policy 1 **The City shall promote the reduction of energy consumption associated with vehicle miles traveled through:**
A. Land use patterns that reduce dependency on the automobile;
B. Public transit that is reliable, connected, and efficient; and
C. Bicycle and pedestrian infrastructure that is safe and well connected.

FINDING: The project supports these policies by providing a safer pedestrian crossing for users of the Fanno Creek Trail, which supports alternative transportation methods that can help reduce Tigard's carbon footprint and support a more environmentally healthy community.

CONCLUSION: As shown in the analysis above, the proposal complies with all applicable policies of the Tigard Comprehensive Plan.

18.140 PARKS AND RECREATION ZONE

18.140.030 Other Zoning Regulations
Sites with overlay zones, plan districts, inventoried hazards, or sensitive lands are subject to additional regulations. Specific uses or developments may also be subject to regulations as provided elsewhere in this title.

FINDING: The project area contains sensitive lands that are proposed to be impacted by the proposed improvements, including significant wetlands, floodplain, and vegetated corridors. The applicable provisions of Chapter 18.510 Sensitive Lands are addressed later in this report.

18.140.040 Land Use Standards

A. General provisions. A list of allowed, restricted, conditional, and prohibited uses in the PR zone is provided in Table 18.140.1. If a use category is not listed, see Section 18.60.030.

FINDING: The proposed project will occur completely within existing right-of-way associated with SW Hall Blvd; therefore no development standards apply.

18.510 SENSITIVE LANDS

18.510.020 Applicability

A. CWS stormwater connection permit. All proposed development must obtain a stormwater connection permit from CWS in compliance with its design and construction standards.

FINDING: The applicant submitted a standard site assessment to CWS and a Service Provider Letter (CWS File No. 25-002811) was issued. The applicant will obtain the necessary stormwater connection permit. This standard is met.

G. Sensitive lands approvals issued by the hearings officer.

1. **Sensitive land reviews within special flood hazard areas are processed through a Type III-HO procedure, as provided in Section 18.710.070, for the following actions:**
   a. **Ground disturbance or landform alterations in all floodway areas;**
   b. **Ground disturbance or landform alterations in floodway fringe locations involving more than 50 cubic yards of material;**
   c. **Repair, reconstruction, or improvement of an existing structure or utility, the cost of which equals or exceeds 50 percent of the market value of the structure prior to the improvement or the damage requiring reconstruction provided no development occurs in the floodway;**
   d. **Structures intended for human habitation; and**
   e. **Accessory structures that are greater than 528 square feet in size, outside of floodway areas.**
2. **The approval authority will approve, approve with conditions, or deny a sensitive lands review application using the approval criteria provided in Section 18.510.070.**

FINDING: The proposal includes ground disturbance in the floodway area. In accordance with TDC 18.710.090, this application is being reviewed through a Type III-Modified process with the Tigard City Council as the final review authority as the proposal also includes a request to remove a significant wetland designation. The approval criteria in Section 18.510.070 are addressed later in this report.

18.510.050 General Provisions for Wetlands

A. Code compliance requirements. Wetland regulations apply to those areas classified as significant on the City of Tigard "Wetland and Streams Corridors Map," and to a vegetated corridor ranging from 25 to 200 feet wide, measured horizontally, from the defined boundaries of the wetland, as provided in "Table 3.1, Vegetated Corridor Widths," and "Appendix C, Natural Resource Assessments," of the CWS "Design and Construction Standards." Wetland locations may include but are not limited to those areas identified as wetlands in "Wetland Inventory and Assessment for the City of Tigard, Oregon," Fishman Environmental Services, 1994.

FINDING: The project area contains two wetlands, Wetlands A and B, as shown on Exhibit A, Figure 5. Both are identified as significant wetlands on the City of Tigard "Wetland and Streams Corridors

Map". The boundaries of these wetlands include vegetated corridors measured 50 feet horizontally from the delineated wetland boundary as specified in CWS Design and Construction Standards. The boundaries have been field verified by the applicant's engineering consultant, DOWL.

B. Delineation of wetland boundaries. Precise boundaries may vary from those shown on wetland maps; specific delineation of wetland boundaries may be necessary. Wetland delineation will be done by qualified professionals at the applicant's expense.

FINDING: A wetland delineation was provided by the applicant and is included as Exhibit F. The wetland delineation was prepared by a team of qualified professionals, including wetland scientists and ecologists.

18.510.070 Sensitive Lands Applications.

A. Approval required. An applicant, who wishes to develop within a sensitive area, as defined in this chapter, must obtain approval in certain situations. Depending on the nature and intensity of the proposed activity within a sensitive area, either a Type II or Type III review is required, as provided in Subsections 18.510.020.F and G. The approval criteria for different types of sensitive areas are provided in Subsections 18.510.070.B–E.

FINDING: The proposal includes ground disturbance in the floodway area, significant wetlands, Fanno Creek, and the associated vegetated corridors; therefore a Type III review is required.

B. Within the special flood hazard area. The approval authority will approve or approve with conditions an application for sensitive lands review within the special flood hazard area when all of the following criteria are met:

1. Compliance with all of the applicable requirements of this title;

FINDING: The project complies with the applicable requirements of this title as provided below.

2. Land form alterations must preserve or enhance the special flood hazard area storage function and maintenance of the zero-foot rise floodway must not result in any encroachments, including fill, new construction, substantial improvements and other development unless certified by a registered professional engineer that the encroachment will not result in any increase in flood levels during the base flood discharge;

a. If in the floodway and no-rise requirement is met, the development will comply with all applicable flood hazard reduction provisions.

FINDING: Due to the extent of regulated floodway along Fanno Creek, the proposed pedestrian crossing and associated improvements will be located within the floodway. All improvements have been sited and designed to meet no-rise requirements as detailed in the submitted No-Rise Certification (Exhibit K). The project will comply with all applicable flood hazard reduction provisions as detailed in the response to the criteria of Section 18.510.040 in this report. These standards are met.

3. Land form alterations or developments within the special flood hazard area are allowed only in areas designated as commercial, industrial, or parks and recreation on the comprehensive plan land use map, except that alterations or developments associated

with community service uses, utilities, or public support facilities are allowed on residentially zoned properties subject to applicable zoning standards;

FINDING: The proposed land form alterations are located within the special flood hazard area in an area zoned Parks and Recreation (PR) on the comprehensive plan land use map. This standard is met.

4. **Where a landform alteration or development is allowed to occur within the special flood hazard area it will not result in any increase in the water surface elevation of the 100-year flood;**

FINDING: All proposed improvements in the flood hazard area have been sited and designed to avoid any increase in the surface elevation of the 100-year flood, as detailed in the No-Rise Certification (Exhibit K) submitted by the applicant. This standard is met.

5. **The land form alteration or development plan includes a pedestrian or bicycle pathway in compliance with the adopted Transportation System Plan or Greenways Trail System Master Plan, unless the construction of said pathway is deemed as untimely;**

FINDING: The Fanno Creek Trail is an identified pedestrian trail within the City's Transportation System Plan and Greenway Trail System Master Plan; therefore, the proposed improvements are allowed. This standard is met.

6. **Pedestrian or bicycle pathway projects within the special flood hazard area must include a wildlife habitat assessment that shows the proposed alignment minimizes impacts to significant wildlife habitat while balancing the community's recreation and environmental educational goals;**

FINDING: The proposed project is utilizing existing public right-of-way associated with SW Hall Blvd. Because the proposed project is intended to create a safer pedestrian crossing for the Fanno Creek Trail, the proposed project improvements must occur in the approximate location of the existing crossing in order to align with the trail on either side of the roadway. Alternative alignments are not possible because they would not achieve the project's purpose of replacing the existing trail crossing in generally the same location. As described in the applicant's ESEE Analysis (Exhibit C), the project incorporates a number of avoidance measures to minimize impacts to resource areas, including the special flood hazard area. This standard is met.

7. **The necessary U.S. Army Corps of Engineers and State of Oregon Land Board, Division of State Lands, and CWS permits and approvals must be obtained; and**

FINDING: The applicant will obtain the necessary permits from CWS, DSL, and the U.S. Army Corps of Engineers as required. The applicant submitted a standard site assessment (Exhibit H) to CWS and was issued a Service Provider Letter (Exhibit I), CWS File No. 25-002811. Permits or other approvals from the U.S. Army Corps of Engineers or the Oregon Division of State Lands are not anticipated to be required, but will be obtained if necessary. This standard is met.

8. **Where landform alterations or development are allowed within and adjacent to the special flood hazard area, the city will require the consideration of dedication of sufficient open land area within and adjacent to the special flood hazard area in**

compliance with the comprehensive plan. This area must include portions of a suitable elevation for the construction of a pedestrian or bicycle pathway within the special flood hazard area in compliance with the adopted Transportation System Plan or Greenways Trail System Master Plan.

FINDING: The proposed landform alterations within the special flood hazard area are necessary for the proposed RRFB crossing, which will provide safer conditions for the Fanno Creek Trail at SW Hall Blvd. The Fanno Creek Trail is already constructed within the project area and no other trails are identified on the City's Trail System Master Plan that fall within the project area. Construction of additional trails within theproject area are not anticipated. As such, additional dedication of lands within the special flood hazard area is unnecessary. This standard is met.

18.510.080 Special Provisions within Locally Significant Wetlands and Along the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek

A. In order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 666-023-0030) pertaining to wetlands, all wetlands classified as significant on the City of Tigard "Wetlands and Streams Corridors Map" are protected. No land form alterations or developments are allowed within or partially within a significant wetland, except as allowed or approved in compliance with Section 18.510.100.

FINDING: The subject property includes wetlands that are identified as significant wetlands on the City of Tigard "Wetlands and Stream Corridors" map and are, therefore, protected. The applicant has applied for the Plan Amendment Option in Section 18.510.100 to remove Goal 5 protections from 127 square feet (0.003 acre) of significant wetlands to allow the proposed pedestrian crossing and associated improvements.

B. In order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 660-023-0030) pertaining to riparian corridors, a standard setback distance or vegetated corridor area, measured horizontally from and parallel to the top of the bank, is established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek.

5. The standard setback distance or vegetated corridor area applies to all development proposed on property located within or partially within the vegetated corridors, except as allowed below:

a. Roads, pedestrian or bike paths crossing the vegetated corridor from one side to the other in order to provide access to the sensitive area or across the sensitive area, as approved by the city in compliance with Section 18.510.070 and by CWS "Design and Construction Standards";

b. Utility or service provider infrastructure construction (i.e. storm, sanitary sewer, water, phone, gas, cable, etc.), if approved by the city and CWS;

c. A pedestrian or bike path, not exceeding 10 feet in width and in compliance with the CWS "Design and Construction Standards";

d. Grading for the purpose of enhancing the vegetated corridor, as approved by the city and CWS;

e. **Measures to remove or abate hazards, nuisances, or fire and life safety violations, as approved by the regulating jurisdiction;**
f. **Enhancement of the vegetated corridor for water quality or quantity benefits, fish, or wildlife habitat, as approved by the city and CWS;**
g. **Measures to repair, maintain, alter, remove, add to, or replace existing structures, roadways, driveways, utilities, accessory uses, or other developments provided they are in compliance with city and CWS regulations, and do not encroach further into the vegetated corridor or sensitive area than allowed by the CWS "Design and Construction Standards."**

FINDING: The project consists of a replacement pedestrian crossing that has been designed in compliance with CWS "Design and Construction Standards." The project area does not contain any vegetated corridor areas associated with Fanno Creek that are not a part of a mapped significant wetland. Therefore, the standard setback and vegetated corridor area associated with Fanno Creek does not apply.

18.510.100 Plan Amendment Option

A. Comprehensive plan amendment. Any owner of property affected by the Goal 5 safeharbor (1) protection of significant wetlands or (2) vegetated areas established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek may apply for a comprehensive plan amendment as provided in Chapter 18.790, Text and Map Amendments. This amendment must be based on a specific development proposal. The effect of the amendment would be to remove Goal 5 protection from the property, but not to remove the requirements related to the CWS Stormwater Connection Permit, which must be addressed separately through an alternatives analysis, as described in Section 3.02.5 of the CWS "Design and Construction Standards." The applicant must demonstrate that such an amendment is justified by either of the following:

B. ESEE analysis. The applicant may prepare an environmental, social, economic and energy (ESEE) consequences analysis prepared in compliance with OAR 660-23-040.

FINDING: The applicant has chosen to demonstrate the amendment is justified through an ESEE analysis, rather than a demonstration that the wetlands are not significant. The applicant submitted an ESEE analysis dated October 2025 (Exhibit C) prepared in compliance with OAR 60-23-040, to justify removal of Goal 5 protection from approximately 127 square feet (0.003 acre) of significant wetlands and vegetated corridor associated with Fanno Creek on the subject property.

1. **The analysis must consider the ESEE consequences of allowing the proposed conflicting use, considering both the impacts on the specific resource site and the comparison with other comparable sites within the Tigard Planning Area;**

FINDING: As described in the ESEE analysis (Exhibit C), the applicant has considered the consequences of allowing the proposed conflicting use, in this case the proposed replacement pedestrian crossing, and has considered the impacts on the specific resource site as well as other comparable sites within Tigard. As described in the applicant's analysis, the consequences of allowing the proposed conflicting use provide a net positive benefit by providing a safer pedestrian-activated RRFB crossing with curb ramps and improved signage and lighting. Since the proposal is specific to replacing an existing crossing, there are no comparable sites within the Tigard Planning Area that can provide an alternative site with fewer impacts. This standard is met.

2. **The ESEE analysis must demonstrate to the satisfaction of the city council that the adverse economic consequences of not allowing the conflicting use are sufficient to justify the loss, or partial loss, of the resource;**

FINDING: The ESEE analysis provided by the applicant demonstrates that the economic consequences of not allowing the conflicting use would be negative. The following is identified within Section 3.1 of the ESEE Analysis regarding the adverse economic consequences of not allowing the conflicting use:

- The vegetated corridor areas proposed to be impacted are in a degraded state so the economic benefit of fully protecting them is minimal.
- The proposed new safer RRFB crossing is not able to be constructed without the stormwater management infrastructure. If the Fanno Creek Trail is seen as unsafe because of the existing crossing, Tigard's perceived livability could be harmed, thereby limiting Tigard's economic vitality.
- ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided.

For these reasons, prohibiting the conflicting use would result in negative economic consequences from impacts to perceived livability and less funds for regional stormwater management projects. Alternatively, preserving the minimal area proposed to impacted would have few benefits due to its degraded state. This standard is met.

3. **In particular, ESEE analysis must demonstrate why the use cannot be located on buildable land, consistent with the provisions of this chapter, and that there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use;**

FINDING: The conflicting use (construction of a replacement pedestrian crossing) is an improvement that is critical to the safe operation of the existing Fanno Creek Trail and SW Hall Blvd facilities. The crossing must connect with existing alignments of the trail on both sides of SW Hall Blvd, meaning the crossing needs to be constructed in generally the same location as the existing crossing. As the project is specific in location, there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use. This standard is met.

4. **The ESEE analysis must be prepared by a team consisting of a wildlife biologist or wetlands ecologist and a land use planner or land use attorney, all of whom are qualified in their respective fields and experienced in the preparation of Goal 5 ESEE analysis;**

FINDING: A qualified team consisting of land use planners, wetland scientists, and ecologists, all qualified in their respective fields with experience compiling such analyses, prepared the ESEE analysis submitted with this application as Exhibit C. This standard is met.

5. **If the application is approved, then the ESEE analysis must be incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" be amended to remove the site from the inventory.**

FINDING: On approval of this request, the ESEE analysis will be incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" will be amended to remove the site from the inventory.

18.790 TEXT AND MAP AMENDMENTS

A. Approval process.

2. A quasi-judicial comprehensive plan map amendment application is processed through a Type III-Modified procedure, as provided in Section 18.710.090, which is decided by the City Council with a recommendation by Planning Commission.

FINDING: The applicant is proposing to impact sensitive lands, including significant wetlands, Fanno Creek, and the associated vegetated corridors to allow the proposed pedestrian crossing. Per Section 18.510.100, this protection can only be removed through a comprehensive plan map amendment. As such, this application is being reviewed through the Type III-Modified procedure.

B. Approval criteria. A recommendation or decision for a quasi-judicial zoning map amendment or quasi-judicial comprehensive plan amendment will be based on the following:

1. Demonstration of compliance with all applicable comprehensive plan policies and map designations; and

FINDING: The proposal demonstrates compliance with all applicable comprehensive plan policies and map designations, as described above.

2. Demonstration that adequate public services exist to serve the property at the intensity of proposed zoning. Factors to consider include the projected service demands of the property, the ability of the existing and proposed public services to accommodate the future use, and the characteristics of the property and development proposal, if any.

FINDING: The proposed project will replace the existing pedestrian crossing of the Fanno Creek Trail across SW Hall Blvd with a safer pedestrian-activated RRFB crossing. Associated improvements are also proposed within the project area, including new stormwater outfalls, paving, curb ramps, signage and new roadway lighting. Rather than increasing demand on public facilities, the proposed project is replacing and improving existing public facilities in order to meet current public demand. The proposed amendments to the comprehensive plan in order to remove the "significant" designation from wetlands and vegetated corridor areas impacted by the project will have minimal impact on public services or demand for public services. This criterion is met.

18.910 IMPROVEMENT STANDARDS

18.910.030 Streets

A. Improvements.

1. No development shall occur unless the development has frontage or approved access to a public street.

2. **No development shall occur unless streets within the development meet the standards of this chapter.**
3. **No development shall occur unless the streets adjacent to the development meet the standards of this chapter, provided, however, that a development may be approved if the adjacent street does not meet the standards but half-street improvements meeting the standards of this chapter are constructed adjacent to the development.**
4. **Any new street or additional street width planned as a portion of an existing street shall meet the standards of this chapter.**

The proposal is for new ramp crossings along SW Hall Blvd (Beaverton-Tualatin Highway) between Fanno Creek and SW Omara St. SW Hall Blvd is classified as a three-lane arterial street.

B. Creation of rights-of-way for streets and related purposes. Rights-of-way shall be created through the approval of a final plat; however, the council may approve the creation of a street by acceptance of a deed, provided that such street is deemed essential by the council for the purpose of general traffic circulation.

1. **The council may approve the creation of a street by deed of dedication without full compliance with the regulations applicable to subdivisions or partitions if any one or more of the following conditions are found by the council to be present:**
   a. **Establishment of a street is initiated by the council and is found to be essential for the purpose of general traffic circulation, and partitioning or subdivision of land has an incidental effect rather than being the primary objective in establishing the road or street for public use; or**
   b. **The tract in which the road or street is to be dedicated is an isolated ownership of 1 acre or less and such dedication is recommended by the commission to the council based on a finding that the proposal is not an attempt to evade the provisions of this title governing the control of subdivisions or partitions**
   c. **The street is located within the mixed use central business district (MU-CBD) zone and has been identified on Figures 5-14A through 5-14I of the City of Tigard 2035 Transportation System Plan as a required connectivity improvement.**
2. **With each application for approval of a road or street right-of-way not in full compliance with the regulations applicable to the standards, the proposed dedication shall be made a condition of subdivision and partition approval.**
   a. **The applicant shall submit such additional information and justification as may be necessary to enable the commission in its review to determine whether or not a recommendation for approval by the council shall be made.**
   b. **The recommendation, if any, shall be based upon a finding that the proposal is not in conflict with the purpose of this title.**
   c. **The commission in submitting the proposal with a recommendation to the council may attach conditions which are necessary to preserve the standards of this title.**
3. **All deeds of dedication shall be in a form prescribed by the city and shall name "the public" as grantee.**

Additional right-of-way dedication is not required for the addition and replacement of pedestrian ramps. This standard does not apply.

C. Creation of access easements. The approval authority may approve an access easement established by deed without full compliance with this chapter provided such an easement is the only reasonable method by which a lot large enough to develop can be created.

1. **Access easements shall be provided and maintained in compliance with the Oregon Fire Code, Section 503.**
2. **Access shall be in compliance with Subsections 18.920.030.H, I, and J.**

The proposal does not require an access easement. This standard does not apply.

D. Street location, width and grade. Except as noted below, the location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:

1. **Street grades shall be approved by the City Engineer in compliance with Subsection 18.910.030.N; and**

The proposed development is adjacent to SW Hall Blvd, existing streets and the street grades will remain unchanged. This standard does not apply.

2. **Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:**
   a. **Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or**
   b. **Conform to a plan adopted by the commission, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.**

The site plans show the location of all existing streets. The plans submitted indicate the final design will comply with standards design requirements for the cross section, width, and grade. This standard is met.

E. Minimum rights-of-way and street widths. Unless otherwise indicated on an approved street plan, or as needed to continue an existing improved street or within the Tigard Downtown Plan District, street right-of-way and roadway widths shall not be less than the minimum width described below. Where a range is indicated, the width shall be determined by the decision-making authority based upon anticipated average daily traffic (ADT) on the new street segment. (The city council may adopt by resolution, design standards for street construction and other public improvements. The design standards will provide guidance for determining improvement requirements within the specified ranges.) These are provided in Table 18.910.1.

The approval authority shall make its decision about desired right-of-way width and pavement width of the various street types within the subdivision or development after consideration of the following:

1. **The type of road as provided in the comprehensive plan transportation chapter - functional street classification.**
2. **Anticipated traffic generation.**
3. **On-street parking needs.**
4. **Sidewalk and bikeway requirements.**
5. **Requirements for placement of utilities.**
6. **Street lighting.**
7. **Drainage and slope impacts.**
8. **Street tree location.**
9. **Planting and landscape areas.**
10. **Safety and comfort for motorists, bicyclists, and pedestrians.**
11. **Access needs for emergency vehicles.**

Additional right-of-way dedication is not required for the addition and replacement of pedestrian ramps. This standard does not apply.

F. <u>Future street plan and extension of streets</u>.

1. **A future street plan shall:**
   a. **Be filed by the applicant in conjunction with an application for a subdivision or partition. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other lots within 530 feet surrounding and adjacent to the proposed land division. At the applicant's request, the city may prepare a future streets proposal. Costs of the city preparing a future streets proposal shall be reimbursed for the time involved. A street proposal may be modified when subsequent subdivision proposals are submitted.**
   b. **Identify existing or proposed bus routes, pullouts or other transit facilities, bicycle routes and pedestrian facilities on or within 530 feet of the site.**

A subdivision or partition is not proposed. This standard does not apply.

2. **Where necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed, and**
   a. **These extended streets or street stubs to adjoining properties are not considered to be cul-de-sac since they are intended to continue as through streets at such time as the adjoining property is developed.**
   b. **A barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the City Engineer, the cost of which shall be included in the street construction cost.**
   c. **Temporary hammerhead turnouts or temporary cul-de-sac bulbs shall be constructed for stub street in excess of 150 feet in length.**

Street extension or cul-de-sacs are not proposed or deemed necessary. This standard does not apply.

G. <u>Street spacing and access management</u>. Refer to 18.920.030.H.

Street spacing and access management is discussed under Chapter 18.920, Access, Egress, and Circulation. However, as new accesses are not proposed, this standard, as well as 18.920, does not apply.

H. Street alignment and connections.

1. **Full street connections with spacing of no more than 530 feet between connections is required except where prevented by barriers such as topography, railroads, freeways, pre-existing developments, lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections. A full street connection may also be exempted due to a regulated water feature if regulations would not permit construction.**
2. **All local, neighborhood routes and collector streets which abut a development site shall be extended within the site to provide through circulation when not precluded by environmental or topographical constraints, existing development patterns or strict adherence to other standards in this code. A street connection or extension is considered precluded when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15 percent for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the constraint precludes some reasonable street connection.**
3. **Proposed street or street extensions shall be located to provide direct access to existing or planned transit stops, commercial services, and other neighborhood facilities, such as schools, shopping areas and parks.**
4. **All developments should provide an internal network of connecting streets that provide short, direct travel routes and minimize travel distances within the development.**

Street extensions are not proposed or deemed necessary. This standard does not apply.

I. Intersection angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle, but in no case shall the angle be less than 75º unless there is special intersection design, and:

1. **Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;**
2. **Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and**
3. **Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.**

New street intersections are not proposed. This standard does not apply.

J. Existing rights-of-way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development.

Additional right-of-way dedication on SW Hall Blvd will not be required to accommodate the required improvements. This standard does not apply.

K. Partial street improvements. Partial street improvements resulting in a pavement width of less than 20 feet, while generally not acceptable, may be approved where essential to reasonable development when in conformity with the other requirements of these regulations, and when it will be practical to require the improvement of the other half when the adjoining property developed.

Partial street improvements are not proposed or deemed necessary. This standard does not apply.

L. Cul-de-sacs. A cul-de-sac shall be no more than 200 feet long, shall not provide access to greater than 20 dwelling units, and shall only be used when environmental or topographical constraints, existing development pattern, or strict adherence to other standards in this code preclude street extension and through circulation:

1. **All cul-de-sac shall terminate with a turnaround. Use of turnaround configurations other than circular shall be approved by the City Engineer; and**
2. **The length of the cul-de-sac shall be measured from the centerline intersection point of the 2 streets to the radius point of the bulb.**
3. **If a cul-de-sac is more than 300 feet long, a lighted direct pathway to an adjacent street may be required to be provided and dedicated to the city.**

Cul-de-sacs are not proposed or deemed necessary. This standard does not apply.

M. Street names. No street name shall be used which will duplicate or be confused with the names of existing streets in Washington County, except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and as approved by the City Engineer.

New street names are not proposed or deemed necessary. This standard does not apply.

N. Grades and curves.

1. **Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet); and**
2. **Centerline radii of curves shall be as determined by the City Engineer.**

The proposed development is adjacent to SW Hall Blvd, an existing street. The street and the grades of the street will remain unchanged. This standard does not apply.

O. Curbs, curb cuts, ramps, and driveway approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in compliance with standards specified in this chapter and Chapter 15.04, Work in the Right-of-Way, and:

1. **Concrete curbs and driveway approaches are required; except:**
2. **Where no sidewalk is planned, an asphalt approach may be constructed with City Engineer approval; and**
3. **Asphalt and concrete driveway approaches to the property line shall be built to city configuration standards.**

Curbs, curb cuts, and ramps are shown on the submitted site plans, but driveway approaches are not proposed. This standard is met.

P. Streets adjacent to railroad right-of-way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, provision shall be made for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land. The distance shall be determined with due consideration at cross streets or the minimum distance required for approach grades and to provide sufficient depth to allow screen planting along the railroad right-of-way in nonindustrial areas.

The site is not adjacent to any railroad right-of-way. This standard does not apply.

Q. Access to arterials and collectors. Where a development abuts or is traversed by an existing or proposed arterial or collector street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design shall include any of the following:

1. **A parallel access street along the arterial or collector;**
2. **Lots of suitable depth abutting the arterial or collector to provide adequate buffering with frontage along another street;**
3. **Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial or collector; or**
4. **Other treatment suitable to meet the objectives of this subsection;**
5. **If a lot has access to 2 streets with different classifications, primary access should be from the lower classification street.**

The proposed improvements are along SW Hall Blvd, which is classified as an arterial street, but no accesses are proposed. This standard does not apply.

R. Alleys, public or private.

1. **Alleys shall be no less than 20 feet in width. In commercial and industrial zones, alleys shall be provided unless other permanent provisions for access to off-street parking and loading facilities are made.**
2. **While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.**

Alleys are not proposed or deemed necessary. This standard does not apply.

S. Survey monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

All boundary, internal monuments, and street monuments must be protected in accordance with the City's and County's requirements and standards.

T. Private streets.

1. **Design standards for private streets shall be established by the City Engineer; and**
2. **The city shall require legal assurances for the continued maintenance of private streets, such as a recorded maintenance agreement.**

3. **Private streets serving more than 6 dwelling units are permitted only within planned developments, mobile home parks, cottage cluster, courtyard units, and apartment developments.**

Private streets are not proposed or deemed necessary. This standard does not apply

U. Railroad crossings. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval, or another equitable means of cost distribution shall be determined by the public works director and approved by the commission.

Railroad crossings are not proposed or deemed necessary. This standard does not apply

V. Street signs. The city shall install all street signs, relative to traffic control and street names, as specified by the City Engineer for any development. The cost of signs shall be the responsibility of the developer.

Street signs are not proposed or deemed necessary. This standard does not apply.

W. Mailboxes. Joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least 2 dwelling units.

1. **Joint mailbox structures shall be placed adjacent to roadway curbs;**
2. **Proposed locations of joint mailboxes shall be designated on the preliminary plat or development plan, and shall be approved by the City Engineer/U.S. Post Office prior to final plan approval; and**
3. **Plans for the joint mailbox structures to be used shall be submitted for approval by the City Engineer/U.S. Post Office prior to final approval.**

Residential development is not proposed. This standard does not apply.

X. Traffic signals. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The cost shall be included as a condition of development.

Traffic signals are not proposed or deemed necessary. This standard does not apply.

Y. Street light standards. Street lights shall be installed in compliance with regulations adopted by the city's direction.

A preliminary lighting plan has been submitted and meets the applicable standards. The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must provide a final photometric analysis of the proposed development frontages for the review and approval. Photometric analysis will follow the recommended values and requirements described in ANSI/IESNA. The

analysis must show the location of streetlights; and the type and color of the pole and light fixture. All public streetlights must be PGE Option B.

With conditions of approval, this standard is met.

Z. Street name signs. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

Street name signs are not proposed or deemed necessary. This standard does not apply

AA. Street cross-sections. The final lift of asphalt concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within 1 year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or 3 years from the commencement of initial construction of the development, whichever is less.

1. **Sub-base and leveling course shall be of select crushed rock;**
2. **Surface material shall be of Class C or B asphaltic concrete;**
3. **The final lift shall be placed on all new construction roadways prior to city final acceptance of the roadway; however, not before 90 percent of the structures in the new development are completed unless 3 years have elapsed since initiation of construction in the development;**
4. **The final lift shall be Class C asphaltic concrete as defined by A.P.W.A. standard specifications; and**
5. **No lift shall be less than 1.5 inches in thickness.**

No new public roadways are proposed. This standard does not apply.

BB. Traffic calming. When, in the opinion of the City Engineer, the proposed development will create a negative traffic condition on existing neighborhood streets, such as excessive speeding, the developer may be required to provide traffic calming measures. These measures may be required within the development or offsite as deemed appropriate. As an alternative, the developer may be required to deposit funds with the city to help pay for traffic calming measures that become necessary once the development is occupied and the City Engineer determines that the additional traffic from the development has triggered the need for traffic calming measures. The City Engineer will determine the amount of funds required and will collect said funds from the developer prior to the issuance of a certificate of occupancy, or in the case of subdivision, prior to the approval of the final plat. The funds will be held by the city for a period of 5 years from the date of issuance of certificate of occupancy, or in the case of a subdivision, the date of final plat approval. Any funds not used by the city within the 5-year time period will be refunded to the developer.

The intent of these public improvements are to provide traffic calming. This standard is met.

CC. Traffic study.

1. **A traffic study shall be required for all new or expanded uses or developments under any of the following circumstances:**

a. **When they generate a 10 percent or greater increase in existing traffic to high collision intersections identified by Washington County.**
b. **Trip generations from development onto the city street at the point of access and the existing ADT fall within the following ranges:**

Existing ADT	ADT to be added by development
0—3,000 vpd	2,000 vpd
3,001—6,000 vpd	1,000 vpd
>6,000 vpd	500 vpd or more

c. **If any of the following issues become evident to the City Engineer:**
   i. **High traffic volumes on the adjacent roadway that may affect movement into or out of the site.**
   ii. **Lack of existing left-turn lanes onto the adjacent roadway at the proposed access drive.**
   iii. **Inadequate horizontal or vertical sight distance at access points.**
   iv. **The proximity of the proposed access to other existing drives or intersections is a potential hazard.**
   v. **The proposal requires a conditional use permit or involves a drive-through operation.**
   vi. **The proposed development may result in excessive traffic volumes on adjacent local streets.**

2. **In addition, a traffic study may be required for all new or expanded uses or developments under any of the following circumstances**
   a. **When the site is within 500 feet of an ODOT facility; or**
   b. **Trip generation from a development adds 300 or more vehicle trips per day to an ODOT facility; or**
   c. **Trip generation from a development adds 50 or more peak hour trips to an ODOT facility.**

The proposed improvements will improve pedestrian access, but will not increase the amount of traffic on SW Hall Blvd. This standard does not apply.

18.910.040 Blocks

A. **Block design. The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic and recognition of limitations and opportunities of topography.**
B. **Sizes.**
   1. **The perimeter of blocks formed by streets shall not exceed 2,000 feet measured along the centerline of the streets except:**
      a. **Where street location is precluded by natural topography, wetlands, significant habitat areas or bodies of water, or pre-existing development; or**
      b. **For blocks adjacent to arterial streets, limited access highways, collectors or railroads.**
      c. **For nonresidential blocks in which internal public circulation provides equivalent access.**

2. **Bicycle and pedestrian connections on public easements or rights-of-way shall be provided when full street connection is exempted by Paragraph 18.910.040.B.1. Spacing between connections shall be no more than 330 feet, except where precluded by environmental or topographical constraints, existing development patterns, or strict adherence to other standards in the code.**

The development does not propose any new streets and does not warrant a block design or future street plan. Street or pedestrian connections are precluded by pre-existing development surrounding the proposed development. This standard is met.

18.910.050 Easements

A. Easements. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and where a development is traversed by a watercourse or drainageway, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the watercourse.

B. Utility easements. A property owner proposing a development shall make arrangements with the city, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard width for public main line utility easements shall be 15 feet unless otherwise specified by the utility company, applicable district, or City Engineer.

The proposed development is not traversed by a watercourse or drainage way. No additional easement or right-of-way dedication is required. This standard does not apply.

18.910.070 Sidewalks

A. Sidewalks. All public and private streets adjacent to industrially zoned properties shall have sidewalks meeting city standards along at least one side of the street. All other public and private streets shall have sidewalks meeting city standards along both sides of the street. A development may be approved if an adjoining street has sidewalks on the side adjoining the development, even if no sidewalk exists on the other side of the street.

As shown on the preliminary site plan, sidewalks exist and the proposal is to improve pedestrian crossings. This standard does not apply.

B. Requirement of developers.

1. **As part of any development proposal or change in use resulting in an additional 1,000 vehicle trips or more per day, an applicant shall be required to identify direct, safe (1.25 x the straight line distance) pedestrian routes within 0.50 miles of their site to all transit facilities and neighborhood activity centers (schools, parks, libraries, etc.). In addition, the developer may be required to participate in the removal of any gaps in the pedestrian system off-site if justified by the development.**
2. **If there is an existing sidewalk on the same side of the street as the development within 300 feet of a development site in either direction, the sidewalk shall be extended from the site to meet the existing sidewalk, subject to rough proportionality (even if the sidewalk does not serve a neighborhood activity center).**

The proposed development does not result in an additional 1,000 vehicle trips or more per day. There is existing sidewalk along SW Hall Blvd. This standard does not apply.

C. Planter strip requirements. A planter strip separation of at least 5 feet between the curb and the sidewalk shall be required in the design of streets, except where the following conditions exist: there is inadequate right-of-way; the curbside sidewalks already exist on predominant portions of the street; it would conflict with the utilities; there are significant natural features (large trees, water features, significant habitat areas, etc.) that would be destroyed if the sidewalk were located as required; or where there are existing structures in close proximity to the street (15 feet or less) or where the standards in Table 18.910.1 specify otherwise. Additional consideration for exempting the planter strip requirement may be given on a case-by-case basis if a property abuts more than one street frontage.

Curb-tight sidewalk exists. This standard does not apply.

D. Maintenance. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

SW Hall Blvd is a public roadway that is and will remain the maintenance responsibility of ODOT. This standard is applicable.

E. Application for permit and inspection. Separate street opening permits are required for sidewalk segments that are not part of a current subdivision approval:

1. **An occupancy permit shall not be issued for a development until the provisions of this section are satisfied.**
2. **The City Engineer may issue a permit and certificate allowing temporary noncompliance with the provisions of this section to the owner, builder or contractor when, in his or her opinion, the construction of the sidewalk is impractical for one or more of the following reasons:**
   a. **Sidewalk grades have not and cannot be established for the property in question within a reasonable length of time;**
   b. **Forthcoming installation of public utilities or street paving would be likely to cause severe damage to the new sidewalk;**
   c. **Street right-of-way is insufficient to accommodate a sidewalk on 1 or both sides of the street; or**
   d. **Topography or elevation of the sidewalk base area makes construction of a sidewalk impractical or economically infeasible**
3. **The City Engineer shall inspect the construction of sidewalks for compliance with the provision set forth in the standard specifications manual.**

Improvements associated with public infrastructure including street and right-of-way dedication, utilities, grading, water quality and quantity facilities, streetlights, easements, easement locations, and utility connections must be designed in accordance with the following codes and standards:

- City of Tigard Public Improvement Design Standards
- Clean Water Services (CWS) Design and Construction Standards
- City of Tigard Community Development Codes and Municipal Codes

- Tualatin Valley Fire and Rescue (TVF&R) Fire Codes
- Other applicable County, State, and Federal Codes and Standard Guidelines

The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must obtain approval of a Public Facility Improvement (PFI) Permit to cover all improvements associated with public infrastructure work, including stormwater management facilities, or any other work in the public right-of-way. An Engineering cost estimate of improvements associated with public infrastructures including but not limited to street, street grading, utilities, stormwater quality and water quantity facilities, sanitary sewer, streetlights, and franchise utilities are required at the time of PFI permit submittal. When the water system is under the City of Tigard jurisdiction, an Engineering cost estimate of water improvement must be listed as a separate line item from the total cost estimate.

With conditions of approval, this standard is met.

18.910.090 Sanitary Sewers

A. Sewers required. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in compliance with Clean Water Services requirements and the comprehensive plan.

B. Sewer plan approval. The City Engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.

C. Over-sizing. Proposed sewer systems shall include consideration of additional development within the area as projected by the comprehensive plan.

D. Permits denied. Development permits may be restricted by the approval authority where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

The applicant does not propose any facilities that would require sanitary sewer service. This standard does not apply.

18.910.100 Storm Drainage

A. General provisions. The Director and City Engineer shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made, and:

1. **The storm water drainage system shall be separate and independent of any sanitary sewerage system;**
2. **Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street; and**
3. **Surface water drainage patterns shall be shown on every development proposal plan.**

B. Easements. Where a development is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

The applicant has provided a Stormwater Design Report (dated December 1, 2025) stating that providing water quality and hydromodification is not feasible and requesting to pay a fee in-lieu of stormwater management. Inlets are provided so surface water is not carried across any intersection. Surface water drainage patterns are shown on the development proposal plan.

C. Accommodation of upstream drainage. A culvert or other drainage facility shall be large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development, and the City Engineer shall approve the necessary size of the facility, based on Clean Water Services requirements.

D. Effect on downstream drainage. Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the director and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in compliance with Clean Water Services requirements.

A preliminary storm drainage report in preliminary accordance with City of Tigard and CWS standards was submitted as part of the land use submittal. The applicant has stated that providing water quality and hydromodification is not feasible and requests to pay a fee in-lieu of stormwater management, per CWS Standards.

The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must submit site plans and a final storm drainage report for approval indicating how run-off generated by the development will be collected, conveyed, treated, and detained. The storm drainage report must be prepared and include a maintenance plan in accordance with CWS Design and Construction Standards and the City of Tigard Standards.

- Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard PFI Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

- Prior to final acceptance, the applicant must submit a two years of maintenance assurance for all required public improvements and enter into a stormwater maintenance agreement with the City.

Through conditions of approval, this standard is met.

18.910.110 Bikeways and Pedestrian Pathways

A. Bikeway extension.

1. As a standard, bike lanes shall be required along all arterial and collector routes and where identified on the city's adopted bicycle plan in the transportation system plan (TSP). Bike lane requirements along collectors within the downtown urban renewal district shall be determined by the City Engineer unless specified in Table 18.910.1.

2. **Developments adjoining proposed bikeways identified on the city's adopted pedestrian/bikeway plan shall include provisions for the future extension of such bikeways through the dedication of easements or rights-of-way, provided such dedication is directly related to and roughly proportional to the impact of the development.**
3. **Any new street improvement project shall include bicycle lanes as required in this chapter and on the adopted bicycle plan.**

B. Cost of construction. Development permits issued for planned developments, conditional use permits, subdivisions and other developments which will principally benefit from such bikeways shall be conditioned to include the cost or construction of bikeway improvements in an amount roughly proportional to the impact of the development.

C. Minimum width.

1. **The minimum width for bikeways within the roadway is 5 feet per bicycle travel lane.**
2. **The minimum width for multi-use paths separated from the road and classified as regional or community trails in the Greenway Trail System Master Plan is 10 feet. The width may be reduced to 8 feet if there are environmental or other constraints.**
3. **The minimum width for off-street paths classified as neighborhood trails, according to the Greenway Trail System Master Plan, is 3 feet.**
4. **Design standards for bike and pedestrian-ways shall be determined by the City Engineer.**

The proposed improvements are for the crossing of Fanno Creek Trail at SW Hall Blvd. This standard does not apply.

18.910.120 Utilities

A. Underground utilities. All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and:

1. **The developer shall make all necessary arrangements with the serving utility to provide the underground services;**
2. **The city reserves the right to approve location of all surface mounted facilities;**
3. **All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and**
4. **Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.**

B. Information on development plans. The applicant for a development shall show on the development plan or in the explanatory information, easements for all underground utility facilities, and

1. **Plans showing the location of all underground facilities as described herein shall be submitted to the City Engineer for review and approval; and**
2. **Care shall be taken in all cases to ensure that above ground equipment does not obstruct vision clearance areas for vehicular traffic.**

C. Exception to undergrounding requirement.

1. **The developer shall pay a fee in-lieu of undergrounding costs when the development is proposed to take place on a street where existing utilities which are not underground**

will serve the development and the approval authority determines that the cost and technical difficulty of under-grounding the utilities outweighs the benefit of undergrounding in conjunction with the development. The determination shall be on a case-by-case basis. The most common, but not the only, such situation is a short frontage development for which undergrounding would result in the placement of additional poles, rather than the removal of above-ground utilities facilities.

2. **An applicant for a development which is served by utilities which are not underground and which are located across a public right-of-way from the applicant's property shall pay the fee in-lieu of undergrounding.**
3. **Properties within the MU-CBD zone shall be exempt from the requirements for undergrounding of utility lines and from the fee in-lieu of undergrounding.**
4. **The exceptions in Paragraphs 18.910.120.C.1 through 3 shall apply only to existing utility lines. All new utility lines shall be placed underground.**

D. <u>Fee in-lieu of undergrounding</u>.

1. **The City Engineer shall establish utility service areas in the city. All development which occurs within a utility service area shall pay a fee in-lieu of undergrounding for utilities if the development does not provide underground utilities, unless exempted by this chapter.**
2. **The City Engineer shall establish the fee by utility service area which shall be determined based upon the estimated cost to underground utilities within each service area. The total estimated cost for undergrounding in a service area shall be allocated on a front-foot basis to each party within the service area. The fee due from any developer shall be calculated based on a front-foot basis.**
3. **A developer shall receive a credit against the fee for costs incurred in the undergrounding of existing overhead utilities. The City Engineer shall determine the amount of the credit, after review of cost information submitted by the applicant with the request for credit.**
4. **The funds collected in each service area shall be used for undergrounding utilities within the city at large. The City Engineer shall prepare and maintain a list of proposed undergrounding projects which may be funded with the fees collected by the city. The list shall indicate the estimated timing and cost of each project. The list shall be submitted to the city council for their review and approval annually.**

The proposal is for limited improvements at pedestrian crossings. This standard does not apply.

18.910.130 Cash or Bond Required

A. <u>Guarantee</u>. All improvements installed by the developer shall be guaranteed as to workmanship and material for a period of 1 year following acceptance by the city council.

B. <u>Cash deposit or bond</u>. Such guarantee shall be secured by cash deposit or bond in the amount of the value of the improvements as set by the City Engineer.

C. <u>Compliance requirements</u>. The cash or bond shall comply with the terms and conditions of Section 18.830.070.

The applicant is required to submit a bond for all improvements. The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must provide a performance bond for all public improvements facilities associated with the development.

- Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

- Prior to final acceptance, the applicant must submit a two years of maintenance assurance for all required public improvements and enter into a stormwater maintenance agreement with the City.

Through the conditions of approval, this standard is met.

18.910.140 Monuments—Replacement Required
Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

The applicant's narrative has acknowledged intent to comply with this requirement. It is feasible and possible to meet this standard through the PFI permitting process.

18.910.150 Installation Prerequisite
A. Approval required. No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting or other requirements shall be undertaken except after the plans have been approved by the city, permit fee paid, and permit issued.
B. Permit fee. The permit fee is required to defray the cost and expenses incurred by the city for construction and other services in connection with the improvement. The permit fee shall be set by council resolution.

The applicant's narrative has acknowledged intent to comply with this requirement. It is feasible and possible to meet this standard through the PFI permitting process.

18.910.160 Reserved

18.910.170 Plan Check
A. Submittal requirements. Work shall not begin until construction plans and construction estimates have been submitted and checked for adequacy and approved by the City Engineer in writing. The developer can obtain detailed information about submittal requirements from the City Engineer.
B. Compliance. All such plans shall be prepared in compliance with requirements of the city.

The applicant must submit a permit for review and approval for all public improvements. All plans must be in compliance with all applicable standards. The following conditions of approval are required to meet this standard:

Improvements associated with public infrastructure including street and right-of-way dedication, utilities, grading, water quality and quantity facilities, streetlights, easements, easement locations, and utility connections must be designed in accordance with the following codes and standards:

- City of Tigard Public Improvement Design Standards
- Clean Water Services (CWS) Design and Construction Standards
- City of Tigard Community Development Codes and Municipal Codes
- Tualatin Valley Fire and Rescue (TVF&R) Fire Codes
- Other applicable County, State, and Federal Codes and Standard Guidelines

- Prior to commencing any site work, the applicant must obtain approval of a Public Facility Improvement (PFI) Permit to cover all improvements associated with public infrastructure work, including stormwater management facilities, or any other work in the public right-of-way. An Engineering cost estimate of improvements associated with public infrastructures including but not limited to street, street grading, utilities, stormwater quality and water quantity facilities, sanitary sewer, streetlights, and franchise utilities are required at the time of PFI permit submittal. When the water system is under the City of Tigard jurisdiction, an Engineering cost estimate of water improvement must be listed as a separate line item from the total cost estimate.

- Prior to commencing any site work, the applicant must submit the exact legal name, address, and telephone number of the individual or corporate entity who will be designated as the "Permittee", and who will provide the financial assurance for the public improvements. Specify if the entity is a corporation, limited partnership, LLC, etc. and the state within which the entity is incorporated and provide the name of the corporate contact person.

- Prior to commencing any site work, the applicant must submit a construction vehicle access and parking plan for approval. The purpose of this plan is for parking and traffic control during the public improvement construction phase. All construction vehicle parking must be provided onsite. Parking construction vehicles or equipment on adjacent residential public streets is prohibited. Construction vehicles include the vehicles of any contractor or subcontractor involved in the construction of site improvements or buildings proposed by this application and must include the vehicles of all suppliers and employees associated with the project.

Through the conditions of approval, this standard is met.

CHAPTER 18.920 ACCESS, EGRESS, AND CIRCULATION

18.920.020 Applicability

A. Applicability. The provisions of this chapter shall apply to all development including the construction of new structures, the remodeling of existing structures and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

The proposal is not for new development or modification to existing development. This chapter does not apply.

CHAPTER 18.930 VISION CLEARANCE AREAS

18.930.020 Applicability

A. Applicability. The provisions of this chapter apply to all development, including the construction of new structures, the remodeling of existing structures, and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

B. When site development review is not required. Where the provisions of Chapter 18.780, Site Development Review, do not apply, the approval authority will approve, approve with conditions, or deny a plan submitted under the provisions of this chapter through a Type I procedure, as provided in Section 18.710.050, using the standards in this chapter.

The proposal is not for new development or modification to existing development. This chapter does not apply.

ADDITIONAL CITY OR AGENCY COMMENTS:

Public Water System:

The existing public water mains are under the jurisdiction of the City of Tigard, with a 6-inch ductile iron waterline in SW Hall Blvd south of SW Omara Street. There is also a 12-inch ductile iron waterline in SW Hall Blvd north and south of SW Omara Street. No water services or waterline extensions are proposed. This standard does not apply.

Storm Water Quality:

The City has agreed to enforce Surface Water Management regulations established by CWS Design and Construction which require the construction of on-site water quality facilities. In addition, a maintenance plan must be submitted indicating the frequency and method to be used in keeping the facility maintained through the year.

- Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard PFI Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

Through the condition of approval, this standard is met.

Grading and Erosion Control:

The City of Tigard and Clean Water Services Design and Construction Standards also regulate erosion control to reduce the amount of sediment and other pollutants reaching the public storm and surface water system resulting from development, construction, grading, excavating, clearing, and any other activity which accelerates erosion. Prior to commencing any site work, the applicant must submit an erosion control plan for approval. The plan must comply to the "CWS Erosion Prevention and Sediment Control Design and Planning Manual" (current edition).

The Federal Clean Water Act requires that a National Pollutant Discharge Elimination System (NPDES) erosion control permit be issued for any development that will disturb one or more acre of land. The area of disturbance is less than one acre. The following conditions of approval are required to meet this standard:

- Prior to commencing any site improvements, the applicant must obtain an approved Erosion & Sediment Control (ESC) permit.

- Prior to commencing any site work, the applicant must submit a final grading plan showing the existing and proposed contours for approval. The plan must detail the provisions for surface drainage of all lots and show that they will be graded to ensure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Division. The design engineer must indicate areas that will have natural slopes between 10 percent and 20 percent, as well as areas that will have natural slopes in excess of 20 percent. This information will be necessary in determining if special grading inspections or permits will be necessary.

Through the conditions of approval, this standard is met.

SECTION VII. OTHER STAFF COMMENTS

The following City of Tigard staff were sent a copy of the proposal:

- Development Engineering
- Building Division
- Public Works
- Transportation Planning
- Police Department

Comments from Development Engineering have been incorporated throughout this report. No other comments were received from other staff.

SECTION VIII. AGENCY COMMENTS

Clean Water Services issued a Service Provider Letter (CWS file 25-002811) for this proposal on November 18, 2025, and determined that mitigation is not required for the proposed stormwater outfalls in the vegetated corridor as they are each under 100 square feet.

Tualatin Valley Fire and Rescue was sent a copy of the applicant's proposal and responded on December 15, 2025 that they do not have any comments.

SECTION IX. ANALYSIS, CONCLUSION, AND RECOMMENDATION

ANALYSIS:

As shown in the analysis above, the applicant's ESEE analysis addresses the requirements of the Tigard Development Code, Chapter 18.510 Sensitive Lands. The subject property contains locally significant wetlands and vegetated corridors protected under Goal 5 safe harbor. The applicant has applied for a quasi-judicial comprehensive plan amendment under a Type III-Modified procedure. The application is

based on a specific development of replacement of the existing Fanno Creek Trail crossing over SW Hall Blvd. The applicant has demonstrated that such an amendment is justified by an ESEE analysis consistent with OAR 660-23-040.

The ESEE analysis concludes that allowing the conflicting use of the replacement crossing and associated utilities would result in the most positive consequences of the decision options. A decision to allow the conflicting use will avoid many of the negative consequences attributed to prohibiting the conflicting uses. Through the application of site design and development standards to conflicting uses, the impacts on the significant wetland can be minimized, and the payment of a fee-in-lieu will allow off-site resource areas to be enhanced. Allowing the conflicting use offers the most benefit to the city by advancing a needed transportation safety project that also provides improved stormwater management, especially since the vegetated corridor proposed to be impacted has been determined to be in a degraded condition. For this reason, the positive consequences of preserving these areas would be minimal as opposed to the significant environmental, social, economic, and energy benefits achieved by the proposal.

CONCLUSION

As demonstrated by the findings above, the Planning Commission finds, by a 7-0 vote in favor, that the proposed comprehensive plan map amendment and sensitive lands review comply with the applicable Statewide Planning Goals, applicable regional, state, and federal regulations, the Tigard Comprehensive Plan, and applicable provisions of the City's implementing ordinances.

The Planning Commission recommends approval to the Tigard City Council of the proposed comprehensive plan map amendment and sensitive lands review.

Jennifer McGinnis

February 3, 2026

PREPARED BY: Jenny McGinnis
Associate Planner

RECOMMENDED: THE 26TH DAY OF JANUARY 2026 BY THE CITY OF TIGARD PLANNING COMMISSION.

Nathan C. Jackson

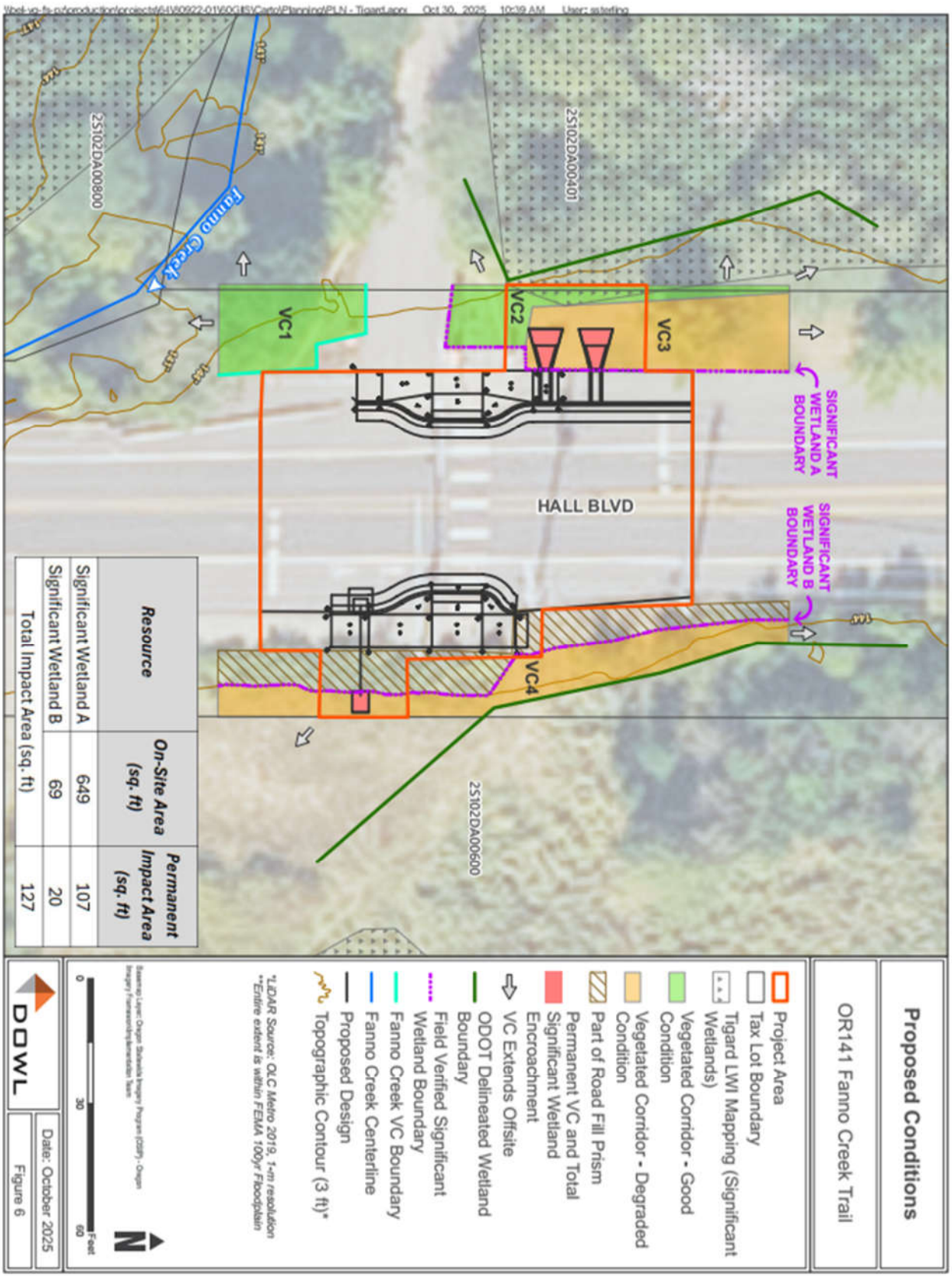
Nathan Jackson, Planning Commission President

Dated this 12th day of February 2026.

Attachments:

Attachment 1: Site Plan
Attachment 2: Plan Set
Attachment 3: Applicant's ESEE Analysis

Preliminary Site Plan **Attachment 1**



Resource	On-Site Area (sq. ft)	Permanent Impact Area (sq. ft)
Significant Wetland A	649	107
Significant Wetland B	69	20
Total Impact Area (sq. ft)		127

Attachment 2

??V-???

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	*Title Sheet*
A02	*Index Of Sheets Cont. & Std. Dwg. Nos.*
AD01	*Survey Control Data*

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

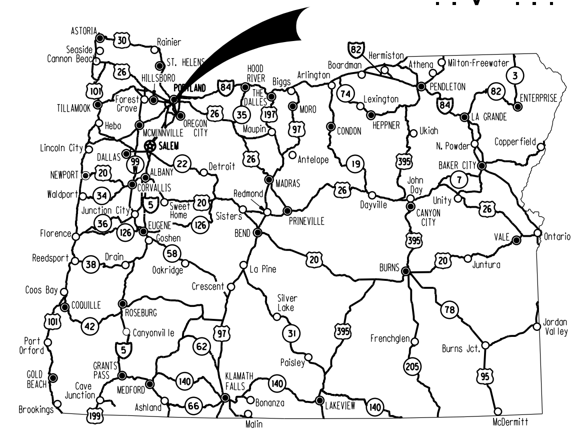
PLANS FOR PROPOSED PROJECT

DRAINAGE, PAVING, CURB RAMPS, SIGNING, ILLUMINATION, AND SIGNALS

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT

BEAVERTON - TUALATIN HIGHWAY

WASHINGTON COUNTY
MARCH 2026

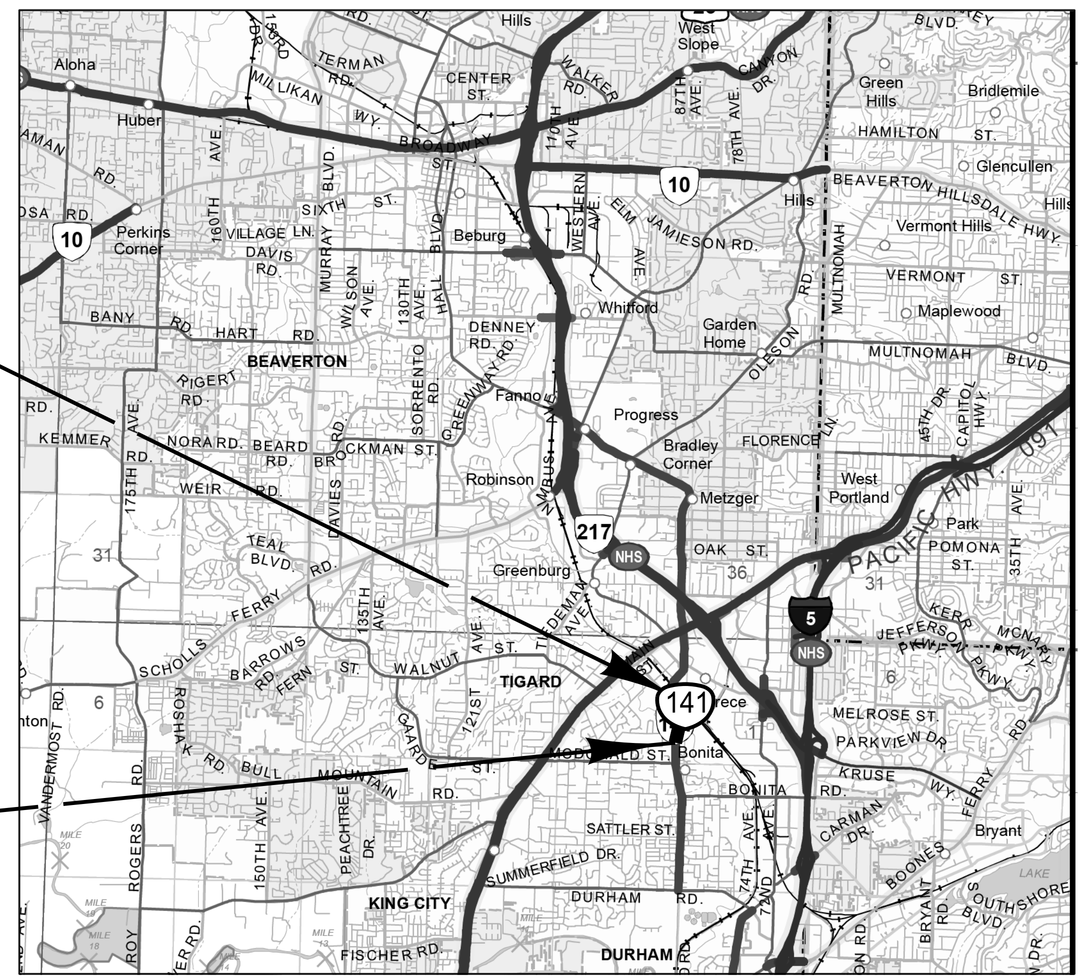


Overall Length Of Project - 0.29 Miles

ATTENTION:
Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. Those Rules Are Set Forth In OAR 952-001-0001 Through OAR 952-001-0100. You May Obtain Copies Of The Rules By Calling The Center (Note: The Telephone Number For The Oregon Utility Notification Center Is (503) 232-1987).

LET'S ALL WORK TOGETHER TO MAKE THIS JOB SAFE

BEGINNING OF PROJECT
STA. "ML" 132+90 (M.P. 5.59)



END OF PROJECT
STA. "ML" 148+00 (M.P. 5.88)

N

T. 2S., R. 1W., W.M.

OREGON TRANSPORTATION COMMISSION

Julie Brown	CHAIR
Lee Beyer	VICE CHAIR
Phil Chang	COMMISSIONER
Alicia Chapman	COMMISSIONER
Jeff Baker	COMMISSIONER
Kristopher W. Strickler	DIRECTOR OF TRANSPORTATION

These plans were developed using ODOT design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their delegated authority.

Approving Authority: ______________________
Signature & date

Elizabeth Papadopoulos, PE
Tech Center Manager, Region 1
Print name and title

Concurrence by ODOT Chief Engineer

FINAL REVIEW PLANS

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	7365(019)	A01

EA PE003511-000

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FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

INDEX OF SHEETS, CONT.

SHEET NO.	DESCRIPTION
	ROADWAY DETAILS
BA01 - BA02	Typical Sections
BC01 thru BC08 Incl.	Curb Ramp Details
BD01	Pipe Data
	ROADWAY CONSTRUCTION (Main Line)
C01	General Construction
C01A	Drainage and Utilities
C01B	Drainage Profile
C02	General Construction
C02A	Drainage and Utilities
C03	General Construction
C03A	Drainage and Utilities
C03B	Drainage Profile
	TRAFFIC CONTROL
EB01 thru EB04 Incl.	Traffic Control Details
	EROSION CONTROL
FB01	Erosion and Sediment Control Details
FB02 thru FB04 Incl.	Erosion and Sediment Control Plan
	HYDRAULIC
HA01	Stormwater Plan
	SIGNS
LA01	Sign Installation Plan
LB01	Sign Details
LC01	Sign & Post Data Table
	SIGNALS
MA01	Legend
MB01	Flashing Beacon Plan
MB02	Existing Utilities
MC01	Flashing Beacon Plan
MC02	Existing Utilities
MD01	Signal Plan
ME01 - ME02	Details
	PERMANENT PAVEMENT MARKINGS
QA01	Pavement Marking Plan

List of standard drawings

RD300 - Trench Backfill, Bedding, Pipe Zone and Multiple Installations
RD302 - Street Cut
RD317 - Culvert Embankment Protection and Riprap Pads
RD335 - Standard Storm Sewer Manhole
RD336 - Standard Manhole Details
RD339 - Pipe To Structure Connections
RD345 - Pipe to Manhole Connections
RD356 - Manhole Covers and Frames
RD358 - Manhole Slope Protectors
RD360 - Manhole Frame Adjustment
RD363 - Gutter Transition At Inlet
RD364 - Concrete Inlets Type G-1, G-2, G-2M, & G-2MA
RD365 - Frames & Grates for Concrete Inlets
RD371 - Concrete Inlet Base Type CG-3
RD372 - Concrete Inlet Top, Option 1 Type CG-3
RD376 - Miscellaneous Drainage Structures Siphon Box, Inlet Cap & Inlet Adjustment
RD386 - Fill Height Table for Circular Concrete Pipe
RD388 - Fill Height Tables for PVC Pipe
RD700 - Curbs
RD705 - Islands
RD707 - Island Nose Treatments
RD710 - Accessible Route Islands
RD720 - Curb Line Sidewalks
RD721 - Separated Sidewalks
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RD900 - Curb Ramp Components And Legend
RD901 - Curb Ramp Legend And Corner Identification
RD902 - Detectable Warning Surface Details
RD904 - Detectable Warning Surface Placement For Curb Ramps
RD906 - Detectable Warning Surface Placement For Accessible Route Island
RD910 - Perpendicular Curb Ramp
RD920 - Parallel Curb Ramp
TM200 - Sign Installation Details
TM201 - Miscellaneous Sign Placement Details
TM223 - Street Name Sign Layout
TM240 - Crosswalk Closure Detail
TM450 - Mast Arm Pole Details
TM457 - Pedestal Foundation and Traffic Signal Assembly
TM462 - Vehicle Signal Bracket & Sign Bracket (Type B) Details
TM466 - Radar Mounting Details
TM467 - Pedestrian Signal Mount And Pedestrian Pushbutton Details
TM470 - Wire & Cable Installation
TM471 - Trenching & Conduit Installation
TM472 - Junction Boxes/Hand Holes
TM482 - Controller Cabinet & Service Cabinet Foundation Details
TM485 - Service Cabinet Wiring Details
TM493 - Rectangular Rapid Flashing Beacon (RRFB) Assemblies
TM500 - Pavement Marking Standard Detail Blocks
TM503 - Pavement Marking Standard Detail Blocks
TM515 - Pavement Markers
TM520 - Durable Pavement Markings Method 'A' & Method 'D' Surface Installed Profiled
TM530 - Intersection Pavement Markings (Crosswalk, Stop Bar & Bike Lane Stencil)
TM560 - Alignment Layout: General
TM629 - Slip Base And Fixed Base Luminaire Supports General Details And Design Criteria
TM630 - Slip Base Luminaire Supports Base Plate & Footing Details
TM631 - Fixed Base Luminaire Supports Base Plate & Footing Details
TM635 - Breakaway Sign & Luminaire Supports - Support Location Guidelines
TM671 - 3 Second Gust Wind Speed Map
TM676 - Sign Attachments
TM681 - Perforated Steel Square Tube (PSST) Sign Support Installation
TM687 - Perforated Steel Square Tube (PSST) Anchor Foundation
TM688 - Perforated Steel Square Tube (PSST) Slip Base Foundation
TM800 - Tables, Abrupt Edge and PCMS Details
TM820 - Temporary Barricades
TM821 - Temporary Sign Supports
TM822 - Temporary Sign Supports
TM841 - Intersection Work Zone Details
TM844 - Temporary Pedestrian Accessible Routing
TM845 - Temporary Sidewalk Ramps
TM855 - 2-Lane, 2-Way Roadway

R/W Map No. - 10B -1-10

FINAL REVIEW PLANS

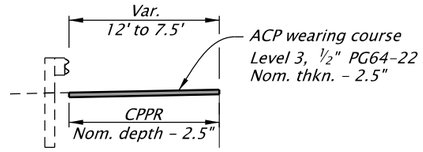
OREGON DEPARTMENT OF TRANSPORTATION

Standard Drawings located on the web at:
http://www.oregon.gov/ODOT/Engineering/Pages/Standards.aspx

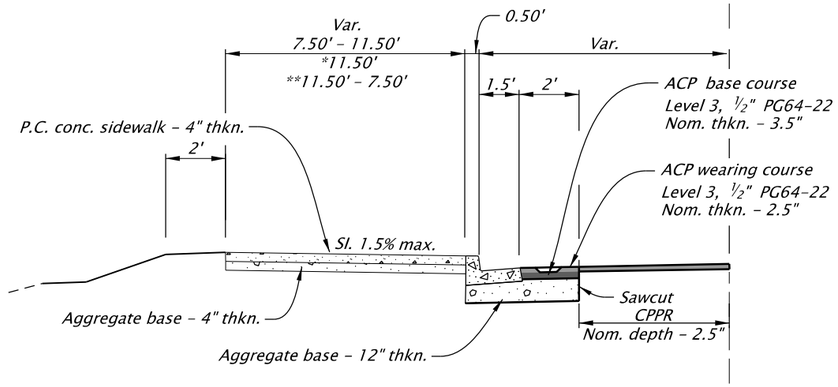
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	SEE SHEET A01	A02

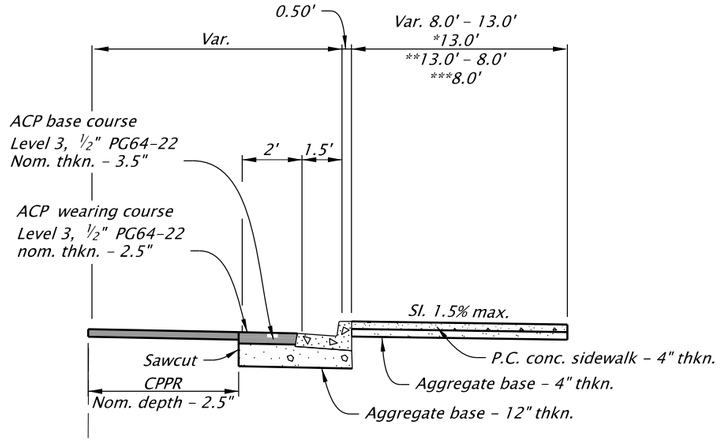
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



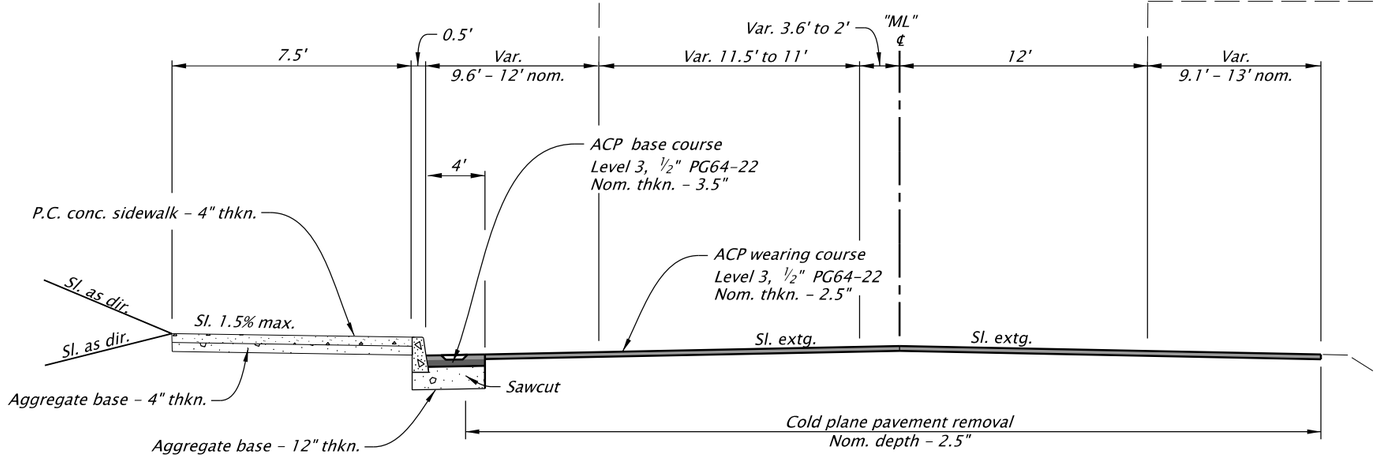
STA. "ML" 138+13.84 To STA. "ML" 138+51.15



STA. "ML" 137+83.93 To STA. "ML" 137+98.86
* "ML" 137+98.86 To "ML" 138+01.86
** "ML" 138+01.86 To "ML" 138+13.84



STA. "ML" 137+89.21 To STA. "ML" 137+97.05
* "ML" 137+97.05 To "ML" 138+04.05
** "ML" 138+04.05 To "ML" 138+14.54
*** "ML" 138+14.54 To "ML" 138+34.13



STA. "ML" 137+46.90 To STA. "ML" 138+51.15

NOTE:
1. Side-slopes are shown as vert. to horiz.

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93001
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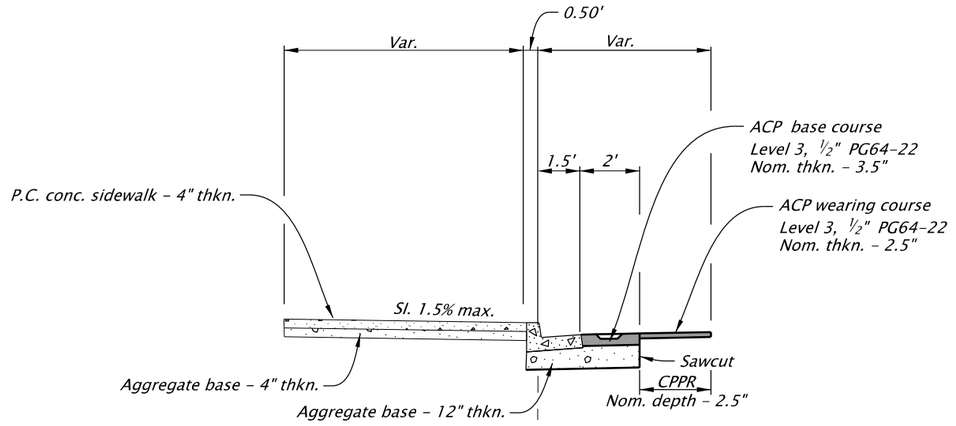
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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

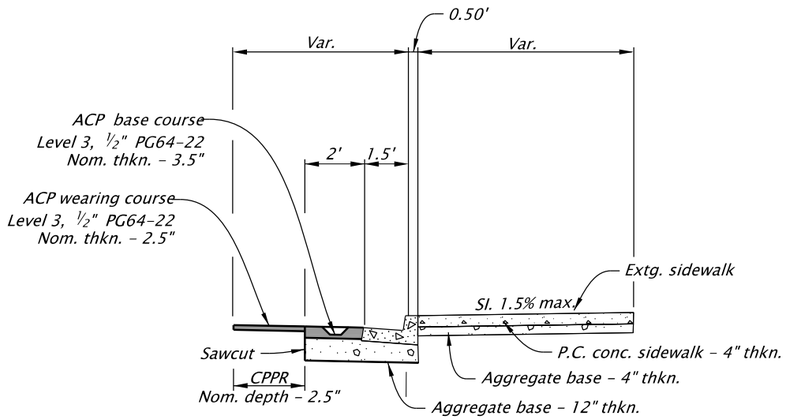
Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

TYPICAL SECTIONS

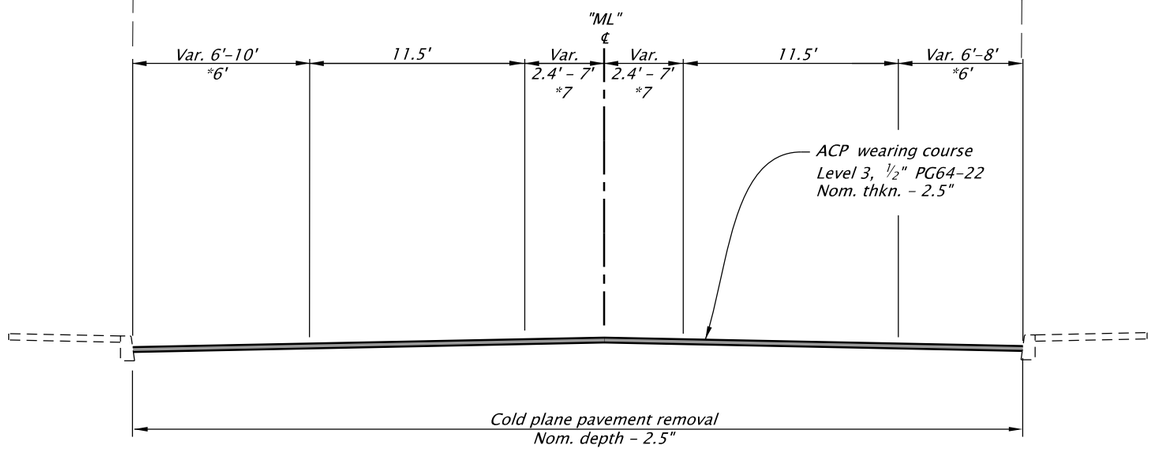
SHEET NO. BA01



STA. "ML" 143+35 To STA. "ML" 143+75
"ML" 144+00 To STA. "ML" 144+08



STA. "ML" 143+35 To STA. "ML" 143+75



STA. "ML" 140+80 To STA. "ML" 143+00
* "ML" 143+00 To "ML" 144+28

NOTE:
1. Side-slopes are shown as vert. to horiz.

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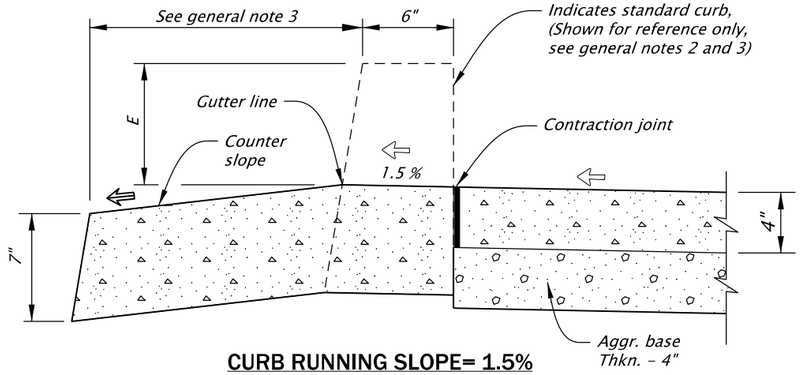
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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

TYPICAL SECTIONS

SHEET NO. BA02



CURB RUNNING SLOPE= 1.5%
OPTION "A"

LEGEND

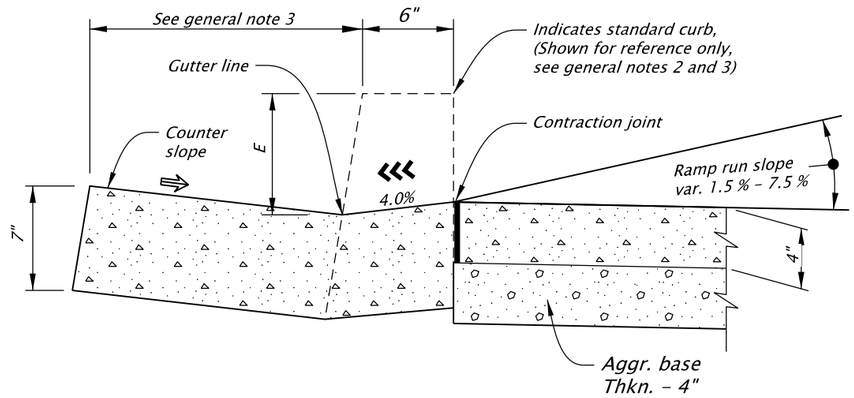
XX+XX.XX, xx.xx,
FG xxx.xx
E=X" — *Station, offset, elevation, curb exposure point*

R1 — *Ramp number*

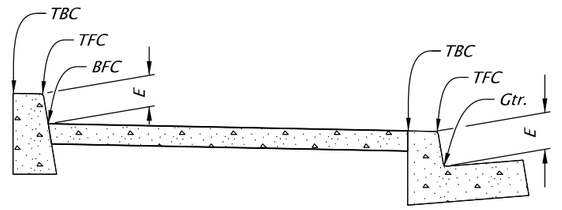
DE XX.X'
DE XX.X% — *Design exception component (Approved)*

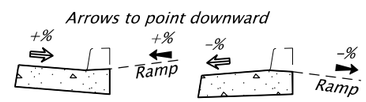
Soft scape

Rock soft scape



CURB RUNNING SLOPE= 4%
OPTION "B"





SLOPE DIRECTION

GENERAL NOTES FOR ALL DETAILS:

1. *Curb exposure "E" = 0" TO 9" . Vary as shown on project plans, or as directed.*
2. *See dwg. no. RD700, and project plans, for curb details.*
3. *Width to match adjacent gutter pan, if present.*
4. *For profile and cross slope, see project plans.*

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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda — Reviewer: Brian Ngo
Drafter: Anitha Vazrala — Checker: Sue Cross

CURB RAMP DETAILS

SHEET NO. BC01

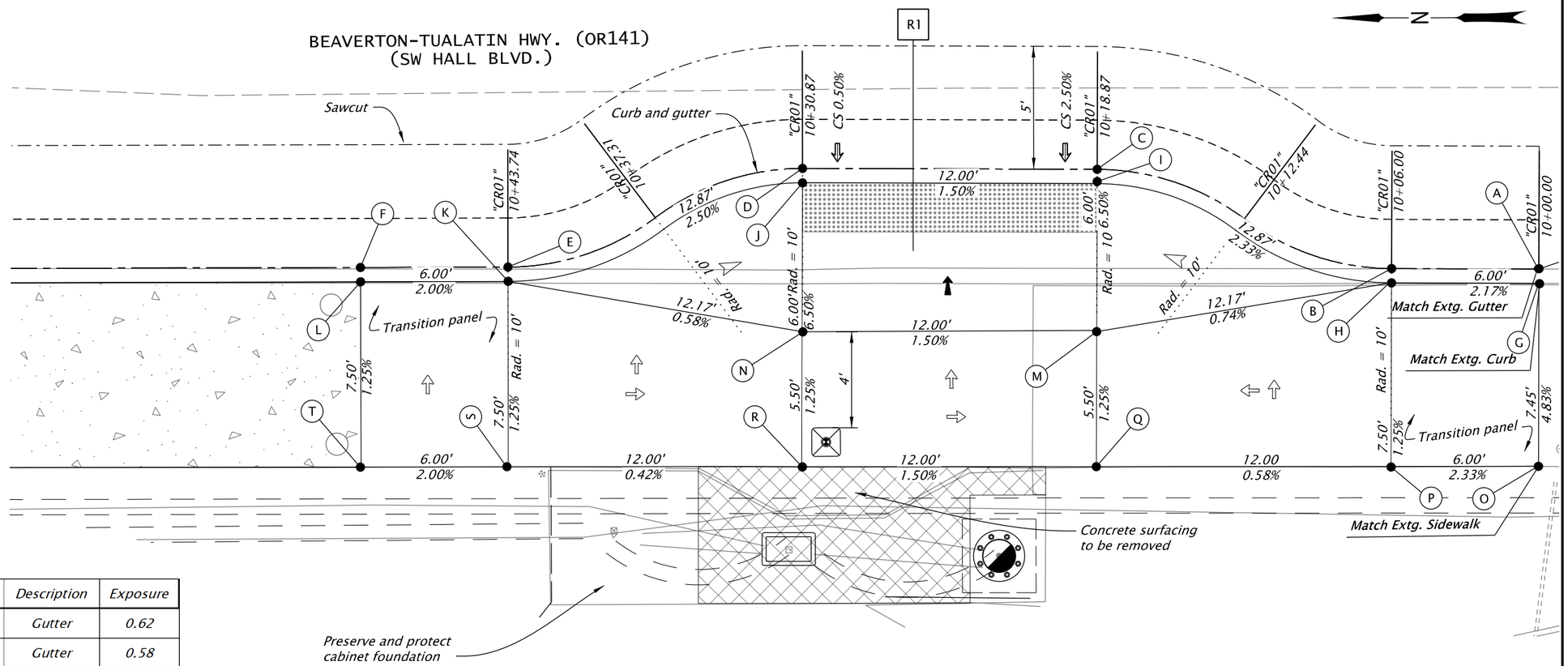
??V-???

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.

"CR01" CURB RAMP
(For location, see sht. C01)

SCALE: 1"= 5'

5 2.5 0 5
FEET



Location	Station "CR_01"	Offset (ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	145.21	Gutter	0.62
B	10+06.00	0.00'	145.38	Gutter	0.58
C	10+18.87	0.00'	145.65	Gutter	0.00
D	10+30.87	0.00'	145.80	Gutter	0.00
E	10+43.74	0.00'	145.58	Gutter	0.58
F	10+49.74	0.00'	145.70	Gutter	0.58
G	10+00.00	0.583'	145.83	TBoC	N/A
H	10+06.00	0.583'	145.96	TBoC	N/A
I	10+18.87	0.583'	145.66	TBoC	N/A
J	10+30.87	0.583'	145.81	TBoC	N/A
K	10+43.74	0.583'	146.23	TBoC	N/A
L	10+49.74	0.583'	146.28	TBoC	N/A
M	10+18.87	6.583'	146.05	SW	N/A
N	10+30.87	6.583'	146.20	SW	N/A
O	10+00.00	8.033'	146.19	BoW	N/A
P	10+06.00	8.083'	146.05	BoW	N/A

Location	Station "CR_01"	Offset (ft)	Elevation (ft)	Description	Exposure
Q	10+18.87	12.083	146.12	BoW	N/A
R	10+30.87	12.083'	146.27	BoW	N/A
S	10+43.74	8.083'	146.32	BoW	N/A
T	10+49.74	8.083'	146.36	BoW	N/A

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

DESIGN EXCEPTION: 00000-00
CROSSING CLOSURE: N/A
LRM NO.: 14100100
HWY: 141
M.P.: 5.69
CORNER POSITION: 1
RAMP NO.: 1

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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

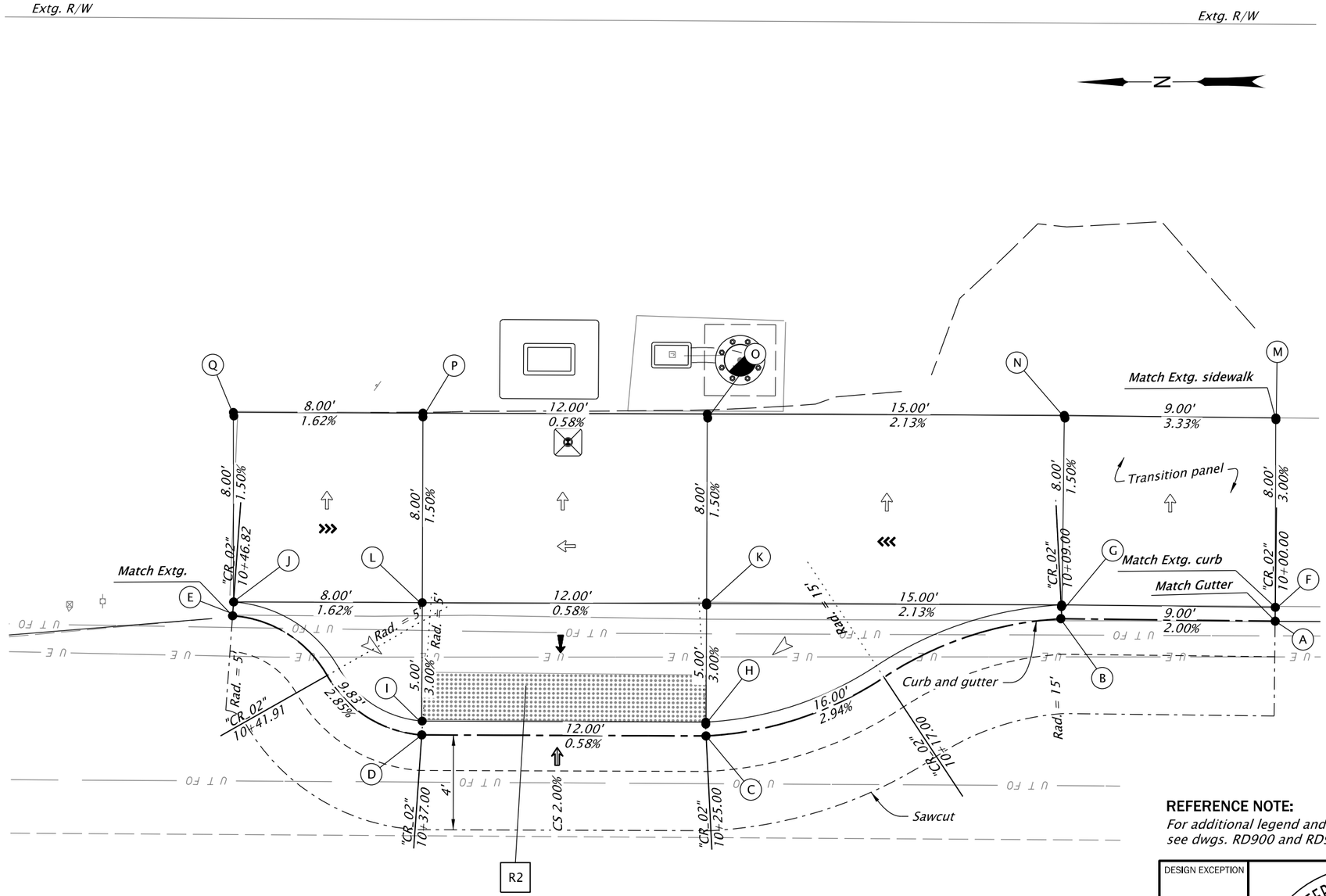
Designer: Katrina Sepulveda
Drafter: Anitha Vazrala
Reviewer: Brian Ngo
Checker: Sue Cross

CURB RAMP DETAILS

SHEET NO.: BC02

??V-???

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.



Location	Station "CR_02"	Offset(ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	145.67	Gutter	0.46
B	10+09.00	0.00'	145.73	Gutter	0.58
C	10+25.00	0.00'	145.83	Gutter	0.00
D	10+37.00	0.00'	145.76	Gutter	0.00
E	10+46.83	0.00'	145.47	Gutter	0.58
F	10+00.00	0.583'	146.13	TBoC	N/A
G	10+09.00	0.583'	146.31	TBoC	N/A
H	10+25.00	0.583'	145.84	TBoC	N/A
I	10+37.00	0.583'	145.77	TBoC	N/A
J	10+46.83	0.583'	146.05	TBoC	N/A
K	10+25.00	5.583'	145.99	SW	N/A
L	10+37.00	5.583'	145.92	SW	N/A
M	10+00.00	8.583'	145.89	BoW	N/A
N	10+09.00	8.583'	146.19	BoW	N/A
O	10+25.00	12.583'	145.87	BoW	N/A
P	10+37.00	12.583'	145.80	BoW	N/A
Q	10+46.83	8.583'	145.93	BoW	N/A

BEAVERTON-TUALATIN HWY. (OR141)
(SW HALL BLVD.)

"CR02" CURB RAMP

(For location, see sht. C01)

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'

5 2.5 0 5
FEET

DESIGN EXCEPTION	
CROSSING CLOSURE	N/A
LRM NO.	14100100
HWY: 141 M.P.: 5.69	
CORNER POSITION	2
RAMP NO.	1

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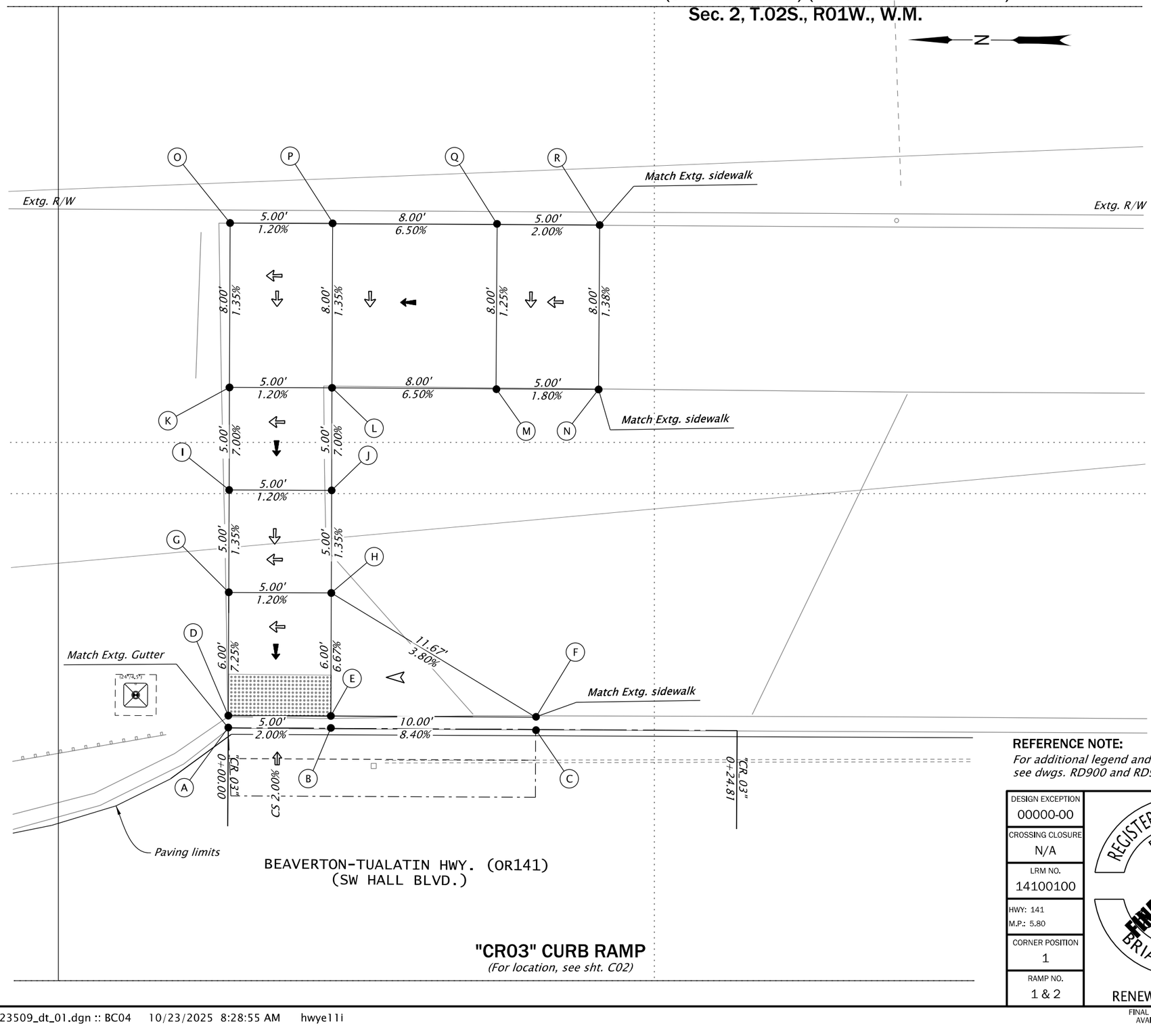
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

CURB RAMP DETAILS | SHEET NO. BC03

??V-???

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.



BEAVERTON-TUALATIN HWY. (OR141)
(SW HALL BLVD.)

"CR03" CURB RAMP
(For location, see sht. C02)

Location	Station "CR_03"	Offset(ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	149.20	Gutter	0.00'
B	10+05.00	0.00'	149.30	Gutter	0.00'
C	10+15.00	0.00'	149.59	Gutter	0.70'
D	10+00.00	0.583'	149.21	TBoC	N/A
E	10+05.00	0.583'	149.31	TBoC	N/A
F	10+15.00	0.583'	150.19	TBoC	N/A
G	10+00.00	6.583'	149.65	SW	N/A
H	10+05.00	6.583'	149.71	SW	N/A
I	10+00.00	11.583'	149.72	SW	N/A
J	10+05.00	11.583'	149.78	SW	N/A
K	10+00.00	16.583'	150.07	SW	N/A
L	10+05.00	16.583'	150.13	SW	N/A
M	10+12.80	16.583'	150.66	SW	N/A
N	10+17.97	16.583'	150.75	SW	N/A
O	10+00.00	24.583'	150.18	BoW	N/A
P	10+05.00	24.583'	150.24	BoW	N/A
Q	10+17.98	24.603'	150.76	BoW	N/A
R	10+12.98	24.603'	150.86	BoW	N/A

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'
5 2.5 0 5
FEET

DESIGN EXCEPTION	00000-00
CROSSING CLOSURE	N/A
LRM NO.	14100100
HWY: 141 M.P.: 5.80	
CORNER POSITION	1
RAMP NO.	1 & 2

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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

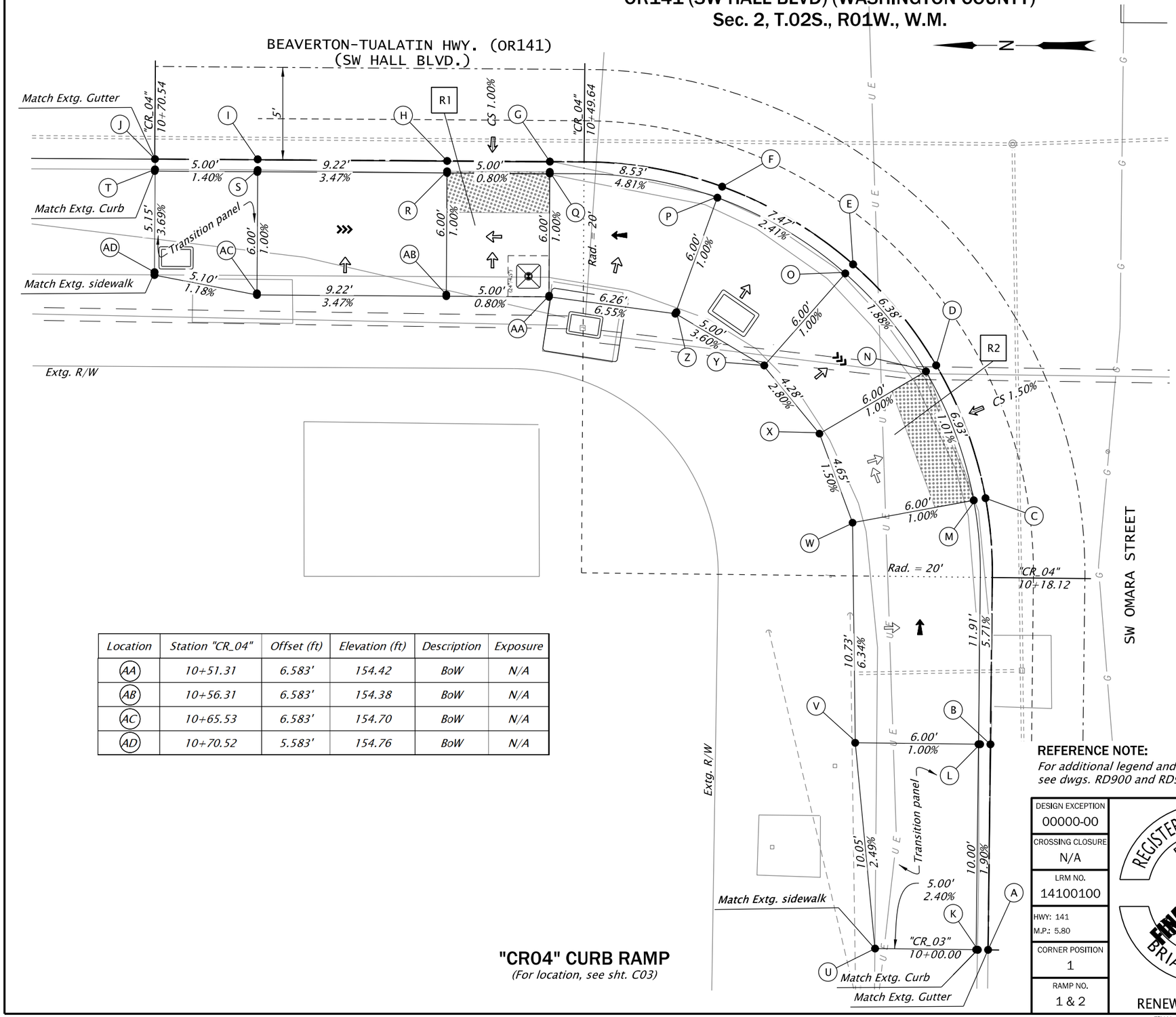
Designer: Katrina Sepulveda
Drafter: Anitha Vazrala
Reviewer: Brian Ngo
Checker: Sue Cross

CURB RAMP DETAILS

SHEET NO. BC04

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.

??V-???



Location	Station "CR_04"	Offset (ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	155.72	Gutter	0.29'
B	10+10.00	0.00'	155.32	Gutter	0.50'
C	10+22.00	0.00'	155.13	Gutter	0.50'
D	10+28.93	0.00'	155.06	Gutter	0.00'
E	10+35.31	0.00'	154.70	Gutter	0.25'
F	10+42.78	0.00'	154.52	Gutter	0.25'
G	10+51.31	0.00'	154.35	Gutter	0.00'
H	10+56.31	0.00'	154.31	Gutter	0.00'
I	10+65.53	0.00'	154.15	Gutter	0.50'
J	10+70.52	0.00'	154.05	Gutter	0.50'
K	10+00.00	0.583'	156.01	TBoC	N/A
L	10+10.00	0.583'	155.82	TBoC	N/A
M	10+22.00	0.583'	155.14	TBoC	N/A
N	10+28.93	0.583'	155.07	TBoC	N/A
O	10+35.31	0.583'	154.95	TBoC	N/A
P	10+42.78	0.583'	154.77	TBoC	N/A
Q	10+51.31	0.583'	154.36	TBoC	N/A
R	10+56.31	0.583'	154.32	TBoC	N/A
S	10+65.53	0.583'	154.64	TBoC	N/A
T	10+70.52	0.583'	154.57	TBoC	N/A
U	10+00.00	5.583'	156.13	BoW	N/A
V	10+10.00	6.583'	155.88	BoW	N/A
W	10+22.00	6.583'	155.20	BoW	N/A
X	10+28.93	6.583'	155.13	BoW	N/A
Y	10+35.31	6.583'	155.01	BoW	N/A
Z	10+42.78	6.583'	154.83	BoW	N/A

Location	Station "CR_04"	Offset (ft)	Elevation (ft)	Description	Exposure
AA	10+51.31	6.583'	154.42	BoW	N/A
AB	10+56.31	6.583'	154.38	BoW	N/A
AC	10+65.53	6.583'	154.70	BoW	N/A
AD	10+70.52	5.583'	154.76	BoW	N/A

"CR04" CURB RAMP
(For location, see sht. C03)

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'
5 2.5 0 5
FEET

DESIGN EXCEPTION	00000-00
CROSSING CLOSURE	N/A
LRM NO.	14100100
HWY: 141 M.P.: 5.80	
CORNER POSITION	1
RAMP NO.	1 & 2

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93[illegible]
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NOV. 14, 2017
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FINAL ELECTRONIC DOCUMENT
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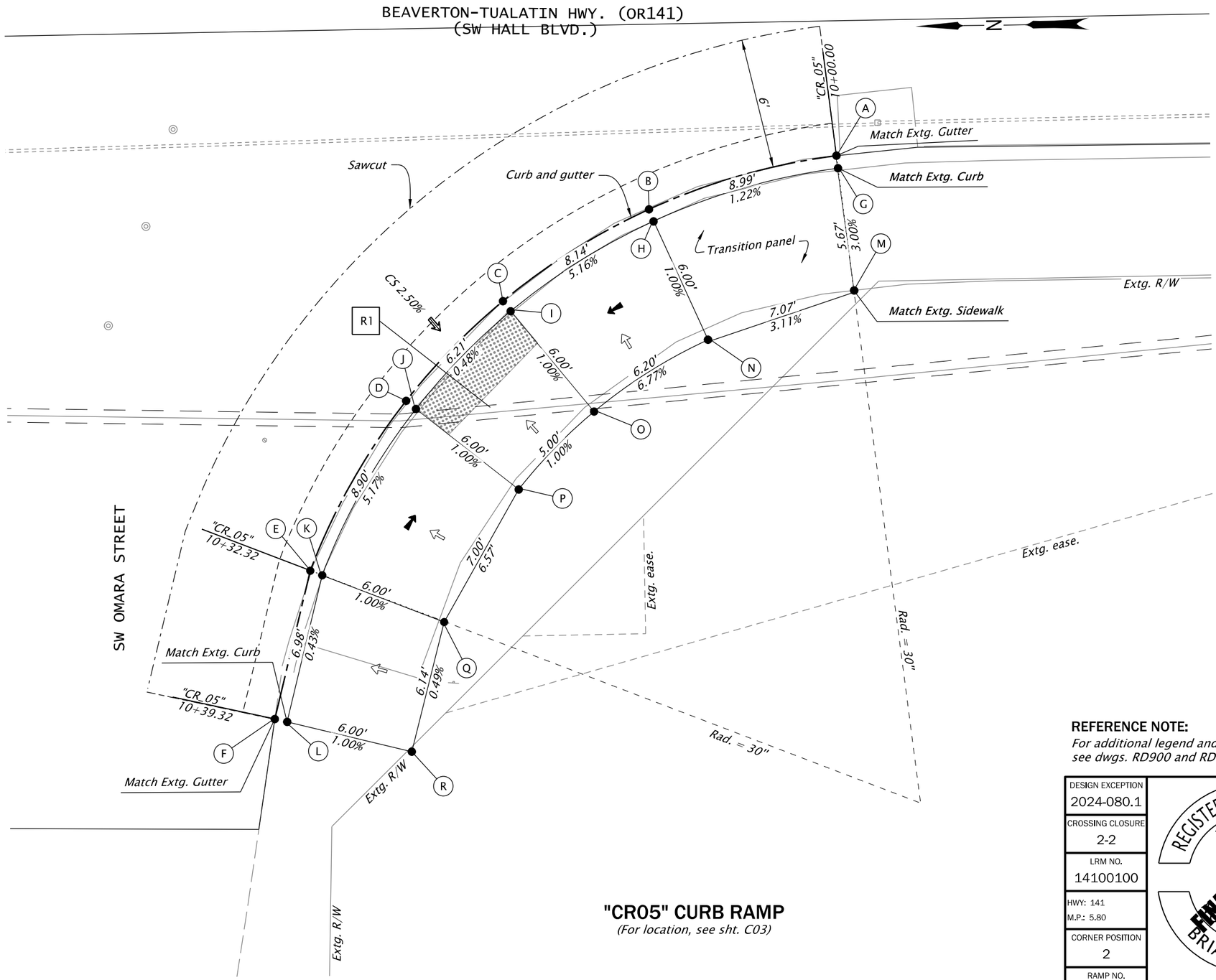
OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda
Drafter: Anitha Vazrala
Reviewer: Brian Ngo
Checker: Sue Cross

CURB RAMP DETAILS
SHEET NO. BC05

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.



"CR05" CURB RAMP
(For location, see sht. C03)

Location	Station "CR_05"	Offset (ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	155.59	Gutter	0.66'
B	10+08.99	0.00'	155.64	Gutter	0.50'
C	10+17.13	0.00'	155.71	Gutter	0.00'
D	10+23.34	0.00'	155.68	Gutter	0.00'
E	10+32.24	0.00'	155.65	Gutter	0.50'
F	10+39.32	0.00'	155.62	Gutter	0.50'
G	10+00.00	0.583'	156.25	TBoC	N/A
H	10+08.99	0.583'	156.14	TBoC	N/A
I	10+17.13	0.583'	155.72	TBoC	N/A
J	10+23.34	0.583'	155.69	TBoC	N/A
K	10+32.24	0.583'	156.15	TBoC	N/A
L	10+39.32	0.583'	156.12	TBoC	N/A
M	10+00.00	6.583'	156.42	BoW	N/A
N	10+08.99	6.583'	156.20	BoW	N/A
O	10+17.13	6.583'	155.78	BoW	N/A
P	10+23.34	6.583'	155.75	BoW	N/A
Q	10+32.24	6.583'	156.21	BoW	N/A
R	10+38.22	6.563'	156.18	BoW	N/A

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'
5 2.5 0 5
FEET

DESIGN EXCEPTION	2024-080.1
CROSSING CLOSURE	2-2
LRM NO.	14100100
HWY: 141	M.P.: 5.80
CORNER POSITION	2
RAMP NO.	1 & 2

REGISTERED PROFESSIONAL ENGINEER
93[illegible]
OREGON
JULY 14, 2017
BRIAN BUI NGO
FINAL REVIEW PLANS
RENEWS: 12-31-2026
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

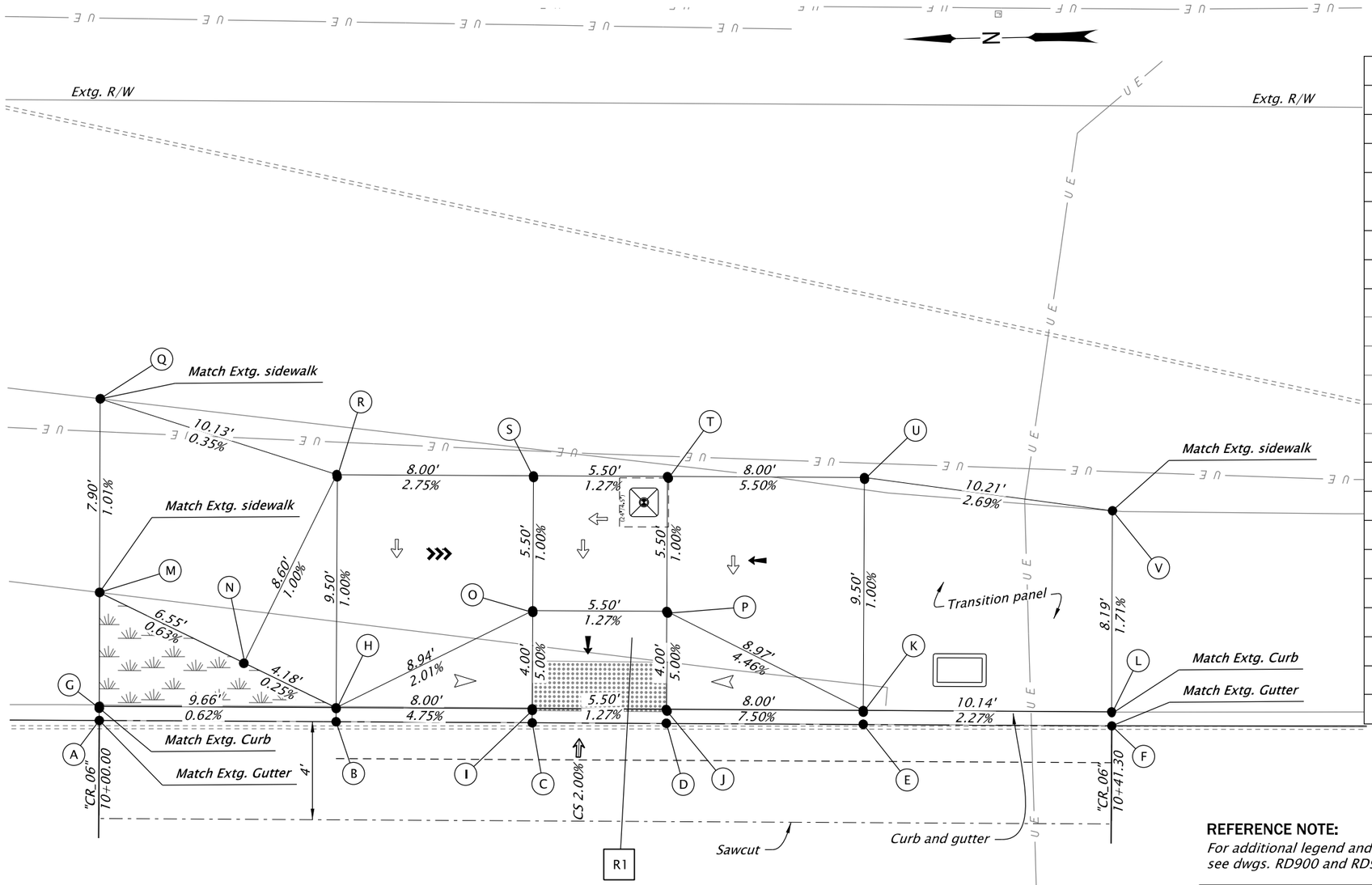
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

CURB RAMP DETAILS | SHEET NO. BC06

??V-???

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.



Location	Station "CR_06"	Offset (ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	153.98	Gutter	0.56
B	10+09.66	0.00'	154.10	Gutter	0.50
C	10+17.66	0.00'	154.21	Gutter	0.00
D	10+23.17	0.00'	154.28	Gutter	0.00
E	10+31.17	0.00'	154.39	Gutter	0.50
F	10+41.30	0.00'	154.52	Gutter	0.60
G	10+00.00	0.50'	154.54	TBoC	n/a
H	10+09.66	0.50'	154.60	TBoC	n/a
I	10+17.66	0.50'	154.22	TBoC	n/a
J	10+23.17	0.50'	154.29	TBoC	n/a
K	10+31.17	0.50'	154.89	TBoC	n/a
L	10+41.30	0.50'	155.12	TBoC	n/a
M	10+00.00	5.23'	154.65	SW	n/a
N	10+05.93	2.37'	154.61	SW	n/a
O	10+17.66	4.50'	154.42	SW	n/a
P	10+23.17	4.50'	154.49	SW	n/a
Q	10+00.00	13.12'	154.73	BoW	n/a
R	10+09.66	10.00'	154.70	BoW	n/a
S	10+17.66	10.00'	154.48	BoW	n/a
T	10+23.17	10.00'	154.55	BoW	n/a
U	10+31.17	10.00'	14.99	BoW	n/a
V	10+41.30	7.78'	155.26	BoW	n/a

BEAVERTON-TUALATIN HWY. (OR141)
(SW HALL BLVD.)

"CR06" CURB RAMP
(For location, see sht. C03)

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'
5 2.5 0 5
FEET

DESIGN EXCEPTION	00000-00
CROSSING CLOSURE	N/A
LRM NO.	14100100
HWY: 141 M.P.: 5.80	
CORNER POSITION	4
RAMP NO.	1

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930[illegible]
OREGON
JULY 14, 2017
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FINAL REVIEW PLANS
RENEWS: 12-31-2026

FINAL ELECTRONIC DOCUMENT
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OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

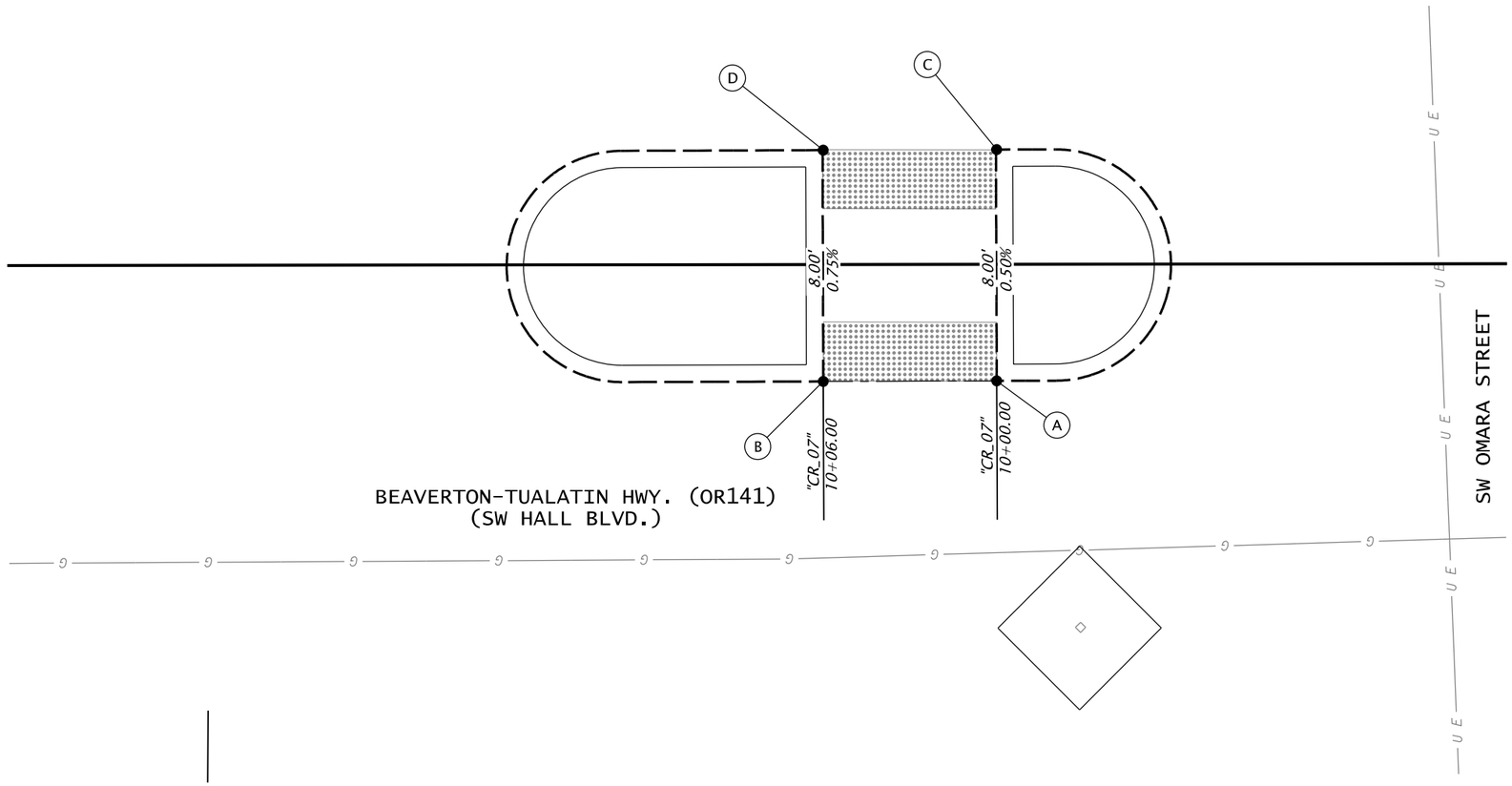
Designer: Katrina Sepulveda
Drafter: Anitha Vazrala
Reviewer: Brian Ngo
Checker: Sue Cross

CURB RAMP DETAILS

SHEET NO. BC07

R_K23509_dt_01.dgn :: BC07 10/23/2025 8:28:57 AM hwye11i

OR141 (SW HALL BLVD) (WASHINGTON COUNTY)
Sec. 2, T.02S., R01W., W.M.



Location	Station "CR_07"	Offset (ft)	Elevation (ft)	Description	Exposure
A	10+00.00	0.00'	154.84	Gutter	0.58'
B	10+06.00	0.00'	154.78	Gutter	0.58'
C	10+00.00	6.00'	154.83	Gutter	0.58'
D	10+06.00	6.00'	154.79	Gutter	0.58'

REFERENCE NOTE:
For additional legend and curb ramp details, see dwgs. RD900 and RD901.

SCALE: 1"= 5'

5 2.5 0 5
FEET

"CR07" CURB RAMP
(For location, see sht. C03)

DESIGN EXCEPTION	00000-00
CROSSING CLOSURE	N/A
LRM NO.	14100100
HWY:141 M.P.:5.80	
CORNER POSITION	1A
RAMP NO.	1

REGISTERED PROFESSIONAL ENGINEER
930[illegible]
OREGON
NOV. 14, 2017
BRIAN BUI NGO
FINAL REVIEW PLANS
RENEWS: 12-31-2026
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

CURB RAMP DETAILS | SHEET NO. BC08

SHEET NUMBER	NOTE No. ON PLANS	DESIGN HEIGHT OF COVER (FEET) (1)	PIPE: CIRCULAR OR ELLIPTICAL — SIZE IN (Inches)	PIPE: CIRCULAR OR ELLIPTICAL — LENGTH IN FEET	PIPE - ARCH: HELICAL — Riveted Welded or Lock Seam — EQUIV. RND SIZE (Inches)	PIPE - ARCH: LENGTH (FEET)	PIPE - ARCH: CROSS - SECTIONAL DIMENSIONS (2) — SPAN (Feet-Inches)	RISE (Feet-Inches)	CORNER RADII (Inches)	USE / INSTALLATION CRITERIA: DRAIN (PERFORATED)	CULVERT (ROAD APPROACH)	CULVERT (CONDUIT)	CULVERT	IRRIGATION	SIPHON	STORM SEWER	SANITARY SEWER	OTHERS (SEE REMARKS)	WATERTIGHT JOINTS	SLOPE ANCHORS	IMPERFECT TRENCH	pH	RESISTIVITY (HUNDREDS)	TERMINAL TREATMENT: LT. / RT. SLOPED ENDS — Not for Conc. Pipe Over 60" Dia.	TERMINAL TREATMENT: SKEW NUMBER	TERMINAL TREATMENT: PAVED END SLOPES — No.
C01A	1															✓			✓			6.2	17.0			
	2	0.0	16													✓			✓			6.2	17.0			
	4															✓			✓			6.2	17.0			
	5															✓			✓			6.2	17.0			
C02A	2															✓			✓			6.2	17.0			
C03A	1															✓			✓			6.2	17.0			
	2	0.5	35													✓			✓			6.2	17.0			

SHEET NUMBER	ALTERNATE MATERIALS: HELICAL CORRUGATED METAL — ALUMINUM — SIZE OF CORRUGATIONS — RIVETED, WELDED OR LOCK SEAM — 1 1/2" x 1/4" — PLATE THKN. (Inches)	(3)	2 2/3" x 1/2" — PLATE THKN. (Inches)	(3)	3" x 1" — PLATE THKN. (Inches)	(3)	(4)	LOCK SEAM — SMOOTH WALL SPIRAL RIB — 3/4" x 3/4" @ 7 1/2" O.C. Or 3/4" x 1" @ 11 1/2" O.C. — PLATE THKN. (Inches)	(3)	(4)
		CROSS SECTION		CROSS SECTION		CROSS SECTION	COATING		CROSS SECTION	COATING
C01A										
C02A										
C03A										

SHEET NUMBER	ALTERNATE MATERIALS: HELICAL CORRUGATED METAL — ALUMINIZED OR GALVANIZED IRON AND STEEL — SIZE OF CORRUGATIONS — RIVETED, WELDED OR LOCK SEAM — 1 1/2" x 1/4" — PLATE THKN. (Inches)	(3)	2 2/3" x 1/2" — PLATE THKN. (Inches)	(3)	3" x 1" — PLATE THKN. (Inches)	(3)	COATING — GALVANIZED	(4)	ALUMINIZED	(4)	LOCK SEAM — SMOOTH WALL SPIRAL RIB — 3/4" x 3/4" @ 7 1/2" O.C. Or 3/4" x 1" @ 11 1/2" O.C. — PLATE THKN. (Inches)	(3)	COATING — GALVANIZED	(4)	ALUMINIZED	(4)
		CROSS SECTION		CROSS SECTION		CROSS SECTION					CROSS SECTION				
C01A															
C02A															
C03A															

SHEET NUMBER	RIGID: PRE-CAST CONCRETE REINF. — III	IV	V	PLASTIC & IRON: CORRUGATED HDPE	SOLID WALL HDPE	REINFORCED HDPE	PVC - C900	POLYPROPYLENE, DOUBLE WALL	POLYPROPYLENE, TRIPLE WALL	DUCTILE IRON - CLASS 52	APPURTENANCES: MANHOLES — DEPTH, TOP OF COVER TO INVERT (Feet)	DIAMETER OF LARGEST PIPE IN BASE (In.)	CONC. PRECAST	CONC. CAST-IN-PLACE	DROP MANHOLE	SPECIAL	INLETS: TYPE G-2	Channel and Grate	CG-3 — Number Required	EXTENSION: LEFT (Feet)	RIGHT (Feet)	EXTG. PIPE MATERIAL (5)	REMARKS
C01A										✓							1					w/ 1.5' sump
																	1					
																	1					
C02A																	1					w/ 1.5' sump, connect to extg. pipe
C03A			✓					✓	✓									1				w/ 1.5' sump
			✓					✓	✓													Connect to extg. inlet, adjust inlet

GENERAL NOTES:

1. A check (✓) indicates column heading applies.
2. A new pipe culvert installation shall be of like material throughout.
3. Extension of existing metal culverts may be of unlike metal or corrugations. For connecting details, see Std. Dwg. No. RD326.
4. Dimensions shown are nominal.
5. All pipes shall conform to the AASHTO specification applicable for the type of material and the diameter of the pipe involved. column heading applies.

FOOTNOTES:

(1) Design height of cover is the critical design height used to select pipe materials. The height of cover for any given run of pipe may vary. Design height of cover shall be measured to subgrade.

(2) Cross-sectional dimensions may vary with different materials. When galvanized iron or steel and aluminum are acceptable alternates use a separate line for each type of material.

(3) Cross-sectional shape of pipe normal to longitudinal axis, prior to loading
- A = Pipe - Arch
- R = Round
- E = Elliptical (5% nominal elongation)

(4) Abbreviations for protective coatings for metal pipe
- PM = Polymeric, 10 Mil. thkn. coated both sides
- PO = Polyethylene inside lining, polymeric outside
- U = Uncoated
- CIM = Chevron industrial membrane
- Ep = Epoxy coated

(5) Abbreviations for existing pipe materials
- AB = Asbestos cement
- Al = Corrugated aluminum
- Co = Concrete
- Pl = Plastic
- St = Corrugated steel
- X = Other material, see remarks column

- RD300 Trench Backfill, Bedding, Pipe Zone And Multiple Installations
- RD302 Street Cut
- RD304 Arch Pipe Backfill/Compaction
- RD306 Concrete Encasement, Cradle, and Cap Details
- RD308 Bore Casing Detail
- RD310 Shallow/Deep Trench Service Connection, Blocking and Markers
- RD312 Subsurface Drain
- RD316 Sloped Ends For Metal Pipe
- RD317 Culvert Embankment Protection And Riprap Pads
- RD318 Sloped Ends For Concrete Pipe
- RD319 Miscellaneous Culvert Details
- RD320 Paved End Slope For Culverts 60" Maximum Pipe Size
- RD321 Paved End Slope With Removable Safety Bar(s)
- RD322 Safety End Section For Metal Pipe
- RD324 Safety End Section For Concrete, PVC, HDPE & Polypropylene Pipe
- RD325 Coupling Bands For Corrugated Metal Pipe
- RD326 Coupling Bands For Corrugated Metal Pipe
- RD327 Coupling Bands For Corrugated Metal Pipe
- RD328 Slotted CMP Drain Details
- RD330 Pipe Slope Anchors - Metal
- RD332 Pipe Slope Anchors - Concrete
- RD334 Locator Post
- RD335 Standard Storm Sewer Manhole
- RD336 Standard Manhole Details
- RD338 Standard Sanitary Sewer Manhole
- RD339 Pipe To Structure Connections
- RD340 Storm Sewer Pollution Control Manhole
- RD342 Shallow Manholes
- RD343 24" Manholes
- RD344 Standard Manhole Base Section
- RD345 Pipe To Manhole Connections
- RD346 Large Precast Manhole
- RD348 Manhole With Inlet
- RD350 Sanitary Sewer Piped Inside Drop Connection for Manholes
- RD352 Outside Drop Manholes
- RD354 Carry Through Manhole - Storm
- RD356 Manhole Covers And Frames
- RD358 Manhole Slope Protectors
- RD360 Manhole Frame Adjustment
- RD362 Sanitary Cleanout
- RD363 Gutter Transition At Inlet
- RD364 Concrete Inlets Type G-1, G-2, G-2M, and G-2MA
- RD365 Frames & Grates For Concrete Inlets
- RD366 Concrete Inlets Type CG-1, CG-2
- RD367 Curb Inlet Channel
- RD368 Concrete Inlets Type M-E, M-O, B And B-SL
- RD370 Ditch Inlet Type D
- RD371 Concrete Inlet Base Type CG-3
- RD372 Concrete Inlet Top, Option 1 Type CG-3
- RD373 Concrete Inlet Top, Option 2 Type CG-3
- RD374 Area Drainage Basin Or Field Inlet
- RD376 Miscellaneous Drainage Structures Siphon Box, Inlet Cap & Inlet Adjustment
- RD378 Type "3" Catch Basin, Frame and Grate
- RD380 Fill Height Tables For Aluminum & Steel Corrugated Pipe
- RD382 Fill Height Tables For Aluminum & Steel Arch Pipe
- RD384 Fill Height Tables For Aluminum & Steel Spiral Rib Pipe
- RD386 Fill Height Table For Circular Concrete Pipe
- RD388 Fill Height Tables For PVC Pipe
- RD390 Fill Height Table For Corrugated HDPE Pipe
- RD391 Fill Height Table For Steel Reinforced HDPE Pipe
- RD393 Fill Height Tables For Polypropylene Pipe
- RD398 Culvert ID Marker
- RD399 Stormwater Treatment and Storage Facility Field Markers

REGISTERED PROFESSIONAL ENGINEER — 92736 — OREGON — JULY 13, 2021 — ZOE A. KEVE — RENEWS: 6-30-2027

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve — Reviewer: David McDonald
Drafter: Anitha Vazrala — Checker: Sue Cross

PIPE DATA

SHEET NO. BD01

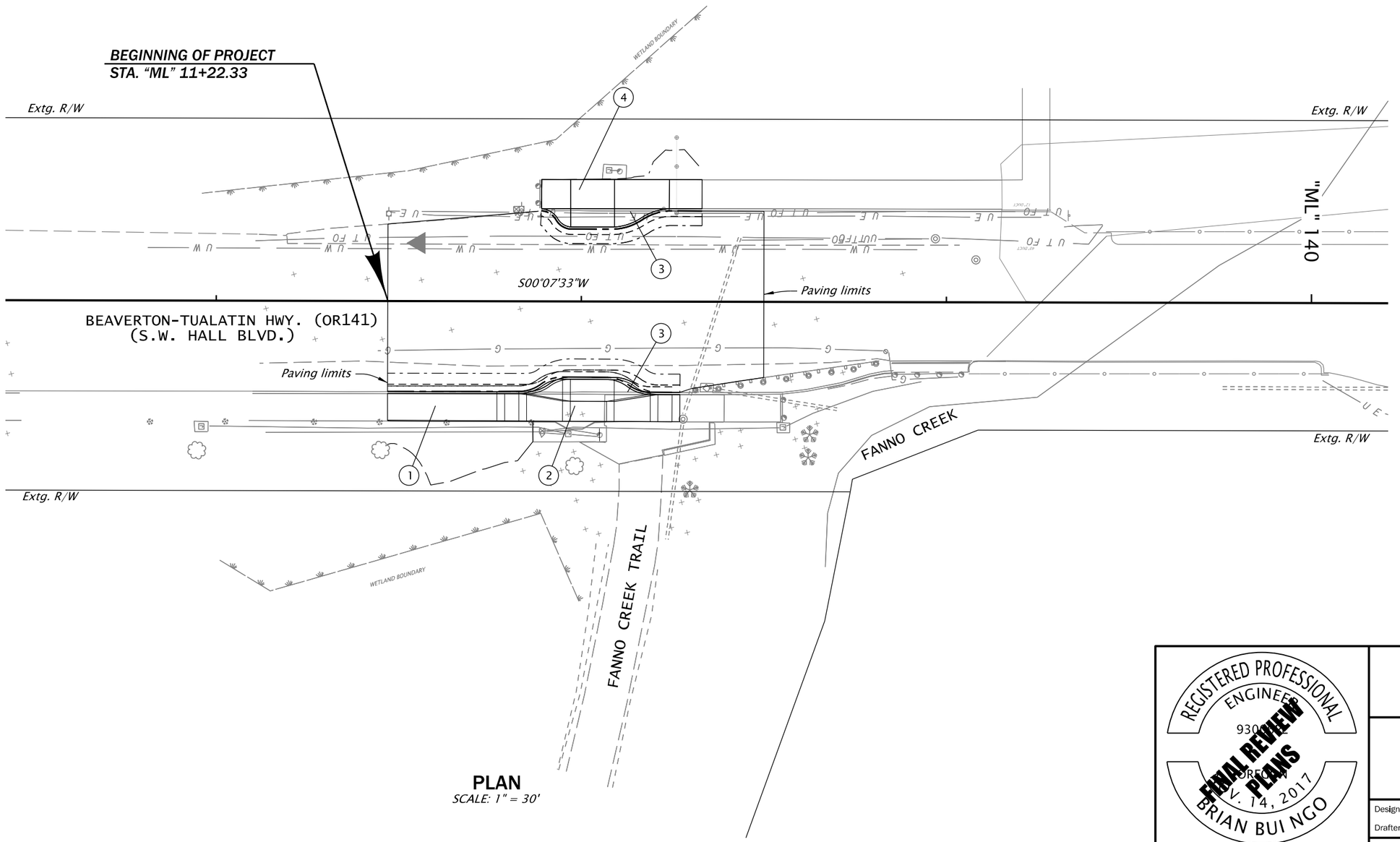
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Sec.02, T.2S, R.1W, W.M.

??V-???

CONSTRUCTION NOTES

1. *Construct PCC sidewalk*
2. *Const. curb ramp, perpendicular - 1*
   Inst. Safety yellow trucated domes on new surface - 24 sq. ft.
   (For details, see BC02)
   (See dwg. Nos. RD900, RD901, and RD902)
3. *Const. curb and gutter*
4. *Const. curb ramp, perpendicular - 1*
   Inst. Safety yellow trucated domes on new surface - 24 sq. ft.
   (For details, see BC03)



PLAN
SCALE: 1" = 30'

REGISTERED PROFESSIONAL ENGINEER
930[illegible]
OREGON
NOV. 14, 2017
BRIAN BUI NGO
FINAL REVIEW PLANS
RENEWS: 12-31-2026
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OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

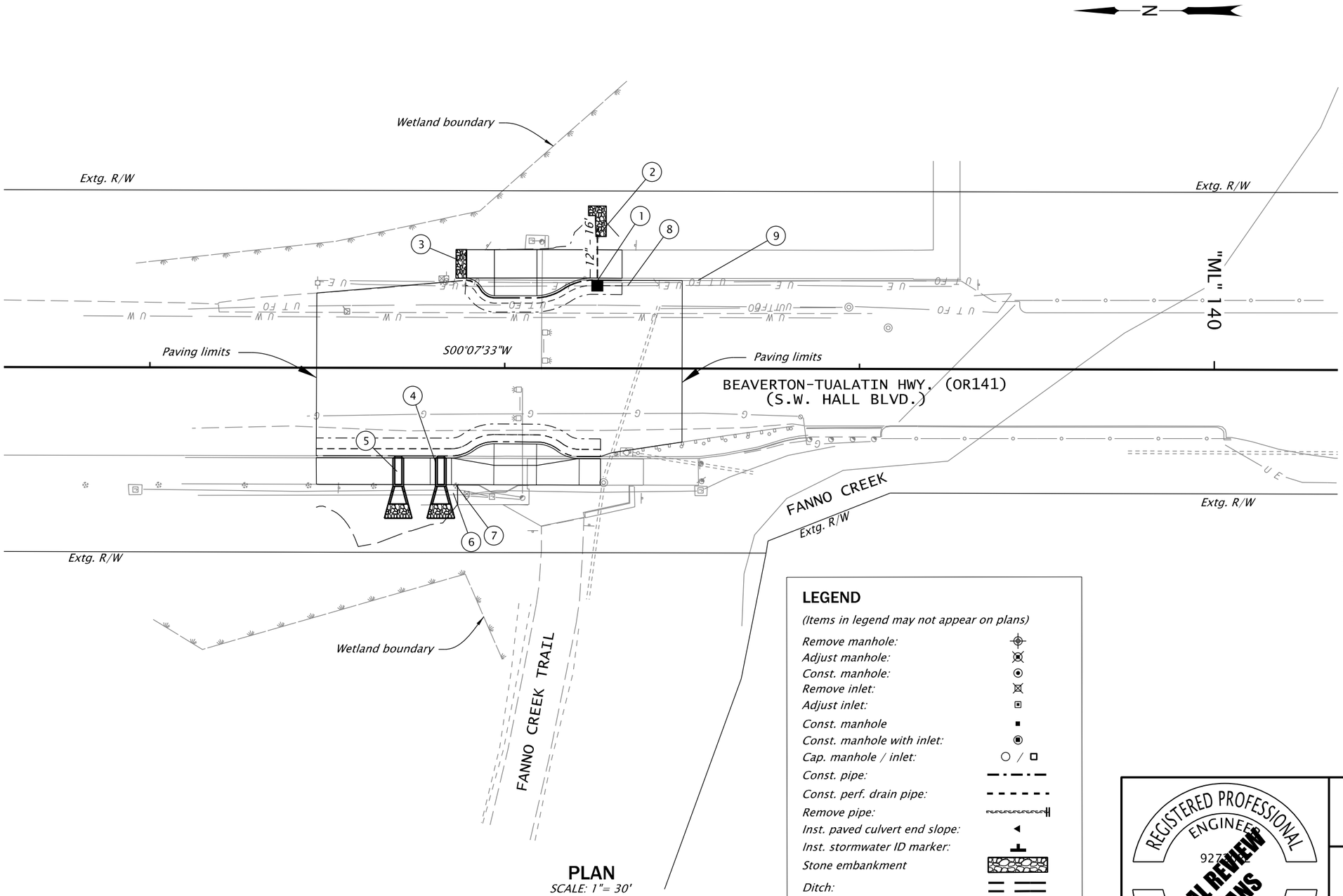
Designer: Katrina Sepulveda	Reviewer: Brian Ngo
Drafter: Anitha Vazrala	Checker: Sue Cross

GENERAL CONSTRUCTION

SHEET NO. C01

Sec.02, T.2S, R.1W, W.M.

??V-???



PLAN
SCALE: 1"= 30'

CONSTRUCTION NOTES

1. *Sta. "ML" 138+26.07, Lt.*
   Const. conc. inlet, type G-2 w/ 1.5' sump
   (For details, see sht. C01B)
   (See dwg. nos. RD363, RD364 & RD365)
2. *Sta. "ML" 138+26.01 39.59' Lt.*
   Inst. 12" ductile iron storm sew. pipe - 16'
   5' depth, sl. 1.0%
   Inst. stone embankment- 2 cu. yds.
   Inst. subgrade geotextile - 8 sq. yds.
   (For details, see sht. C01B)
   (See dwg. nos. RD300, RD317 & RD339)
3. *Sta. "ML" 137+87.74, 29.37' Lt.*
   Inst. stone embankment channel - 1 cu. yd.
   Furnish agg. 6"- 0.
   Fine grade shoulder to drain
   Inst. subgrade geotextile - 5 sq. yds.
4. *Sta. "ML" 137+82.07, Rt.*
   Const. inlet, type Channel and grate
   Inst. stone embankment - 1 cu. yd.
   Furnish agg. 6"- 0.
   Inst. subgrade geotextile - 5.5 sq. yds.
   (For details, see shts. HA01)
5. *Sta. "ML" 137+70.07, Rt.*
   Const. inlet, type Channel and grate
   Inst. stone embankment - 1 cu. yd.
   Furnish agg. 6"- 0.
   Inst. subgrade geotextile - 5.5 sq. yds.
   (For details, see shts. HA01)
6. *Sta. "ML" 137+78 to "ML" 137+89, 38.59' Rt.*
   Relocate UG traffic signal conduit
   See sht. MB01
7. *Sta. "ML" 137+80 to"ML" 137+86.5, 33.17 Rt.*
   Relocate irrigation system
8. *Sta. "ML" 138+15.71, 23.20' Lt.*
   Relocate UG electrical (by others)
9. *Sta. "ML" 138+15.71, 24.15' Lt.*
   Relocate UG comms. (by others)

LEGEND

(Items in legend may not appear on plans)

- *Remove manhole:*
- *Adjust manhole:*
- *Const. manhole:*
- *Remove inlet:*
- *Adjust inlet:*
- *Const. manhole*
- *Const. manhole with inlet:*
- *Cap. manhole / inlet:* ○ / □
- *Const. pipe:*
- *Const. perf. drain pipe:*
- *Remove pipe:*
- *Inst. paved culvert end slope:*
- *Inst. stormwater ID marker:*
- *Stone embankment*
- *Ditch:*
- *No work area:*
- *Regulated work area:*
- *Wetland boundary:*

REGISTERED PROFESSIONAL ENGINEER
92[illegible]
OREGON
JULY 13, 2021
ZOE A. KEVE
RENEWS: 6-30-2027

FINAL REVIEW PLANS

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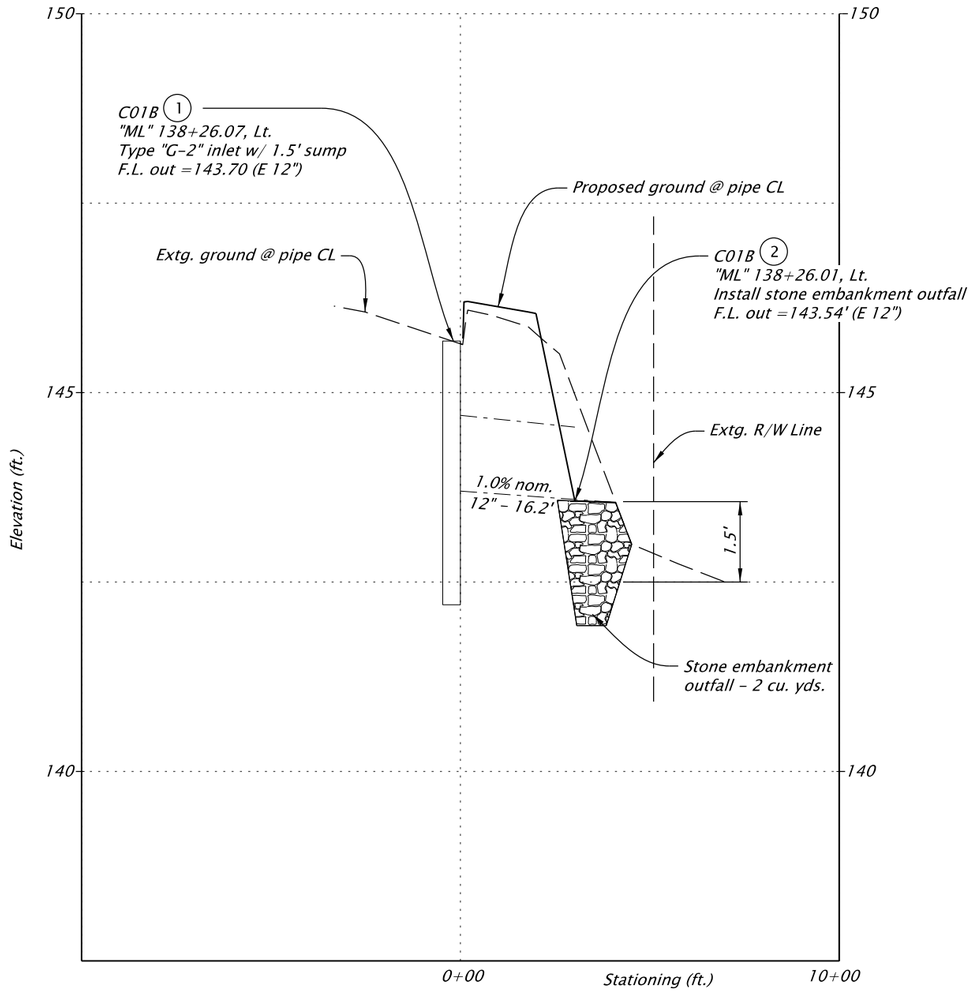
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve | Reviewer: David McDonald
Drafter: Anitha Vazrala | Checker: Sue Cross

DRAINAGE & UTILITIES

SHEET NO. C01A

H_K23509_dr_01.dgn :: C01A 10/23/2025 8:29:07 AM hwye11i



Profile Along Existing Culvert ℄
STA "ML" 138+26.07 TO "ML" 138+26.01
HORIZ. SCALE: 1" = 20'

REGISTERED PROFESSIONAL ENGINEER
927[illegible]
OREGON
JUL. 13, 2021
ZOE A. KEVE
FINAL REVIEW PLANS
RENEWS: 6-30-2027

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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

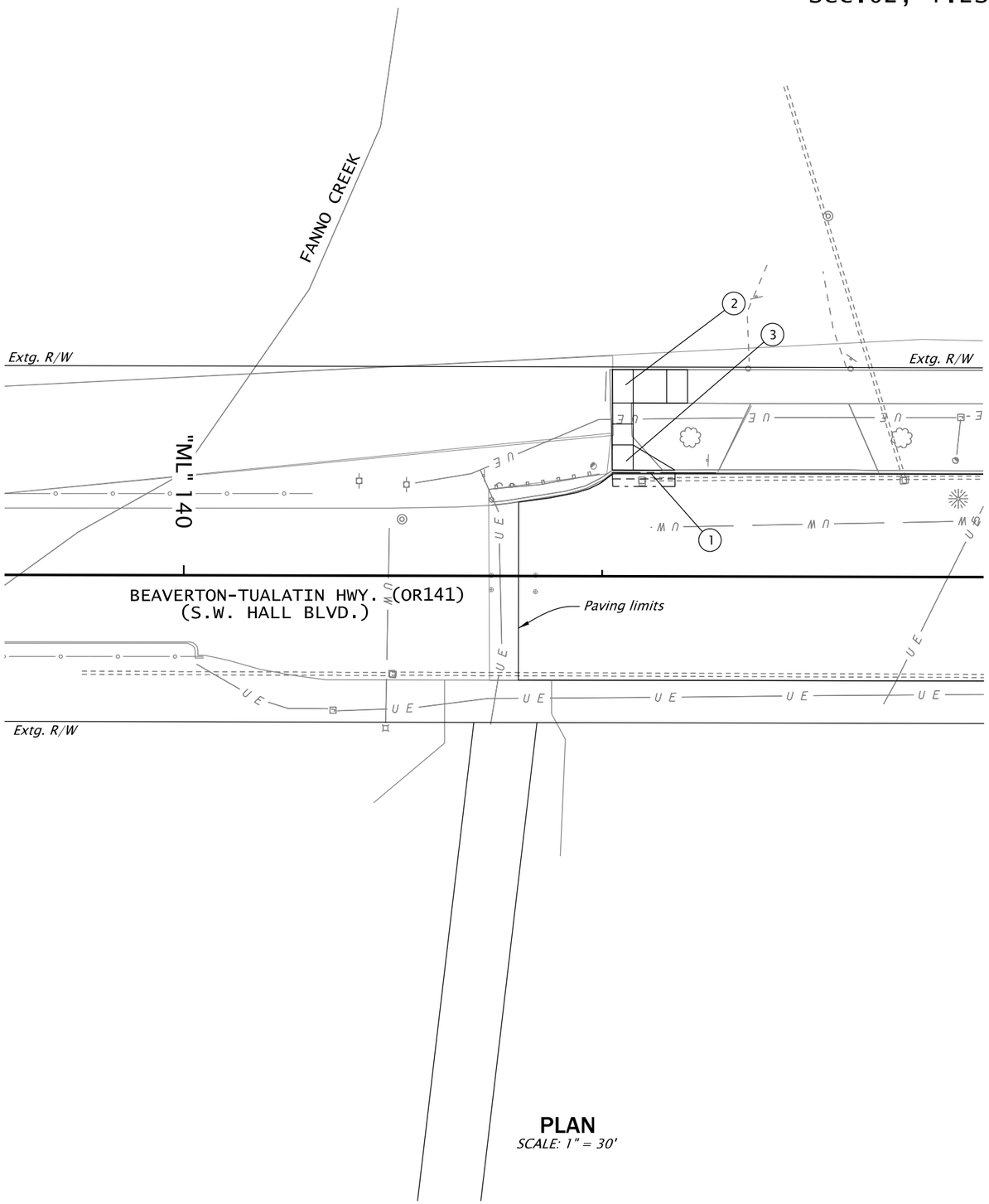
Designer: Zoe Keve	Reviewer: David McDonald
Drafter: Anitha Vazrala	Checker: Sue Cross

PROFILE

SHEET NO.
C01B

Sec.02, T.2S, R.1W, W.M.

??V-???



PLAN
SCALE: 1" = 30'

N

CONSTRUCTION NOTES

1. *Const. curb and gutter*
2. *Const. PCC sidewalk*
3. *Const. curb ramp, perpendicular - 1 Inst. Safety yellow trucated domes on new surface - 10 sq. ft. (For details, see BC04)*

REGISTERED PROFESSIONAL ENGINEER
930[illegible]
OREGON
NOV. 14, 2017
BRIAN BUI NGO
RENEWS: 12-31-2026

FINAL REVIEW PLANS

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda
Reviewer: Brian Ngo
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Checker: Sue Cross

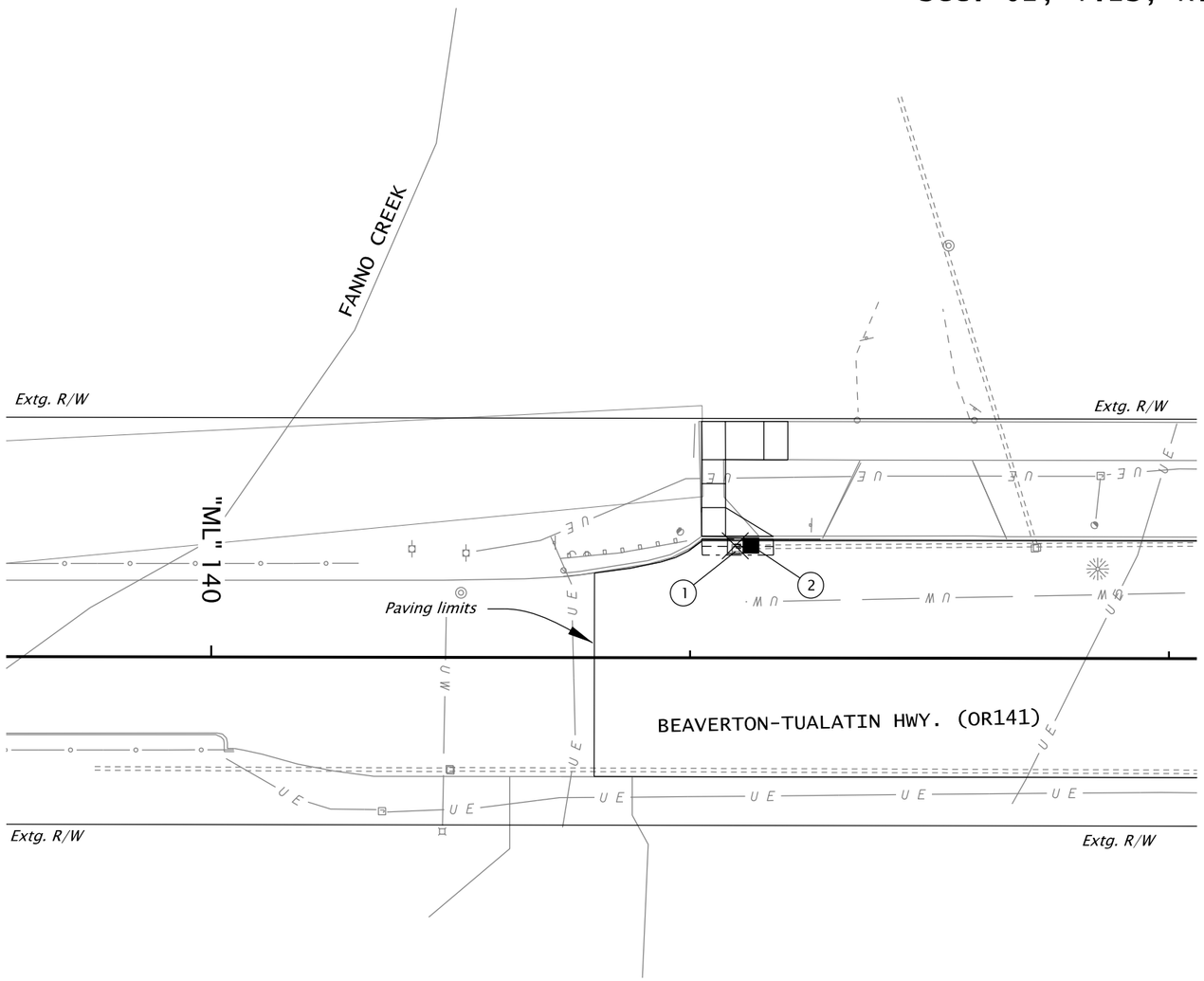
GENERAL CONSTRUCTION

SHEET NO.
C02

R_K23509_pl_01.dgn :: C02 10/23/2025 8:29:13 AM hwye11i

Sec. 02, T.2S, R.1W, W.M.

??V-???



CONSTRUCTION NOTES

1. *Sta. "ML" 141+09.5, Lt.*
   Remove inlet

2. *Sta. "ML" 141+12.8, Lt.*
   Remove pipe - 4'
   Const. conc. inlet, type G-2 w/ 1.5' sump
   Connect to extg. pipe
   FL out - 145.94' (S 12")

LEGEND

(Items in legend may not appear on plans)

- *Remove manhole:*
- *Adjust manhole:*
- *Const. manhole:*
- *Remove inlet:*
- *Adjust inlet:*
- *Const. manhole*
- *Const. manhole with inlet:*
- *Cap. manhole / inlet:* ○ / □
- *Const. pipe:*
- *Const. perf. drain pipe:*
- *Remove pipe:*
- *Inst. paved culvert end slope:*
- *Inst. stormwater ID marker:*
- *Stone embankment*
- *Ditch:*
- *No work area:*
- *Regulated work area:*
- *Wetland boundary:*

PLAN
SCALE: 1"= 30'

REGISTERED PROFESSIONAL ENGINEER
92734
OREGON
JULY 13, 2021
ZOE A. KEVE
RENEWS: 6-30-2027
FINAL REVIEW PLANS

FINAL ELECTRONIC DOCUMENT
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OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve
Reviewer: David McDonald
Drafter: Anitha Vazrala
Checker: Sue Cross

DRAINAGE & UTILITIES

SHEET NO.
C02A

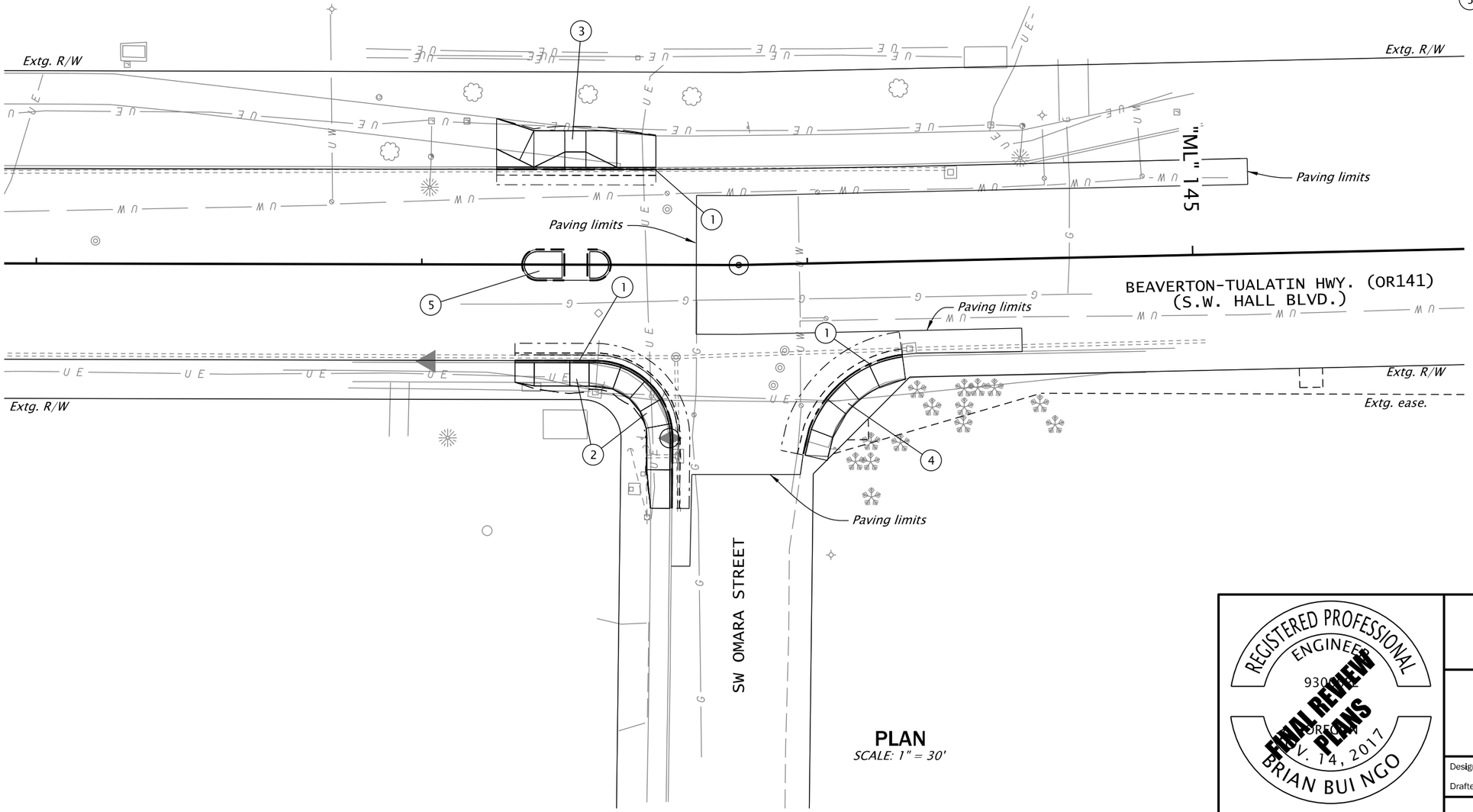
H_K23509_dr_01.dgn :: C02A 10/23/2025 8:29:15 AM hwye11i

Sec.01 & 02, T.2S, R.1W, W.M.

??V-???

CONSTRUCTION NOTES

1. *Const. curb and gutter*
2. *Const. curb ramp, parallel - 2*
   Inst. Safety yellow trucated domes on new surface - 24 sq. ft.
   (For details, see BC05)
3. *Const. curb ramp, perpendicular - 1*
   Inst. Safety yellow trucated domes on new surface - 12 sq. ft.
   (For details, see BC07)
4. *Const. curb ramp, parallel - 1*
   Inst. Safety yellow trucated domes on new surface - 12.6 sq. ft.
   (For details, see BC06)
   (See dwg. No. RD920)
5. *Const. Type "C" conc. Island*
   (Cut through design)
   (Option "A" island nose treatment)
   Inst. Safety yellow trucated domes on existing surface 24 sq. ft.
   (For details, see sht. BC08)
   (See dwg nos RD705, RD 707, RD710, & RD906)



PLAN
SCALE: 1" = 30'

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 14, 2017
BRIAN BUI NGO
FINAL REVIEW PLANS
RENEWS: 12-31-2026

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Katrina Sepulveda | Reviewer: Brian Ngo
Drafter: Anitha Vazrala | Checker: Sue Cross

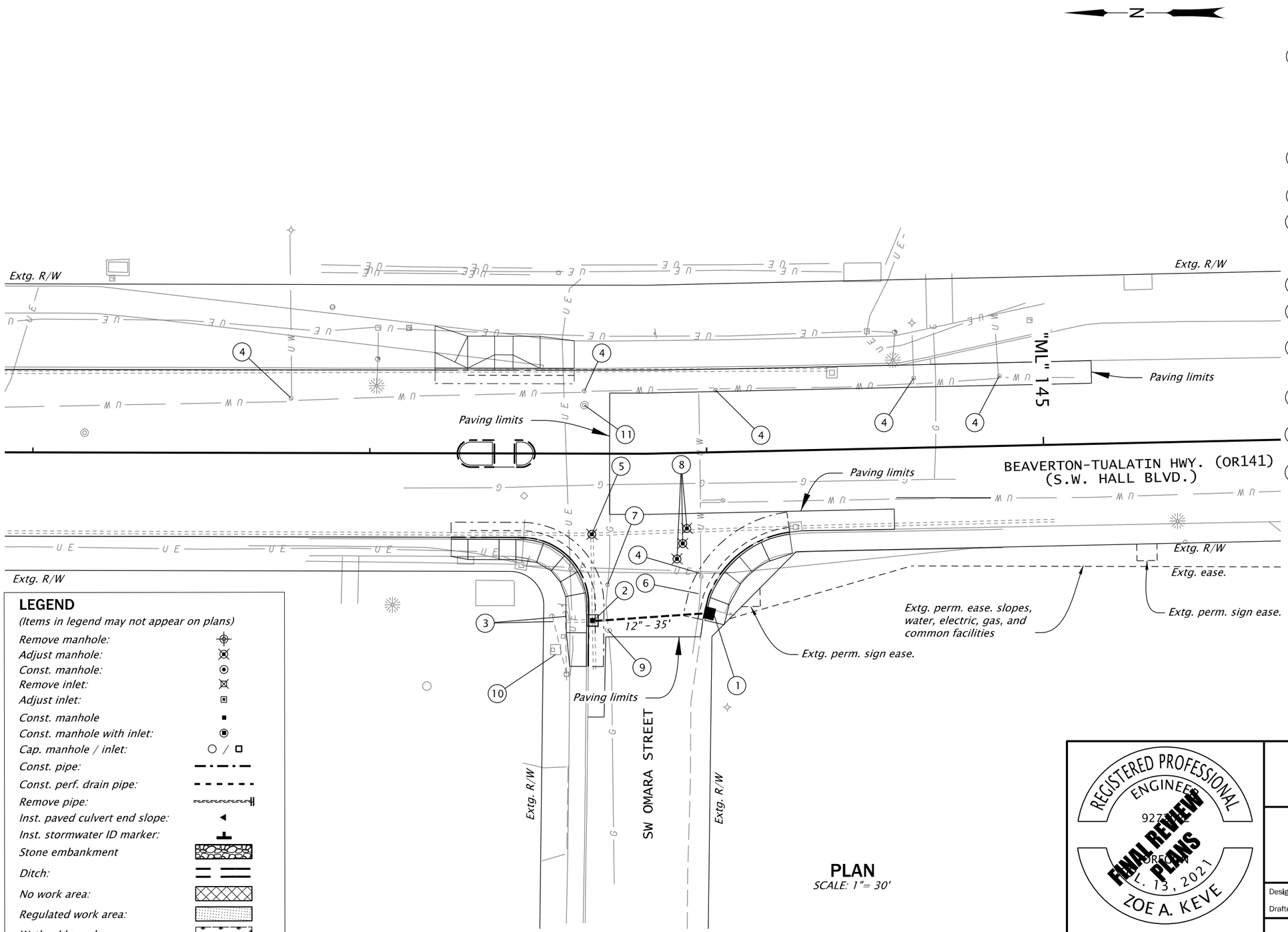
GENERAL CONSTRUCTION

SHEET NO. C03

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Sec. 02, T.2S, R.1W, W.M.

??V-???



PLAN
SCALE: 1"= 30'

CONSTRUCTION NOTES

1. *Sta. "ML" 143+99.90, Rt.*
   Const. conc. inlet, type CG-3 w/ 1.5' sump
   (For detail, see sht. C03B)
   (See dwg. nos. RD371 & RD372)
2. *Sta. "ML" 143+66.15, Rt.*
   Adjust inlet
   Inst. 12" storm sew. pipe - 35'
   5' depth, sl. 1.1%
   Connect to extg. inlet
   (For detail, see sht. C03B)
   (See dwg. nos. RD376, RD386 & RD388)
3. *Sta. "ML" 143+58.17, 46.79' Rt.*
   Relocate guy wires (by others)
4. *Adjust water valve (by others) - 6*
5. *Sta. "ML" 143+65.96, 23.93' Rt.*
   Minor adjust storm sew. manhole
   "Method C" circle cut
   (See dwg. nos. RD335, RD356 & RD360)
6. *Relocate water line (by others)*
7. *Sta. "ML" 143+70.71, 39.03' Rt.*
   Adjust gas valve (by others)
8. *Minor adjust storm sew. manholes - 3*
   ODOT water quality vaults
   Method C circle cut
9. *Sta. "ML" 143+70.65, 49.02' Rt.*
   Relocate gas line (by others)
10. *Sta. "ML" 143+57.4, 54.27' Rt.*
    Relocate comm. box (by others)
11. *Sta. "ML" 143+63.7, 14.40' Lt.*
    Adjust comm. manhole (by others)

LEGEND

(Items in legend may not appear on plans)

- *Remove manhole:*
- *Adjust manhole:*
- *Const. manhole:*
- *Remove inlet:*
- *Adjust inlet:*
- *Const. manhole*
- *Const. manhole with inlet:*
- *Cap. manhole / inlet:* ○ / □
- *Const. pipe:*
- *Const. perf. drain pipe:*
- *Remove pipe:*
- *Inst. paved culvert end slope:*
- *Inst. stormwater ID marker:*
- *Stone embankment*
- *Ditch:*
- *No work area:*
- *Regulated work area:*
- *Wetland boundary:*

REGISTERED PROFESSIONAL ENGINEER
92[illegible]
OREGON
JUL. 13, 2021
ZOE A. KEVE
RENEWS: 6-30-2027

FINAL REVIEW PLANS

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

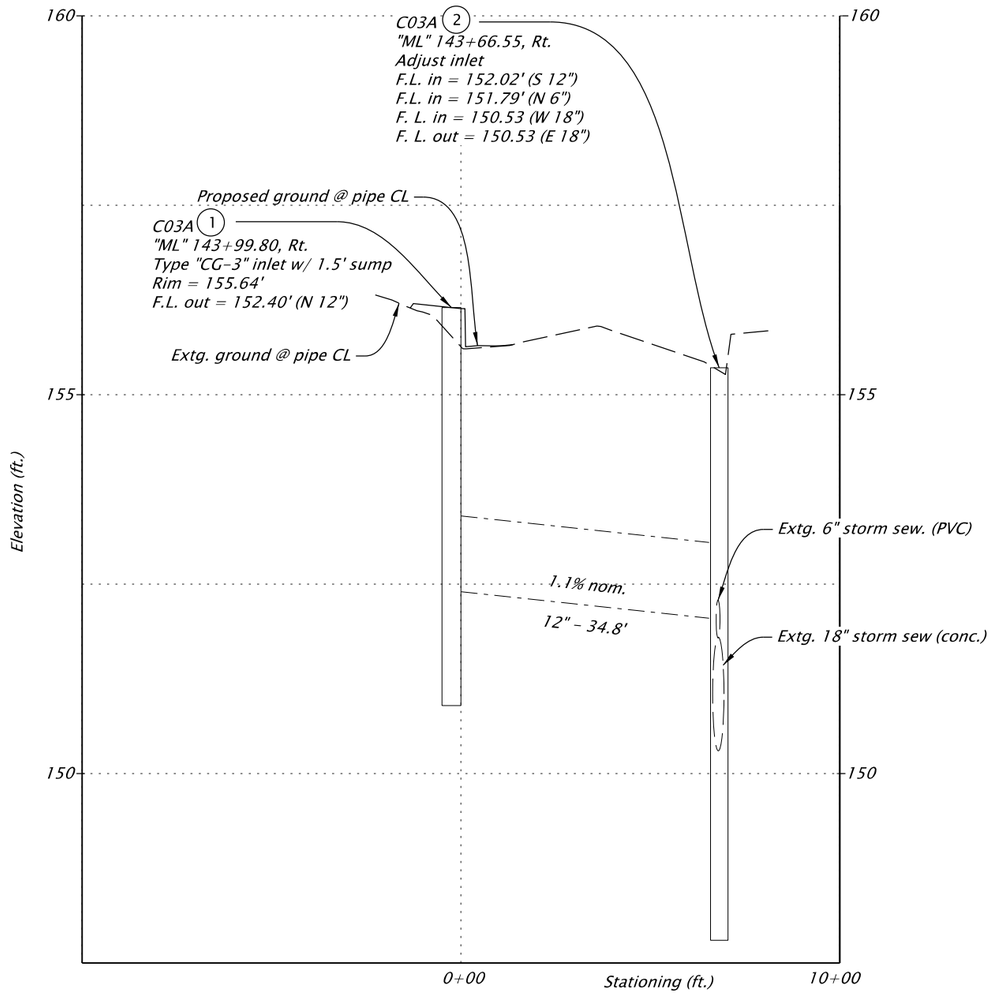
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve	Reviewer: David McDonald
Drafter: Anitha Vazrala	Checker: Sue Cross

DRAINAGE & UTILITIES

SHEET NO. C03A

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Profile Along Existing Culvert ℄
STA "ML" 143+99.8 TO "ML" 143+66.6
HORIZ. SCALE: 1" = 20'

REGISTERED PROFESSIONAL ENGINEER
92736
OREGON
JULY 13, 2021
ZOE A. KEVE
FINAL REVIEW PLANS
RENEWS: 6-30-2027

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve | Reviewer: David McDonald
Drafter: Anitha Vazrala | Checker: Sue Cross

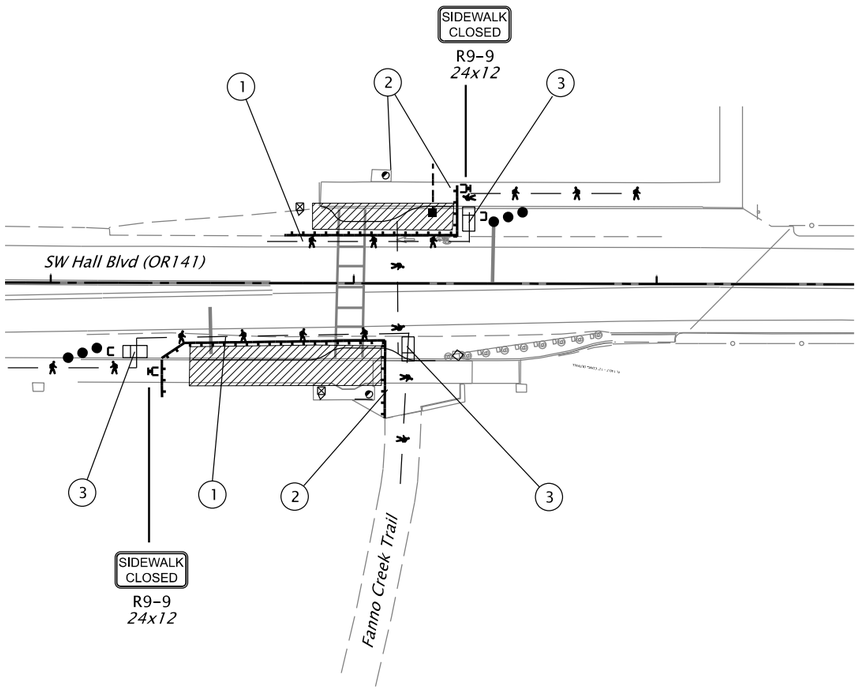
PROFILE

SHEET NO. C03B

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)
FANNO CREEK TRAIL

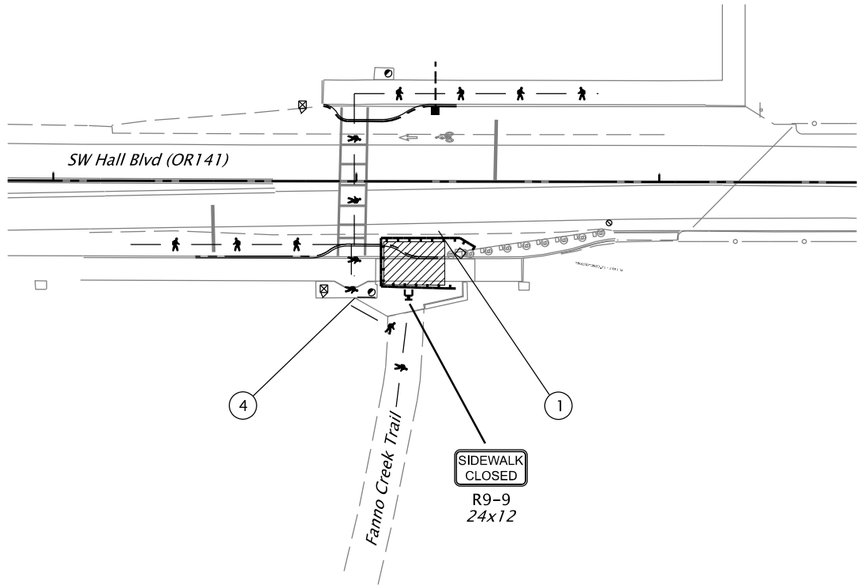
Phase 1



N

50 25 0 50
FEET

Phase 2



CONSTRUCTION NOTES:

1. *Maintain 4' min. width TPAR between edge line and PCD. (backfill or cover excavation with steel plate at end of each work shift as needed).*
2. *Provide access to ped push button.*
3. *Construct temporary curb ramp.*
4. *Construct temporary walks – 4' min. width.*

LEGEND

- *Barricade*
- *Sign on barricade*
- *Temp. sidewalk ramp*
- *Under construction*
- *28" Tubular markers on 10' max. spacing*
- *Ped. channelization devices*
- *TPAR*

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: A. Graham | Reviewer: C. Mao
Drafter: A. Graham | Checker: Name

TRAFFIC CONTROL DETAILS

SHEET NO. EB01

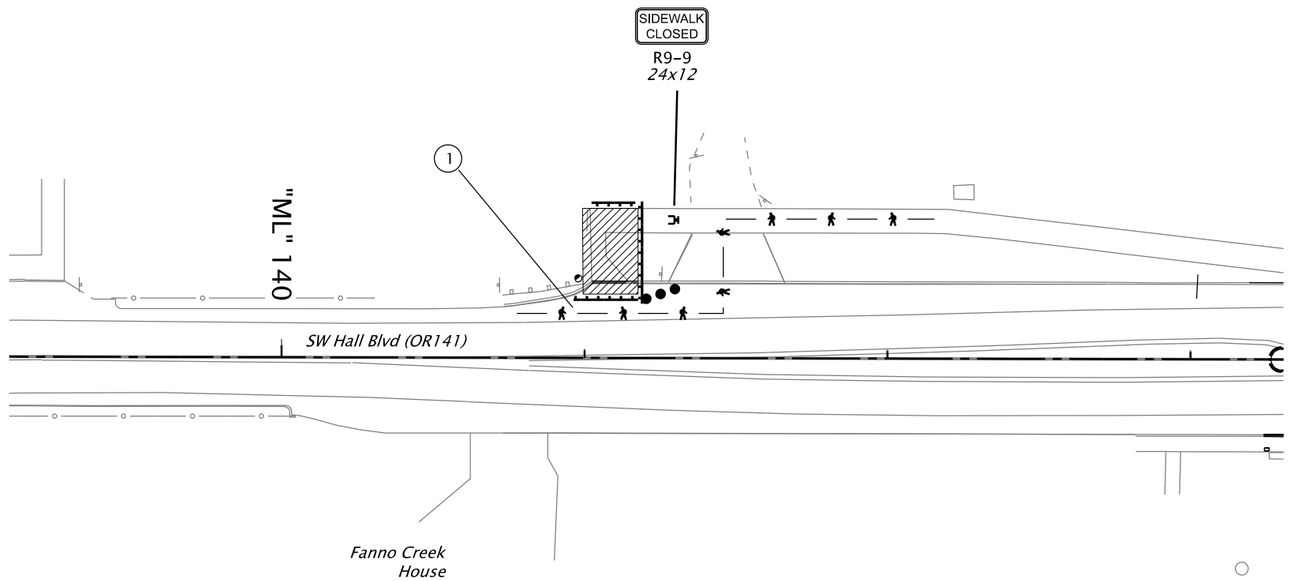
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)
FANNO CREEK HOUSE

??V-???

N

50 25 0 50
FEET



CONSTRUCTION NOTES:

1. *Provide 6' min. width TPAR between edge line and PCD.*

L E G E N D

- *Sign on barricade*
- *Under construction*
- *28" Tubular markers on 5' max. spacing*
- *Ped. channelization devices*
- *TPAR*

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: A. Graham | Reviewer: C. Mao
Drafter: A. Graham | Checker: Name

TRAFFIC CONTROL DETAILS

SHEET NO. EB02

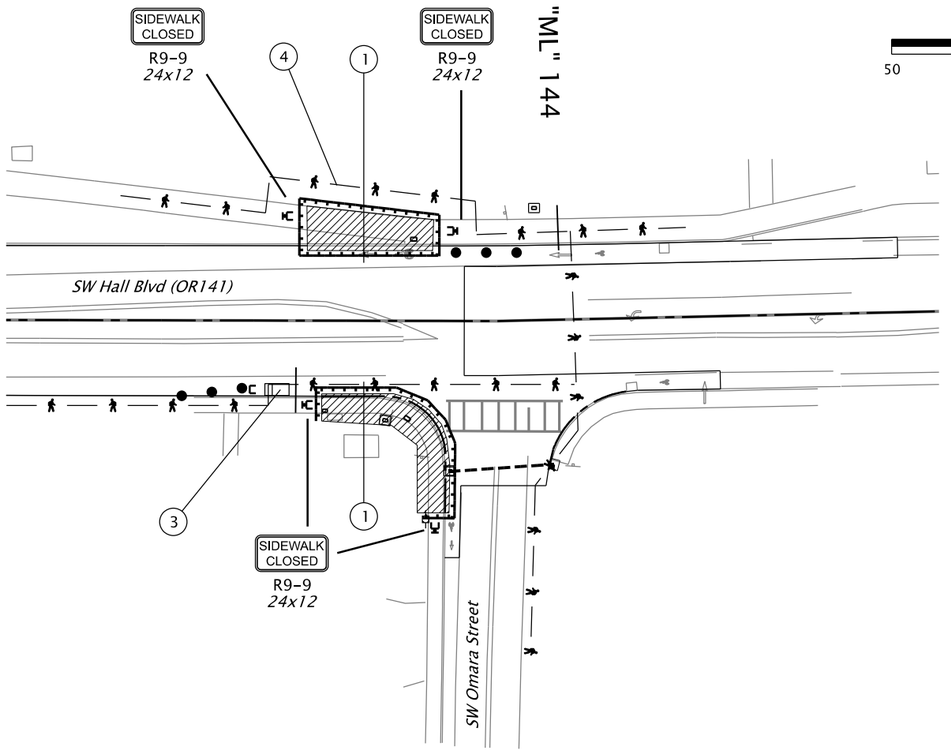
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

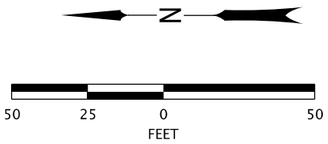
TZ_K23509_tc_01.dgn :: EB02 10/18/2025 7:21:08 PM hwye68f

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)
SW OMARA STREET

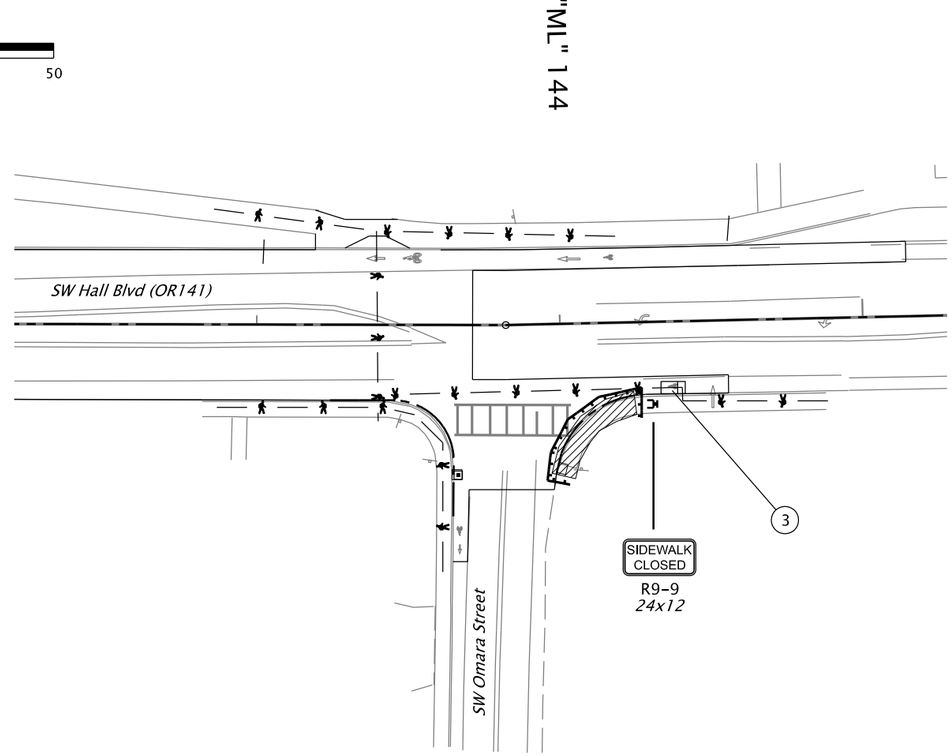
??V-???

Phase 1





Phase 2



CONSTRUCTION NOTES:

(1) *Maintain 4' min. width TPAR between edge line and PCD. (backfill or cover excavation with steel plate at end of each work shift as needed).*

(3) *Construct temporary curb ramp.*

(4) *Construct temporary walks – 4' min. width.*

LEGEND

- *Barricade*
- *Sign on barricade*
- *Temp. sidewalk ramp*
- *Under construction*
- *28" Tubular markers on 10' max. spacing*
- *Ped. channelization devices*
- *TPAR*

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: A. Graham | Reviewer: C. Mao
Drafter: A. Graham | Checker: Name

TRAFFIC CONTROL DETAILS

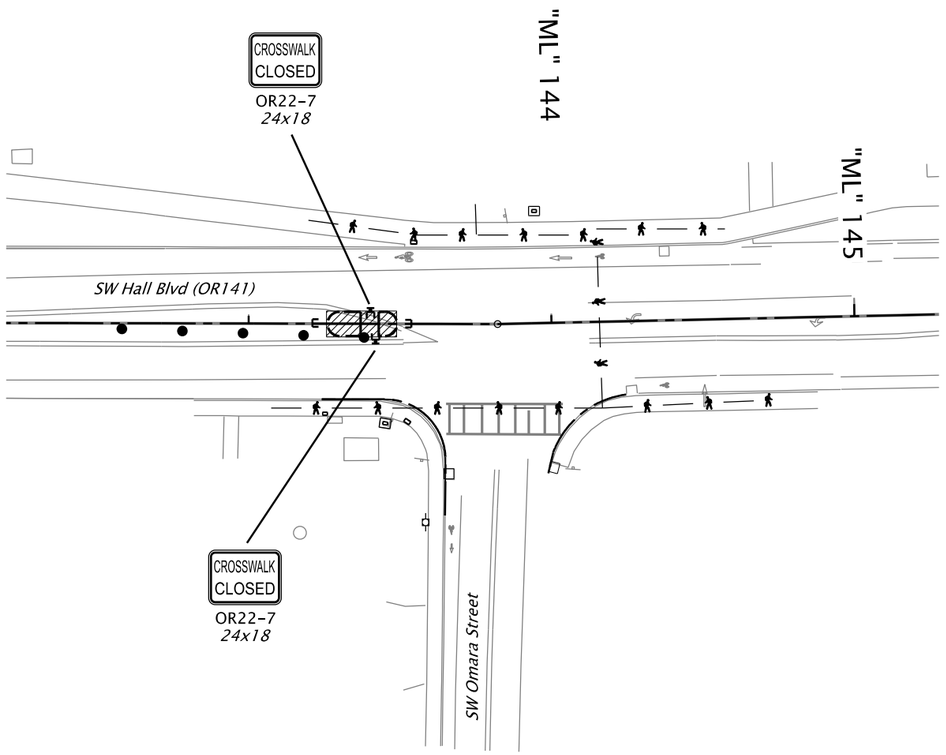
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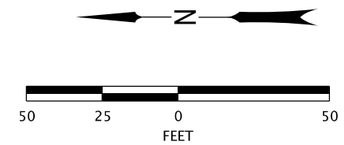
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)
SW OMARA STREET

??V-???

Phase 3





L E G E N D

- *Barricade*
- *Sign on barricade*
- *Under construction*
- *28" Tubular markers on 20' max. spacing*
- *TPAR*

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: A. Graham | Reviewer: C. Mao
Drafter: A. Graham | Checker: Name

TRAFFIC CONTROL DETAILS

SHEET NO. EB04

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EROSION AND SEDIMENT CONTROL GENERAL NOTES

The construction, adjustment, maintenance, and upgrading of these Erosion and Sediment Control measures is the responsibility of the contractor for the duration of the project to comply with Section 00280 of the Oregon Standard Specifications for construction and, when applicable, the NPDES 1200-CA permit.

Erosion and Sediment Control measures shown on this plan are for anticipated site conditions. Adjust or upgrade these measures for unexpected storm events to ensure that sediment and sediment-laden water does not leave the site.

Develop a revised plan of the Erosion and Sediment Control measures shown as required by Section 00280, Oregon Standard Specifications for Construction. Implement this plan for all clearing and grading activities and in segments applicable to each staging phase. Construct in such a manner so as to ensure that sediment and sediment-ladenwater does not enter the roadway or drainage system, or violate applicable water standards.

Install measures within the right-of-way unless directed otherwise.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

LEGEND

- *Fill slope*
- *Cut slope*
- *Inlet protection*
- *Topsoil and seeding*
- *Seeding and mulching*
- *Sediment barrier, straw wattle*
- *Flow direction*
- *Slope direction*
- *Work zone fencing*

REGISTERED
424
Magnus A. Bernhardt
OREGON
05/14/99
LANDSCAPE ARCHITECT
EXPIRES: 05-31-2026

FINAL REVIEW PLANS

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

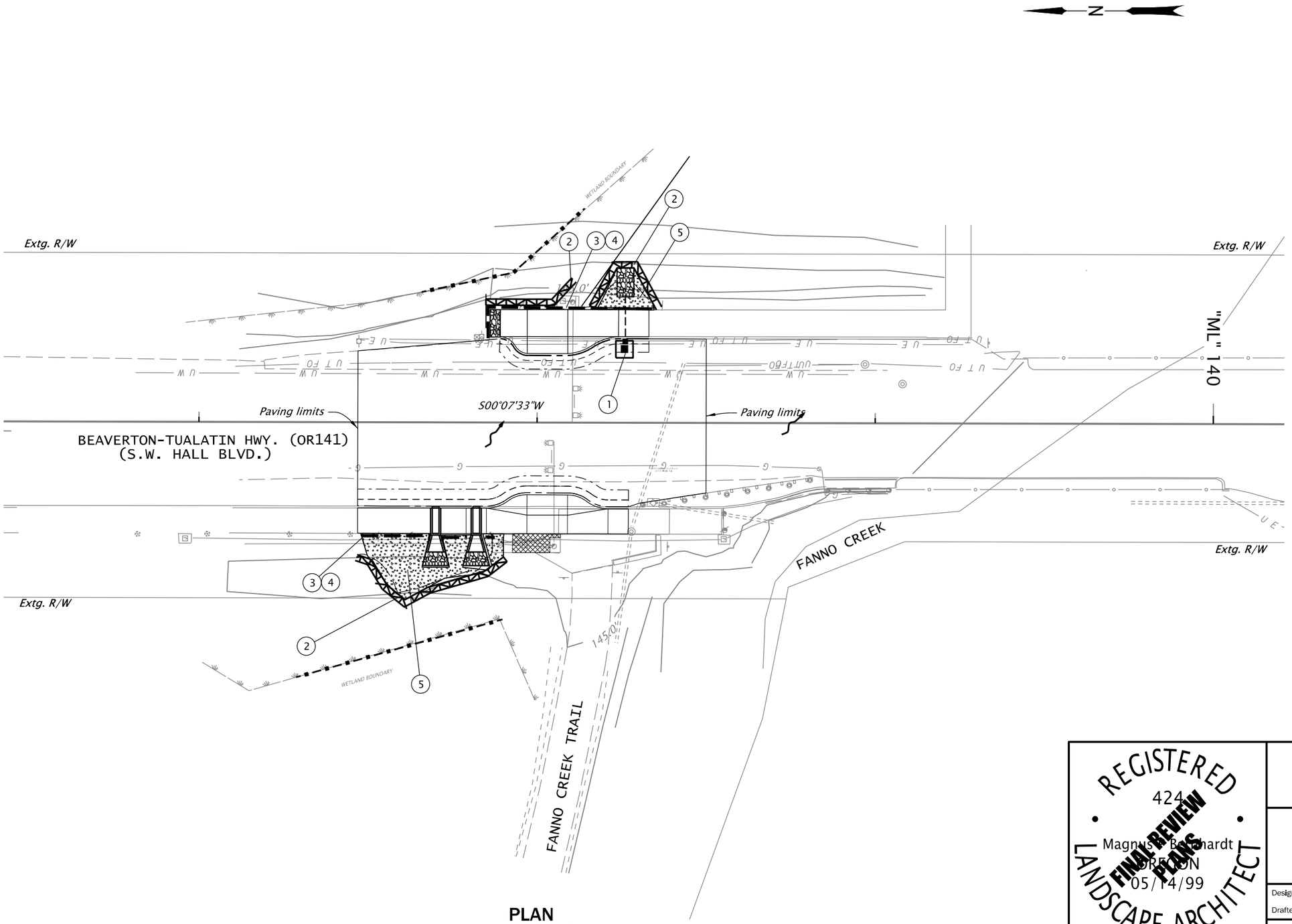
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Magnus Bernhardt | Reviewer: Paul Langdale
Drafter: Anitha Vazrala | Checker: Sue Cross

EROSION AND SEDIMENT CONTROL DETAILS | SHEET NO. FB01

CONSTRUCTION NOTES

1. *Const. inlet protection Types 3 (See dwg. RD1010)*
2. *Inst. sediment barrier Type 3 (See dwg. RD1030)*
3. *Inst. 6" of topsoil 1-2' wide*
4. *Inst. lawn seed and mulching*
5. *Inst. lawn seed and mulching*



PLAN
SCALE: 1" = 30'

LEGEND

- *Fill slope*
- *Cut slope*
- *Inlet protection*
- *Topsoil and seeding*
- *Seeding and mulching*
- *Sediment barrier, straw wattle*
- *Work zone fencing*

REGISTERED
424
Magnus R. Bernhardt
OREGON
05/14/99
LANDSCAPE ARCHITECT
FINAL REVIEW PLANS
EXPIRES: 05-31-2026
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

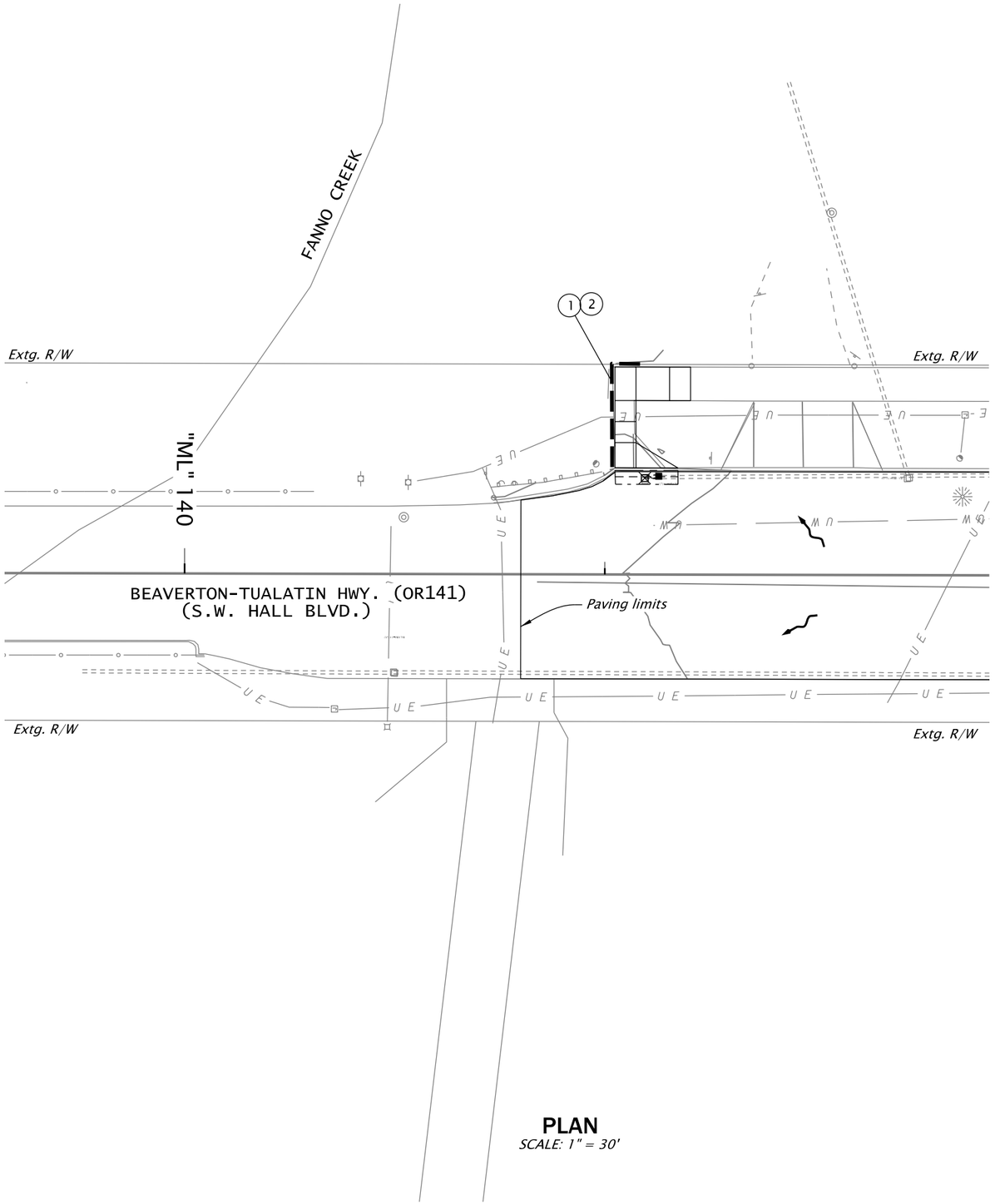
OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Magnus Bernhardt | Reviewer: Paul Langdale
Drafter: Anitha Vazrala | Checker: Sue Cross

EROSION AND SEDIMENT CONTROL PLAN

SHEET NO. FB02



PLAN
SCALE: 1" = 30'

N

CONSTRUCTION NOTES

1. *Inst. 6" of topsoil 1-2' wide*
2. *Inst. lawn seed and mulching*

LEGEND

- *Fill slope*
- *Cut slope*
- *Topsoil and seeding*
- *Flow direction*
- *Slope direction*

REGISTERED
424
Magnus C. Bernhardt
OREGON
05/14/99
LANDSCAPE ARCHITECT
EXPIRES: 05-31-2026
FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Magnus Bernhardt | Reviewer: Paul Langdale
Drafter: Anitha Vazrala | Checker: Sue Cross

EROSION AND SEDIMENT CONTROL PLAN

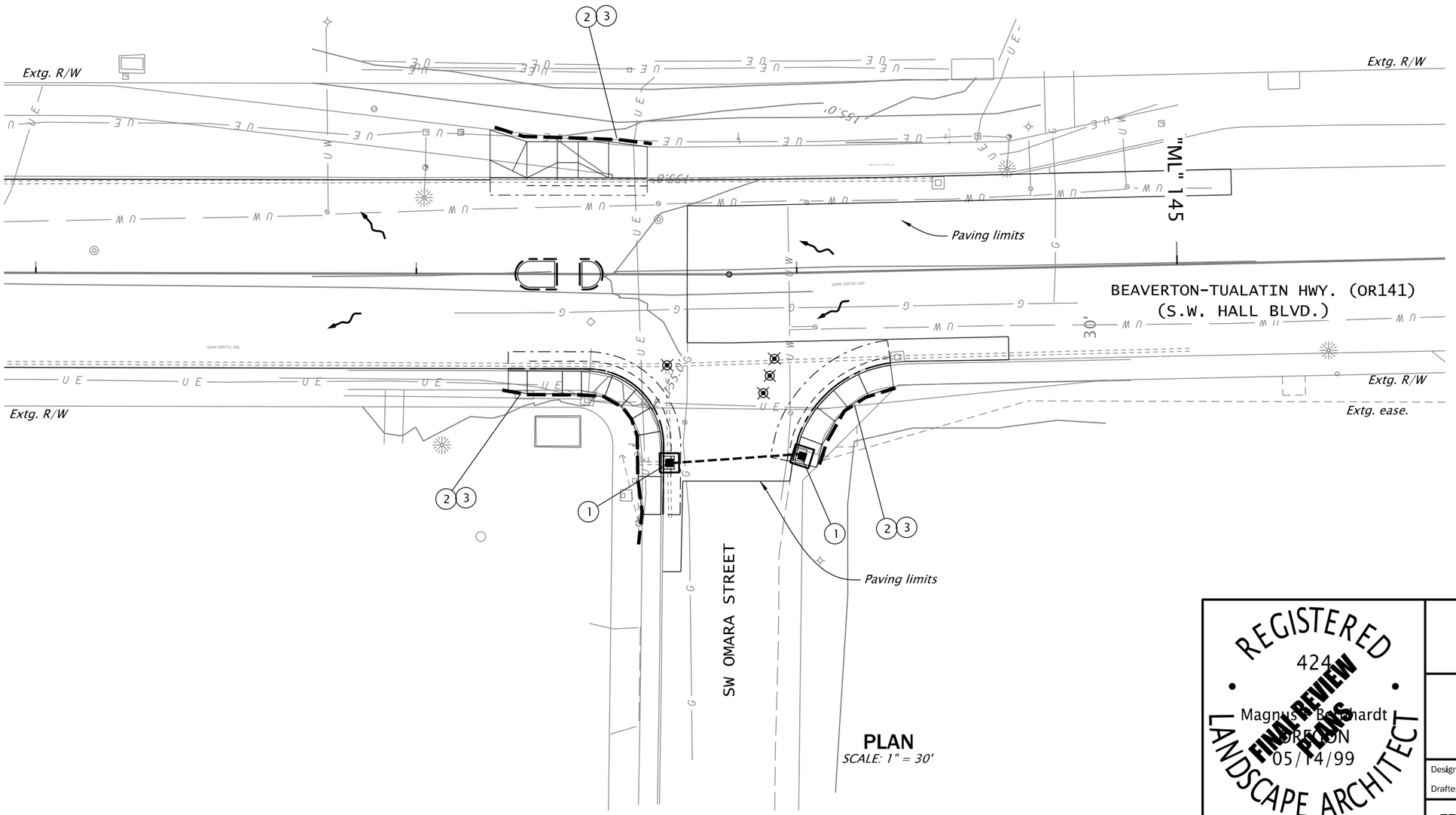
SHEET NO. FB03

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

PHASE 2 - EXISTING CONDITIONS AND PERIMETER CONTROL

CONSTRUCTION NOTES

1. Const. inlet protection Types 3 (See dwg. RD1010)
2. Inst. 6" of topsoil 1-2' wide
3. Inst. lawn seed



LEGEND

- Fill slope
- Cut slope
- Inlet protection
- Topsoil and seeding
- Flow direction
- Slope direction

REGISTERED 424 Magnus P. Bernhardt OREGON 05/14/99 LANDSCAPE ARCHITECT
EXPIRES: 05-31-2026
FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Magnus Bernhardt | Reviewer: Paul Langdale
Drafter: Anitha Vazrala | Checker: Sue Cross

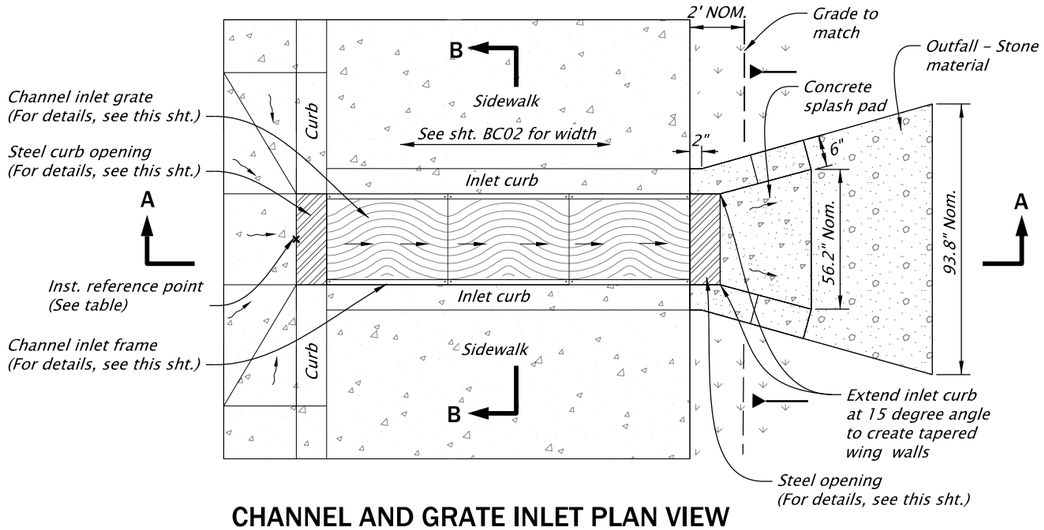
EROSION AND SEDIMENT CONTROL PLAN

SHEET NO. FB04

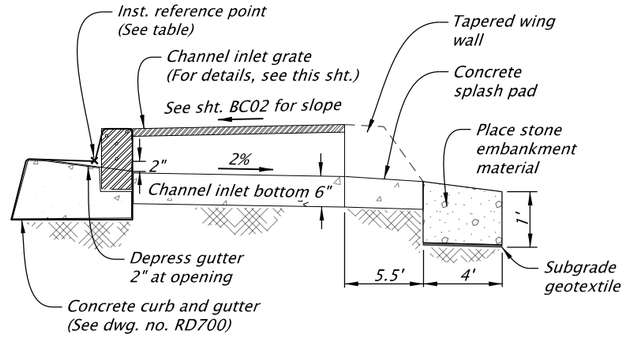
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

CHANNEL & GRATE INSTALLATION TABLE

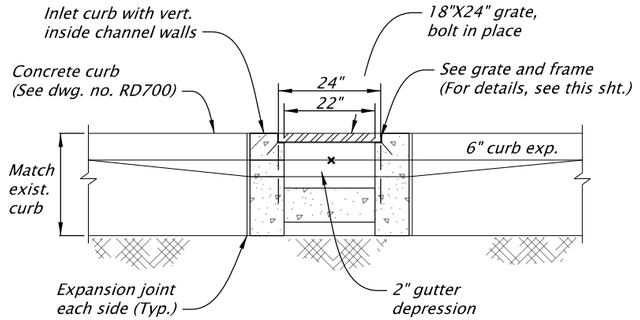
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C01A	4	"ML" 137+82.1, Rt.	Field Verify	Field Verify	Field Verify
C01A	5	"ML" 137+70.1, Rt.	Field Verify	Field Verify	Field Verify



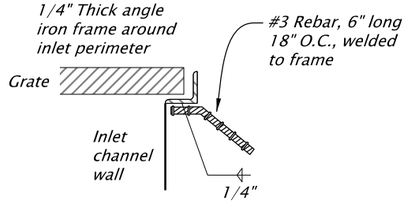
CHANNEL AND GRATE INLET PLAN VIEW
SCALE: NTS



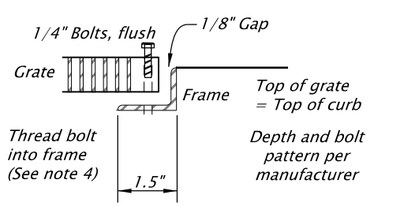
CHANNEL AND GRATE INLET SECTION A - A
SCALE: NTS



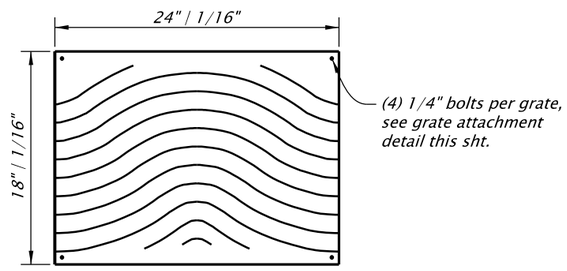
CHANNEL AND GRATE INLET SECTION B - B
SCALE: NTS



FRAME DETAIL
SCALE: NTS

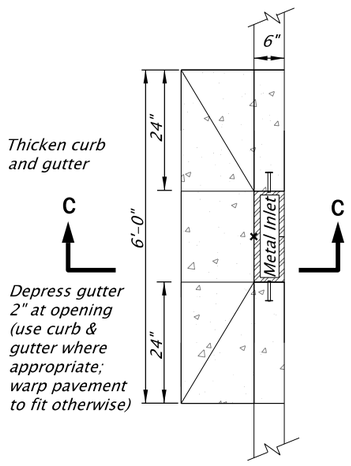


GRATE ATTACHMENT DETAIL
SCALE: NTS

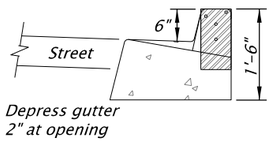


CHANNEL GRATE
SCALE: NTS

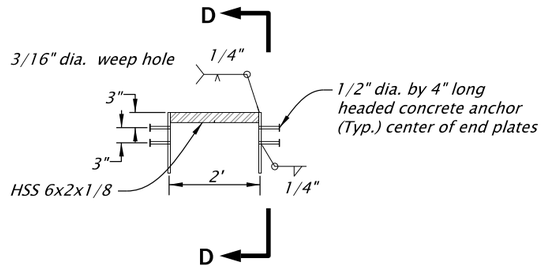
NOTES:
1. Cast iron, natural finish.
2. No opening greater than 3/8".
3. Protect threaded holes in frame from clogging during frame installation.
4. Grate to be rated for H-20 loading, with a non-slip surface having a static coefficient of friction between 0.60 and 1.0 per ASTM C1020. Use a coefficient of friction of 0.80 to 1.0 on inclines greater than 4%.
5. Wavy grate as shown or approved ADA compliant equivalent.(Available pattern may vary)



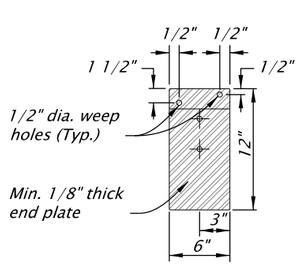
CURB OPENING DETAIL PLAN VIEW
SCALE: NTS



CURB OPENING DETAIL SECTION C - C
SCALE: NTS



METAL INLET ASSEMBLY DETAIL PROFILE
SCALE: NTS



METAL INLET ASSEMBLY DETAIL SECTION D - D
SCALE: NTS

Notes:
1. Headed concrete anchors shall meet the requirements of ASTM A-108.
2. Use ASTM A-500 Grade B. HSS 6x2x1/8 Channel
3. Use ASTM A-36. End plates
4. Use ASTM A-123. Hot-Dip Galvanized assembly
5. Grind all single bevel groove welds smooth.
6. Design vertical wheel load is 8.5kips (1/2 of the tandem axles weight specified in FHWA-HOP-06-105).

REGISTERED PROFESSIONAL ENGINEER
92...
OREGON
JUL. 13, 2021
ZOE A. KEVE
FINAL REVIEW PLANS
RENEWS: 6-30-2025

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

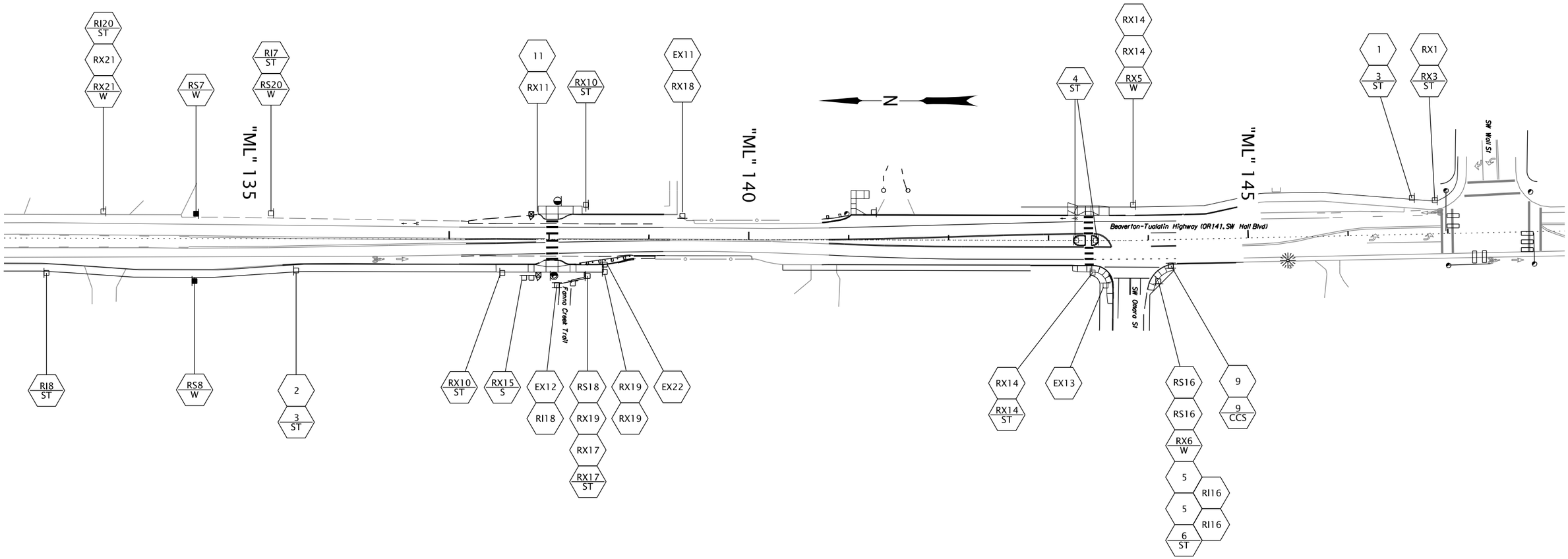
OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: Zoe Keve | Reviewer: David McDonald
Drafter: Anitha Vazrala | Checker: Sue Cross

STORMWATER PLAN

SHEET NO. HA01



LEGEND

- N — *Install new sign (N)*
- N / M — *Install new sign (N) on new (M) sign support*
- EXN — *Maintain and protect existing sign (N) and support*
- RSN / M — *Remove and save existing sign (N) and remove (M) sign support*
- RIN / M — *Reinstall existing sign (N) on new (M) sign support*
- RXN / M — *Remove existing sign (N) and (M) sign support*

N = Sign Number

M = Material

Material options:

W = Wood Sign Post
ST = Perforated Steel Square Tube Sign Support
CCS = Crosswalk Closure Support
S = Steel Support

NOTE:

The locations of sign installations shown are approx. with exact locations to be determined in the field.

NOTE:

Existing signs not shown are to remain in place unless otherwise directed by the Engineer.

ACCOMPANIED BY DWGS.:
TM200, TM201, TM223, TM240, TM671, TM676, TM681, TM687, and TM688

HWY: 000
M.P.: 000.00-000.00

UNIT FILE CODE
00000

DFI/TSSU NO.
00000

REGISTERED PROFESSIONAL ENGINEER
74,2[illegible]
OREGON
JEREMY D. SEITZ
JAN. 15, 2015
FINAL REVIEW PLANS
RENEWS: 6-30-2026

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: J.Seitz
Drafter: J.Seitz
Reviewer: J.Hayes
Checker: C.Mao

SIGN INSTALLATION PLAN

SHEET NO.
LA01

TN_K23509_snps_01.dgn :: LA01 7/18/2025 12:17:09 PM hwyr18y



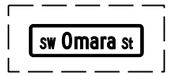
Sign No.1
(W11-1)



Sign No.6
(R1-1)



Sign No.11



Sign No.16



20a

Sign No.20



Sign No.2
(W11-15)



Sign No.7



Sign No.12



Sign No.17



Sign No.21



Sign No.3
(W16-9P)



Sign No.8



Sign No.13



Sign No.18



Sign No.22



Sign No.4
(OM3-R)



Sign No.9
(OR22-7)



Sign No.14



Sign No.19

NOTE:
Signs shown with broken borders are existing signs.



Sign No.5



Sign No.10



Sign No.15

HWY: 000	
M.P.: 000.00-000.00	
UNIT FILE CODE	00000
DFI/TSSU NO.	00000

REGISTERED PROFESSIONAL ENGINEER
74,2[illegible]
OREGON
JUNE 15, 2015
JEREMY D. SEITZ
FINAL REVIEW PLANS
RENEWS: 6-30-2026

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OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: J.Seitz	Reviewer: J.Hayes
Drafter: J.Seitz	Checker: C.Mao

SIGN DETAILS — SHEET NO. LB01

SIGN & POST DATA TABLE

??V-???

SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE			COLOR 1/					LEGEND		SIGN NO. 2/	TYPE OF SUPPORT																					POST		FOOTING		REMARKS
							BACKGROUND		LEGEND																											SECONDARY SIGN (TM676 & TM678)				SIZE	LENGTH	LOCATION 3/	MIN. DEPTH 5/	
		WIDTH	HEIGHT	PLYWOOD	SHEET ALUMINUM	EXTRUDED ALUM.	ASTM TYPE III or TYPE IV	ASTM TYPE IX OR TYPE XI	ASTM TYPE III or TYPE IV	ASTM TYPE IX OR TYPE XI	NON-REFLECTIVE	PERMANENT	DEMOUNTABLE (TM230-TM233)		WOOD POST (TM670-TM671,TM676)	SQ. TUBE SIGN SUPPORT (TM671, TM676, TM681, TM687-TM688)	TRIANGULAR BASE BREAKAWAY (TM602)	H - FRAME (TM602)	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MOUNT (TM680)	MAST ARM SIGN MOUNT (TM679)	BRIDGE STRUCTURE MOUNT (Refer to Bridge Drawing)	CANTILEVER \ BUTTERFLY (Refer to Bridge Drawing)	SIGN BRIDGE (Refer to Bridge Drawing)	EXIT NUMBER SIGN SUPPORT (TM220, TM225)	ROUTE MARKER FRAME (TM678)	MILE POST MARKER POST (TM221-TM222)	CROSSWALK CLOSURE SUPPORT (TM240)	VERTICAL SIGN MOUNTS ON EXISTING STRUCTURES	CUSTOM VARIABLE SUPPORT	C 4X5.4	C 4X7.25	LENGTH	(BASED ON ESTIMATED LENGTH)	(MUST BE FIELD VERIFIED)			
8	"ML" 133+00 R	(36")	(48")											8		✓																							2 1/2" x 12GA	12'		3'-0"	
	-																																									
20	"ML" 133+50 L	(36")	(36")											20		✓																							2 1/2" X 10GA	14'		3'-0"	
20a	-	(24")	(24")											20a																												Support Detailed For Sign #20; Mount Below Sign #20
	-																																									
7	"ML" 135+25 L	(36")	(48")											7		✓																							2 1/2" x 12GA	13'		3'-0"	
	-																																									
2	"ML" 135+50 R	36"	36"		✓		Y				BK	✓		2		✓																							2 1/2" X 10GA	14'		3'-0"	
3	-	24"	12"		✓		Y				BK	✓		3																												
	-																																									
11	"ML" 137+90 L	12"	18"		✓		W		R			✓		11																												Install On Existing PSST Sign Support Facing Perpendicuar To The Direction Of Travel.
	-																																								
18	"ML" 138+10 R	(12")	(36")											18																													Install On Existing PSST Sign Support Below Existing Sign 12
	-																																									
4	"ML" 143+28 C	12"	36"		✓		Y				BK	✓		4		✓																							2" x 12GA	16'		3'-0"	
	-																																									
4	"ML" 143+47 C	12"	36"		✓		Y				BK	✓		4		✓																							2" x 12GA	8'		3'-0"	
	-																																									
6	"ML" 144+10 R	36"	36"		✓		R		W			✓		6		✓																							2 1/4" & 2 1/2" 12GA	12'		3'-0"	
5	-	3'-0"	1'-0"		✓		G		W			✓		5																												Support Detailed For Sign #6; Mount Above Sign #6
5	-	3'-0"	1'-0"		✓		G		W			✓		5																												Support Detailed For Sign #6; Mount Opposite Sign #15
16	-	(3'-6")	(1'-0")											16																												Support Detailed For Sign #6; Mount Above And Perpendicular To Sign #5
16	-	(3'-6")	(1'-0")											16																												Support Detailed For Sign #6; Mount Opposite Sign #16
	-																																									
9	"ML" 144+20 R	24"	18"		✓		W				BK	✓		9																					✓							
9	-	24"	18"		✓		W				BK	✓		9																												Support Detailed For Sign #9; Mount Opposite Sign #9
	-																																									
1	"ML" 146+65 L	36"	36"		✓		Y				BK	✓		1		✓																							2 1/2" X 10GA	14'		3'-0"	
3	-	24"	12"		✓		Y				BK	✓		3																												Support Detailed For Sign #1; Mount Below Sign #1
	-																																									

1/
BK=BLACK
BL=BLUE
BR=BROWN
FY=FLUORESCENT YELLOW
G=GREEN
O=ORANGE
P=PURPLE
R=RED
RB=RED-BLUE
W=WHITE
Y=YELLOW
YG=FLOURESCENT YELLOW-GREEN

2/
NOTE: L,C,R ARE LOCATIONS OF POSTS FACING THE SIGN.
L = LEFT POST
C = CENTER POST
R = RIGHT POST

3/
DISTANCE FROM EDGE OF TRAVEL LANE, FACE OF CURB, GUARDRAIL, OR BARRIER TO THE CENTERLINE OF FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM600, TM602, AND TM635

4/
NOTE: THE LOCATIONS SHOWN ARE APPROXIMATE EXCEPT FOR SPEED ZONES, SCHOOL ZONES, OBJECT MARKERS AND MILEPOST MARKERS. EXACT LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER

5/
MINIMUM DEPTH OF FOOTING FOR TRIANGULAR BASE BREAKAWAY AND MULTI-POST BREAKAWAY INSTALLATIONS IS FOR A 2' DIAMETER FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM601 AND TM602.

REGISTERED PROFESSIONAL ENGINEER
74,2[illegible]
OREGON
JAN. 15, 2015
JEREMY D. SEITZ
FINAL REVIEW PLANS
RENEWS: 6-30-2026
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 000	
M.P.: 000.00-000.00	
UNIT FILE CODE	00000
DFI/TSSU NO.	00000

Designer: J.Seitz
Drafter: J.Seitz
Reviewer: J.Hayes
Checker: C.Mao

SIGN & POST DATA TABLE

SHEET NO. LC01

TN_K23509_snps_01.dgn :: LC01 10/22/2025 9:58:08 AM hwyr18y

LEGEND

CONTROLLERS

- EX/C — *Retain and protect existing Model ATC controller and model 332 cabinet*

POLES

- LP — *Install luminaire pole (see metal light pole table)*
- LA/L — *Install (L=length) foot luminaire arm*
- PP/N — *Install pedestal with frangible base on number (N=number) foundation*
- EX/I — *Retain and protect existing power pole (power source)*
- EX/MP — *Retain and protect existing traffic signal mast arm pole*
- RX/VP — *Remove existing vehicle signal pedestal*

RRFB

- AL(N)/P — *Install (N=number) aluminum (36"x36") pedestrian crossing sign (W11-2) ASTM type IX sheeting*
- AL(N)/T — *Install (N=number) aluminum (36"x36") trail crossing sign (W11-15) ASTM type IX sheeting*
- AL(N)/AR — *Install (N=number) aluminum (18x30") diagonal downward pointing arrow plaque (W16-7P) ASTM type IX sheeting*
- CC — *Install actuated beacon system controller cabinet*
- PAH — *Install audible pushbutton with mount & instruction sign R10-25*
- RRFB(N) — *Install (N=number) RRFB rapid flashing bar*
- RX/SOL — *Remove solar panel energy source*

BEACONS

- RX/FB — *Remove flashing beacon*

CABINETS

- BMCL — *Install base mounted service cabinet, 120/240 volt metered for signal & illumination system*
- EX/BMC — *Retain and protect existing base mounted service cabinet*

SIGNS

- RX/AL — *Remove existing aluminum sign and mount*

LEGEND CONTINUED

JUNCTION BOXES

- JB/1A — *Install 17"x10"x12" (min. dimension) precast concrete or hybrid junction box with concrete apron*
- JB/2 — *Install 22"x12"x12" (min. dimension) precast concrete or hybrid junction box*
- JB/2A — *Install 22"x12"x12" (min. dimension) precast concrete or hybrid junction box with concrete apron*
- EX/JB — *Retain and protect existing junction box*
- RX/JB — *Remove existing junction box*

DETECTION

- R-F/T — *Install far-range radar detector unit (T=Radar)*
- AX/D — *Abandon existing detector loop*
- CID — *Install cabinet interface device*

WIRES & CABLES

- W/P — *Install wiring to serve pole (P = pole number) as required by the manufacturer*
- N/G — *Install (N=number) no. (G= wire size) AWG THWN wire(s)*
- N|G — *Install (N=number) no. (G= wire size) AWG XHHW wire(s)*
- RCC/T — *Install radar control cable (T=Radar)*
- RX/W — *Remove existing wiring*
- EX/W — *Retain and protect existing wiring*

CONDUITS

- S — *Install (S=size) inch conduit*
- HDD — *Install conduit by horizontal directional drilling, open trench not allowed*
- W — *Install conduit and wire as required by power company*
- EX/IC — *Retain and protect existing interconnect conduit*
- EX/EC — *Retain and protect existing electrical conduit*
- EX/DC — *Retain and protect existing detector conduit*
- CJ — *Splice new electrical conduit to existing electrical conduit*

LUMINAIRES

- LED — *Install 160 watt light emitting diode luminaire (see special provisions). Bond luminaire to pole grounding terminal.*
- PE/1 — *Install photo electronic relay on pole*
- EX/LUM — *Retain and protect existing luminaire*

LEGEND
BEAVERTON-TUALATIN HWY AT FANNO CR TRAIL
OR141 (HALL BLVD) AT M.P. 5.64
BEAVERTON-TUALATIN HWY AT OMARA ST
OR141 (HALL BLVD) AT M.P. 5.80
BEAVERTON-TUALATIN HWY AT WALL ST
OR141 (HALL BLVD) AT M.P. 5.87
(TIGARD)

ACCOMPANIED BY DWGS.:
TM450, TM457, TM462, TM467, TM470, TM471, TM472, TM482, TM485, TM493, TM629, TM630, TM631

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
48...
OREGON
JULY 21, 1998
JORDON R. ORSER
Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

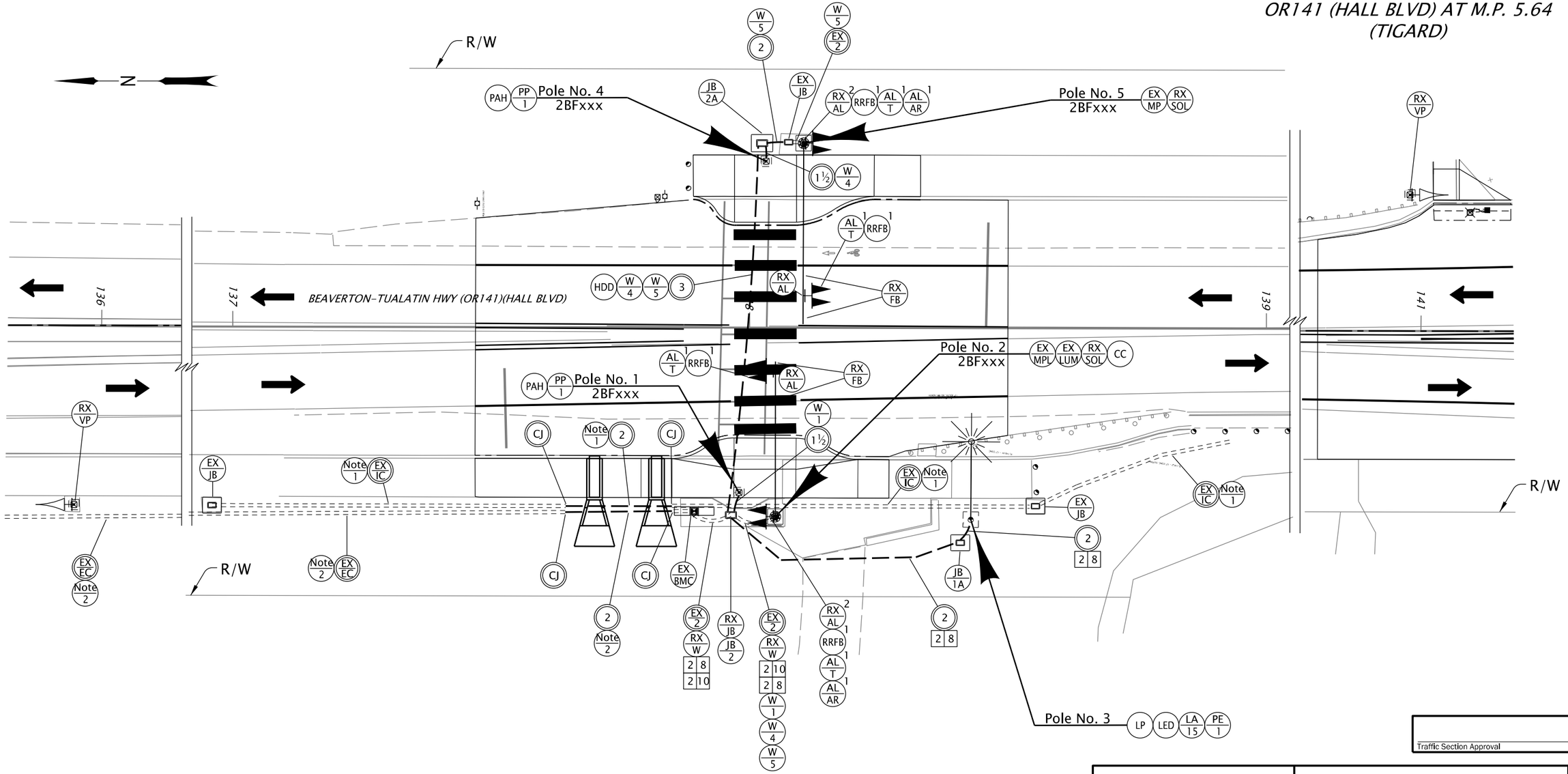
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	Designer: J. Orser
M.P.: 5.64-5.87	Reviewer: S. Thompson
UNIT FILE CODE 00000	Drafter: J. Orser
DFI/TSSU NO. 00000	Checker: M. Mao

LEGEND — SHEET NO. MA01

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

FLASHING BEACON PLAN
BEAVERTON-TUALATIN HWY AT FANNO CR TRAIL
OR141 (HALL BLVD) AT M.P. 5.64
(TIGARD)



NOTES:

1. Remove and re-install interconnect cable between signal at SW Burnham St and Wall St after routing conduit under drainage.
2. Remove and re-install service conductors after routing conduit under drainage.

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
48
OREGON
JULY 21, 1998
JORDON R. ORSER
Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

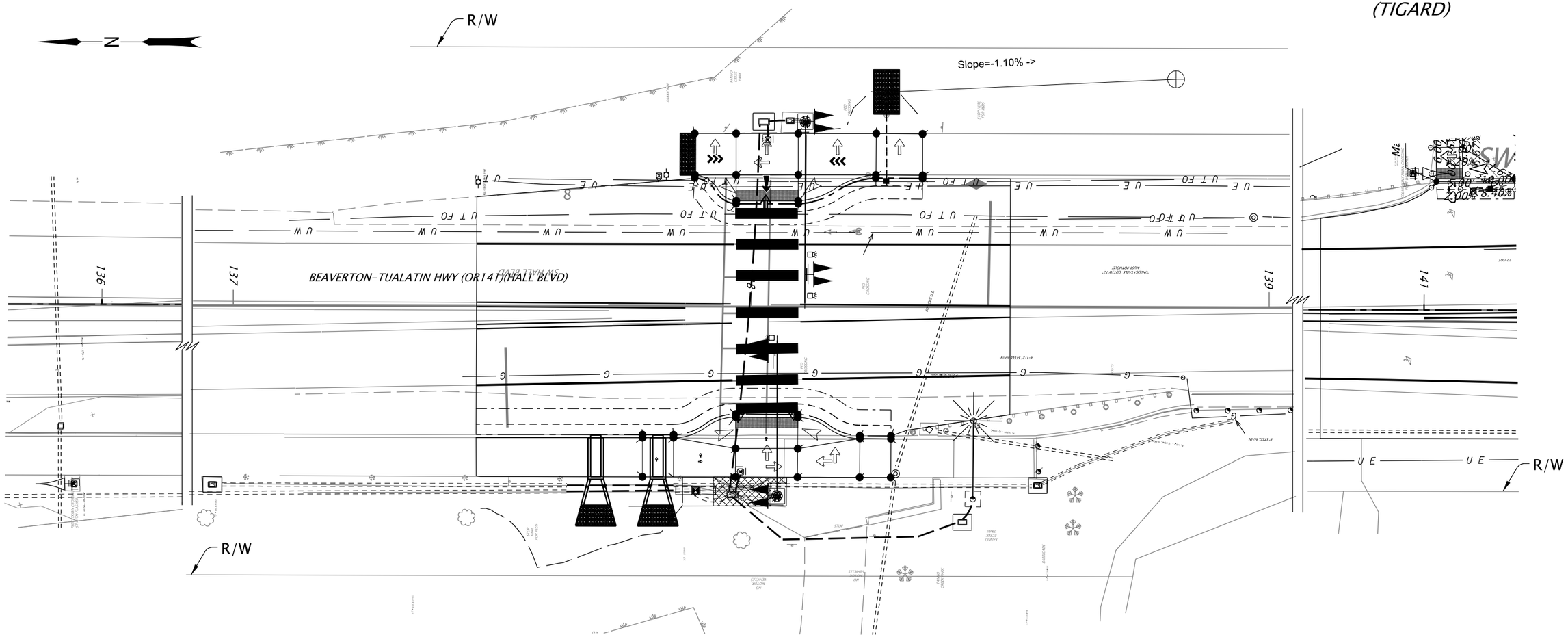
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	
M.P.: 5.64	
UNIT FILE CODE: 00000	
DFI/TSSU NO.: 00000	
Designer: J. Orser	Reviewer: S. Thompson
Drafter: J. Orser	Checker: M. Mao

FLASHING BEACON PLAN — SHEET NO. MB01

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

EXISTING UTILITIES
BEAVERTON-TUALATIN HWY AT FANNO CR TRAIL
OR141 (HALL BLVD) AT M.P. 5.64
(TIGARD)



Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
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OREGON
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JORDON R. ORSER
Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	Designer: J. Orser
M.P.: 5.64	Reviewer: S. Thompson
UNIT FILE CODE: 00000	Drafter: J. Orser
DFI/TSSU NO.: 00000	Checker: M. Mao

EXISTING UTILITIES

SHEET NO. MB02

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FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

FLASHING BEACON PLAN
BEAVERTON-TUALATIN HWY AT OMARA ST
OR141 (HALL BLVD) AT M.P. 5.80
(TIGARD)

N

R/W

CC AL AR AL P RRFB PAH PP 3 — Pole No. 8 2BFxxx

W 7 — 2 10 — 2

BMCL CS

PE 1 LED LA 15 LP — Pole No. 9

3 — 12 — 2 8 — 2

EX 1

R/W

3 — 2 10 4 8 — 3 12

JB 1A

W

JB 2

BEAVERTON-TUALATIN HWY (OR141)(HALL BLVD)

143

144

145

2 8 — 2

AX D

3 W 7 2 8 HDD

LED LA 15 LP — Pole No. 6

2 W 7

R/W

EX 1C

JB 1

JB 2A

AL AR AL P RRFB PAH PP 3 — Pole No. 7 2BFxxx

RX JB JB 1A

OMARA ST

R/W

EX 1C

EX DC

R/W

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 21, 1998 — JORDON R. ORSER — Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

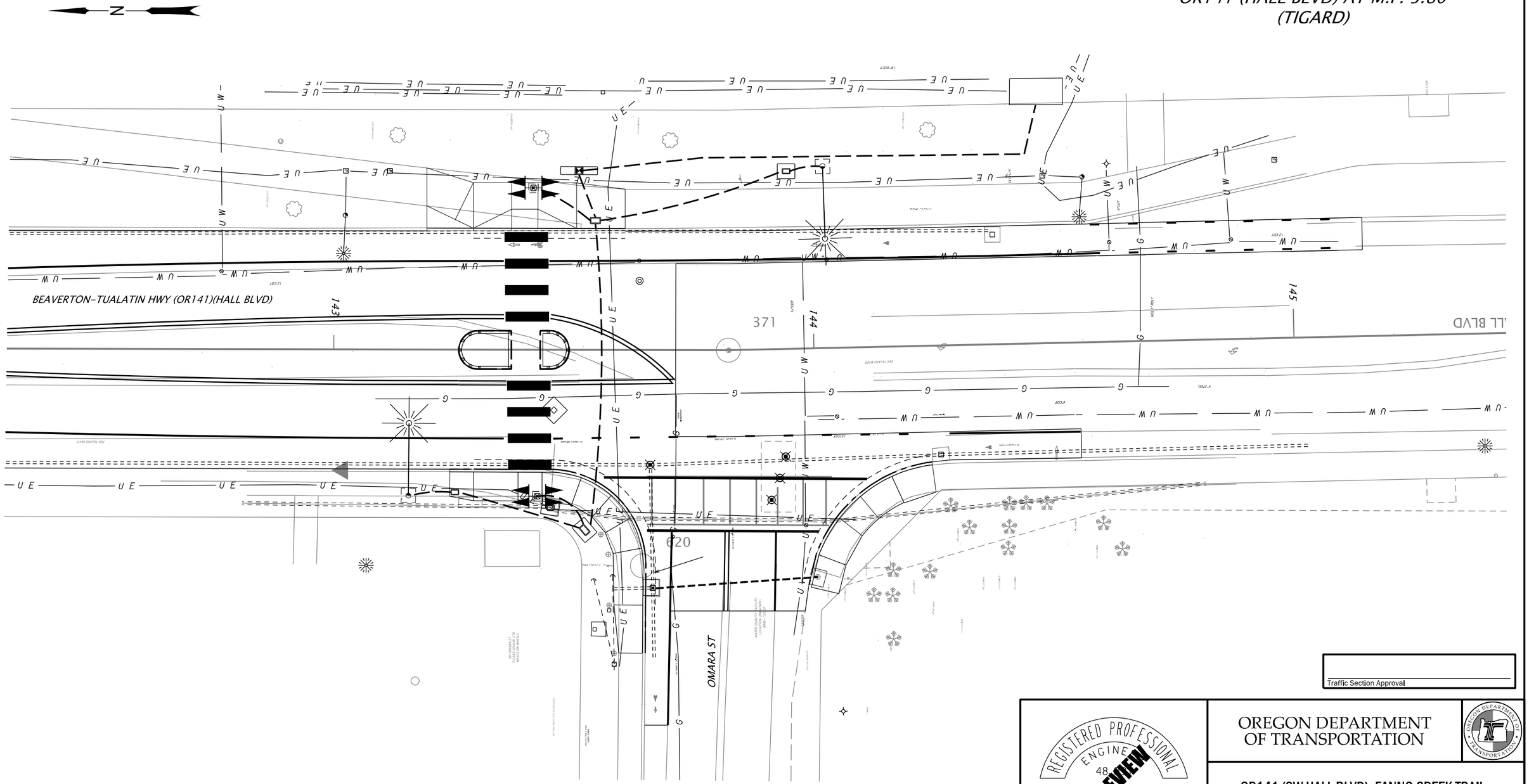
OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	Designer: J. Orser
M.P.: 5.80	Reviewer: S. Thompson
UNIT FILE CODE 00000	Drafter: J. Orser
DFI/TSSU NO. 00000	Checker: M. Mao

FLASHING BEACON PLAN — SHEET NO. MC01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXISTING UTILITIES
BEAVERTON-TUALATIN HWY AT OMARA ST
OR141 (HALL BLVD) AT M.P. 5.80
(TIGARD)



Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
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OREGON
JULY 21, 1998
JORDON R. ORSER
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FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

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BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	Designer: J. Orser
M.P.: 5.80	Reviewer: S. Thompson
UNIT FILE CODE: 00000	Drafter: J. Orser
DFI/TSSU NO.: 00000	Checker: M. Mao

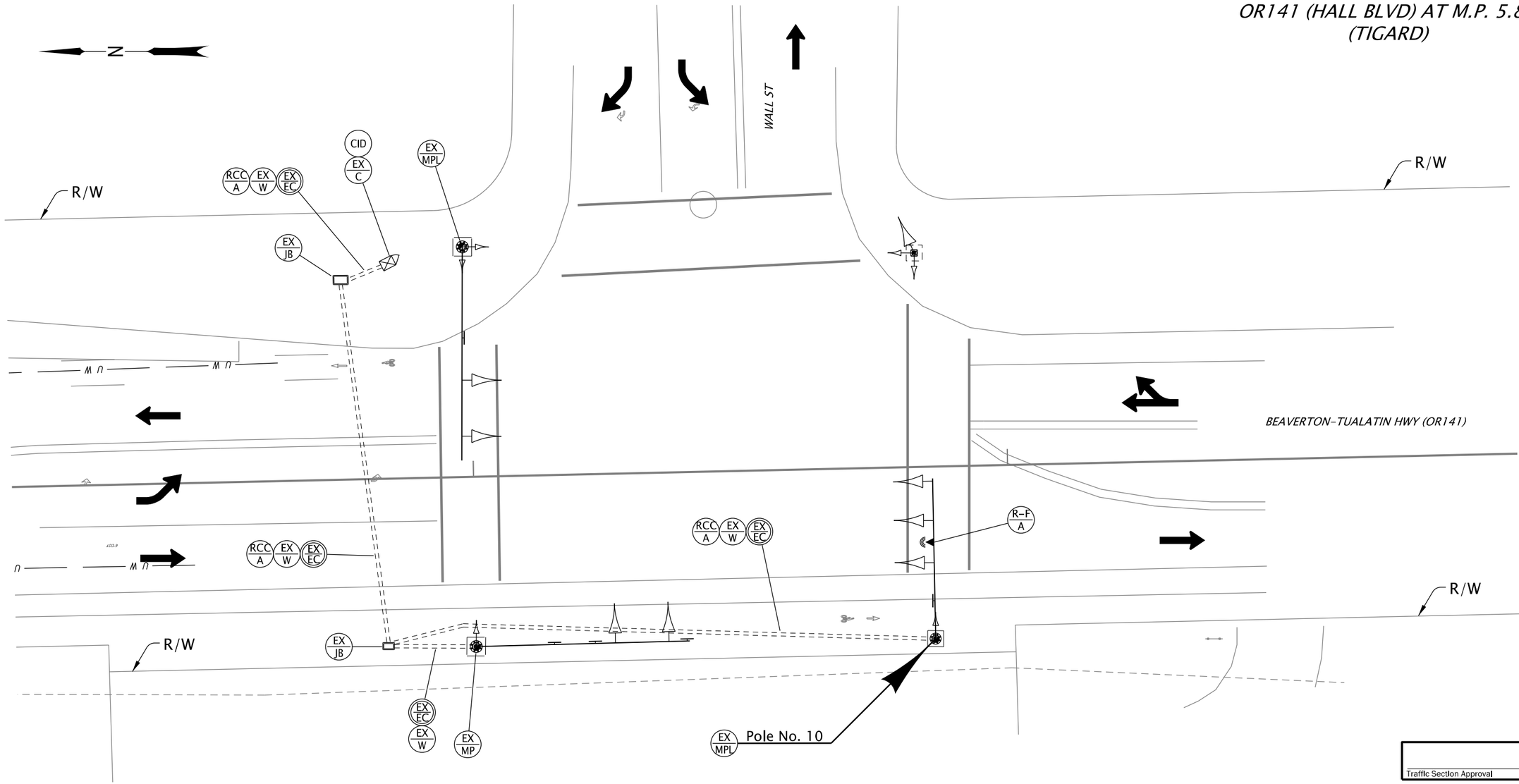
EXISTING UTILITIES

SHEET NO. MC02

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

TS_K23509_sg_cad_01.dgn :: MC02 10/23/2025 6:46:26 PM hwye09j

SIGNAL PLAN
BEAVERTON-TUALATIN HWY AT WALL ST
OR141 (HALL BLVD) AT M.P. 5.87
(TIGARD)



Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 21, 1998
JORDON R. ORSER
Expires Dec. 31, 2026
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OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	
M.P.: 5.87	
UNIT FILE CODE: 00000	
DFI/TSSU NO.: 00000	
Designer: J. Orser	Reviewer: S. Thompson
Drafter: J. Orser	Checker: M. Mao

SIGNAL PLAN — SHEET NO. MD01

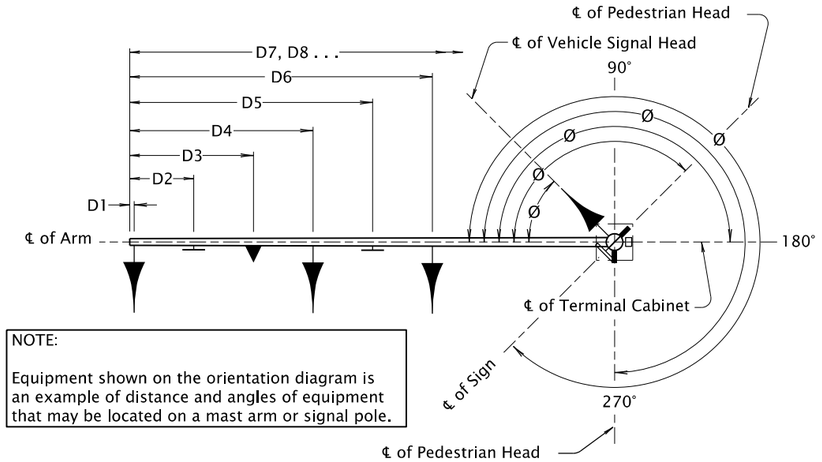
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

POLE ENTRANCE CHART

			EQUIPMENT ON POLE						EQUIPMENT ON MAST ARM (Length in Feet and Equipment Type)									FOUNDATION INFORMATION		LUMINAIRES			MISC. EQUIP.
POLE NO.	SHEET NO.	TYPE	RRFB DEG.	PED. PUSHBUTTON DEG.	TERM. CABINET DEG.	SIGN DEG.	TRAFFIC SIGNAL DEG.	PHOTO ELECTRIC CELL	ARM LENGTH	D 1	D 2	D 3	D 4	D 5	D 6	D 7	D 8	FOUNDATION NUMBER	REQUIRED FOUNDATION DEPTH	ARM LENGTH	ARM DEG.	MOUNTING HEIGHT	ON ARM
1	MB01	PP/1		180																			
2	MB01	EX/MP	270			270			30	2.0 / RRFB								EX		EX			
3	MB01	LP																		15.0	0	40.0	
4	MB01	PP/1		0																			
5	MB01	EX/MP	270			270			35	5.5 / RRFB													
6	MC01	LP						180												15.0	0	40.0	
7	MC01	PP/3	0 & 180	180		0 & 180																	
8	MC01	PP/3	0 & 180	0		0 & 180																	
9	MC01	LP																		15.0	0	40.0	
10	MD01	EX/MP							30	EX / V4L	EX / F	EX / V2	12.5 / RAD	EX / V2	EX / SNS			EX		EX			

BRACKET MOUNT

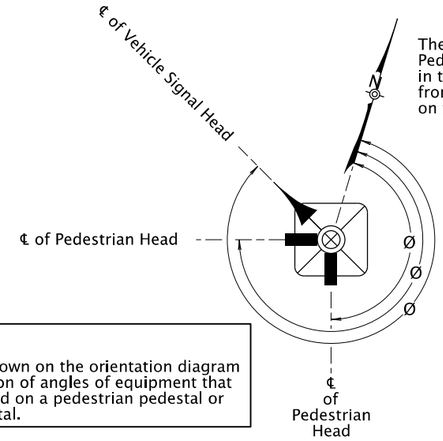
V1Y = Traffic Signal Type 1Y, 4" Side Pole Mount
V1R = Traffic Signal Type 1R, 4" Side Pole Mount
V2 = Traffic Signal Type 2, Adjustable Bracket Mount
V3L = Traffic Signal Type 3L, Adjustable Bracket Mount
V3R = Traffic Signal Type 3R, Adjustable Bracket Mount
V4 = Traffic Signal Type 4, Adjustable Bracket Mount
V4L = Traffic Signal Type 4L, Adjustable Bracket Mount
V5 = Traffic Signal Type 5, Adjustable Bracket Mount
V6L= Traffic Signal Type 6L, Adjustable Bracket Mount
V7 = Traffic Signal Type 7, Adjustable Bracket Mount
V8 = Traffic Signal Type 8, Adjustable Bracket Mount
V9 = Traffic Signal Type 9, Adjustable Bracket Mount
V10 = Traffic Signal Type 10, Adjustable Bracket Mount
SA = Sign, __" x __" Aluminum w/Adjustable Bracket Mount
SO = Sign, __" x __" Interior Illuminated w/Adjustable Bracket Mount



NOTE:

Equipment shown on the orientation diagram is an example of distance and angles of equipment that may be located on a mast arm or signal pole.

MAST ARM POLE ORIENTATION DIAGRAM



The north arrow shown relates to zero degrees on Pedestrian and Vehicle signal poles. Degrees shown in the pole entrance chart show the degrees clockwise from plan sheet north arrow (zero) to equipment located on the pole.

NOTE:

Equipment shown on the orientation diagram is a clarification of angles of equipment that may be located on a pedestrian pedestal or vehicle pedestal.

PEDESTRIAN PEDESTAL / VEHICLE PEDESTAL ORIENTATION DIAGRAM

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 21, 1998
JORDON R. ORSER
Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141	
M.P.: 5.64-5.87	
UNIT FILE CODE	00000
DFI/TSSU NO.	00000
Designer: J. Orser	Reviewer: S. Thompson
Drafter: J. Orser	Checker: M. Mao
DETAILS	SHEET NO. ME01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

METAL LIGHT POLE TABLE

POLE NO.	STATION	**ATTACHMENT HEIGHT OF ARM(ft)	UPSWEEP ARM LENGTH (ft)	UPSWEEP ARM RISE (1) (ft)	* 'BL' (ft)	LUMINAIRE LAMP (Watts)	LUMINAIRE LINE VOLT	LUMINAIRE TYPE	MOUNTING HEIGHT (ft)	BASE PLATE CONFIG.	NOTES
3	'ML' 138+50 Rt.	33.7	15'-0"	5'-10"	39'-6"	110-136W	240v	LED III	40.0	F	H90
6	'ML' 143+21 Rt.	33.7	15'-0"	5'-10"	39'-6"	110-136W	240v	LED III	40.0	F	H90
9	'ML' 144+02 Lt.	33.7	15'-0"	5'-10"	39'-6"	110-136W	240v	LED III	40.0	F	H90, P180

POLE TABLE LEGEND

* = Metal Pole and its foundation shall be according to ODOT Standard Specification & Standard Dwg. Nos. TM629, TM630 & TM631.

** = Field verify attachment height of arm before ordering. Values are approximated from grading cross sections

F = Fixed base illumination pole. See Std. Dwg. Nos. TM629, TM630 & TM631

LED = Light Emitting Diode. See Special Provisions for project luminaires.

(1) = Attachment height of arm may vary due to difference in manufacturers arm rise

BL = Base plate to Luminaire height.

H(n) = Handhole orientation measured from luminaire arm clockwise direction (n=angle in degrees)

P(n) = Photocell orientation measured from luminaire arm clockwise direction (n=angle in degrees)

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 21, 1998
JORDON R. ORSER
Expires Dec. 31, 2026

FINAL REVIEW PLANS

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

HWY: 141
M.P.: 5.64-5.87

UNIT FILE CODE
00000

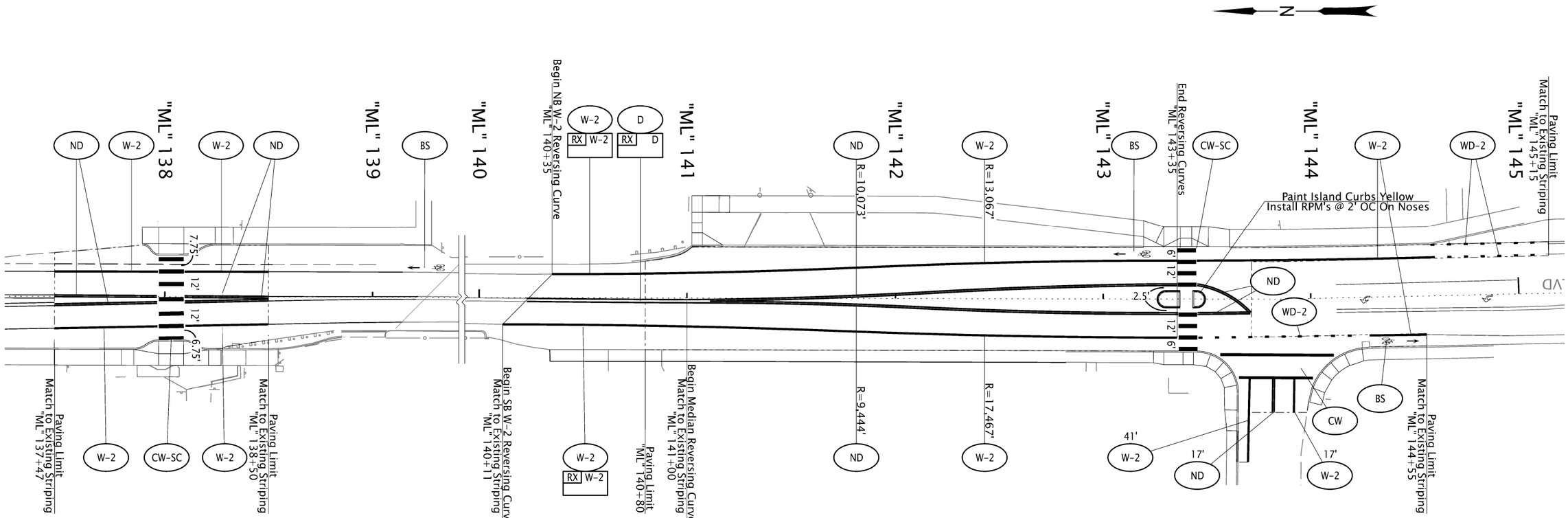
DFI/TSSU NO.
00000

Designer: J. Orser
Drafter: J. Orser
Reviewer: S. Thompson
Checker: M. Mao

DETAILS

SHEET NO.
ME02

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST



LEGEND

- RX D — *Remove extg. double no-pass two 4" yellow lines*
- RX W-2 — *Remove extg. 8" white line*
- W-2 — *Inst. 8" white line*
- Y — *Inst. 4" yellow line*
- ND — *Inst. narrow double no-pass two 4" yellow lines*
- WD-2 — *Inst. 8" white dotted line*
- CW — *Inst. standard crosswalk two 1' white bars*
- CW-SC — *Inst. staggered continental crosswalk 2' white bars*
- BS — *Inst. bike lane standard stencil (white)*

General Notes:

1. Dimensions, Match points to existing striping, and station call-outs are approximate and shall be field verified.
2. Removal of existing pavement markings shown is approximate and shall be field verfied.
3. Striping (Spec.00850) on Hall Blvd (OR141) is:
   - Longitudinal Pavement Markings (Spec.00865): Method A, Thermoplastic, Extruded, Surface, Profiled
   - Transverse Pavement Markings (Legends & Bars, Spec.00867): Type B-HS: Preformed, Fused Thermoplastic Film High Skid
   - Pavement Markers (Spec.00855): Mono-Directional White and Bi-Directional Yellow, Type 1AR

50 25 0 50
FEET

ACCOMPANIED BY DWGS.:
TM500, TM503, TM515, TM520, TM530, and TM560.

REGISTERED PROFESSIONAL ENGINEER
79...
FINAL REVIEW PLANS
CORRECTION
MAY 21, 2014
JEFFREY D. HAYES
RENEWS: 6-30-2027

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

OREGON DEPARTMENT OF TRANSPORTATION

OR141 (SW HALL BLVD): FANNO CREEK TRAIL - SW OMARA ST PROJECT
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY

Designer: J.Seitz | Reviewer: J.Hayes
Drafter: J.Seitz | Checker: C.Mao

PAVEMENT MARKING PLAN

SHEET NO. QA01

Attachment 3

OR141 (HALL BLVD) FANNO CREEK TRAIL PEDESTRIAN CROSSING

Tigard, Oregon

Environmental, Social, Economic and Energy Analysis (ESEE)

Prepared for:



Oregon Department of Transportation, Region 1
123 NW Flanders Street
Portland, Oregon 97209

Prepared by:



309 SW 6th Avenue; Suite 700
Portland, Oregon 97204

October 2025

DOWL #2621.80187.01
ODOT #K23509

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LIST OF TABLES

Table 1: Significant Wetland Impacts Summary 5

ACRONYMS & ABBREVIATIONS

BMP	Best Management Practices
CIP	Capital Improvement Plan
City	City of Tigard
CPA	Comprehensive Plan Amendment
CWS	Clean Water Services
DCS	Design and Construction Standards
DLCD	Oregon Department of Land Conservation and Development
DSL	Oregon Department of State Lands
ESEE	Economic, Social, Environmental and Energy
GIS	Geographic Information System
LWI	Local Wetland Inventory
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ROW	Right-of-Way
SF	Square Feet
TDC	Tigard Development Code
VC	Vegetated Corridor

1.0 INTRODUCTION

1.1 Overview of Request

Oregon Department of Transportation, Region 1 (ODOT/applicant) is requesting a Comprehensive Plan Amendment to the "Wetland and Streams Corridor Map" and a Sensitive Lands Review for proposed pedestrian safety improvements to the Fanno Creek Trail crossing at SW Hall Blvd (OR141). The project area is approximately 7,405 square feet (0.17 acres) located along SW Hall Blvd at the existing pedestrian crossing for the Fanno Creek Crail (see **Exhibit A, Figures 5A and 5B**[1]). This request will allow for the removal of the "significant" designation from the impacted portion of significant wetlands, which are Statewide Planning Goal 5 resources, located within ODOT right-of-way and adjacent City of Tigard (City) owned property. "Significant wetlands" include both the delineated wetland and the vegetated corridor buffer areas surrounding the wetland, but the proposed project improvements are only impacting the vegetated corridor portion of significant wetlands, not the delineated wetland portion.

The City does not allow any landform alterations or developments within or partially within a significant wetland, except as approved pursuant to Tigard Development Code (TDC) 18.510.080 and with a concurrent Comprehensive Plan Amendment as authorized by TDC 18.510.100. As described in TDC 18.510.100, the City allows applicants to remove Goal 5 protections of mapped significant wetlands through one of two options; an economic, social, environmental, and energy (ESEE) analysis that considers the consequences of allowing, limiting or prohibiting the proposed conflicting use, or a second option, which demonstrates that the sensitive areas no longer meet the significance threshold as defined in the Goal 5 administrative rule. The applicant is pursing option 1, the ESEE analysis for the CPA. The applicant is requesting removal of the "significant" designation from approximately 127 square feet of significant wetlands impacted by the project's proposed improvements.

Table 1 below provides a summary of the size of the significant wetlands within the project area, the size of the impact areas, and the type of impacts. **Exhibit A, Figure 5** shows existing conditions with the locations of significant wetlands. **Exhibit A, Figure 6** shows the location of impacted areas of the significant wetlands and the types of impacts. The CPA would remove the significant designation from only the impacted areas of the significant wetlands.

Table 1: Significant Wetland Impacts Summary

Significant Wetlands	Significant Wetland Area within Project Area (sq. ft.)	Significant Wetland Impact Area (sq. ft.) by Proposed Project Improvements	Type of Impact Proposed
Significant Wetland A	649	107	Stormwater management infrastructure (stormwater outfalls)
Significant Wetland B	69	20	Stormwater management infrastructure (stormwater outfalls)
Total	**718**	**127**	

1.2 Project Description

The proposed project will replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer crossing. The new crossing will be a pedestrian-activated crossing, known as a Rectangular Rapid Flashing Beacon, or RFFB. As shown on the Land Use Figures (**Exhibit A**) and Preliminary Design Plans (**Exhibit G**), proposed improvements include paving, curb ramps, signage, illumination, and RRFB pedestrian signals. As a result of proposed project improvements, including new stormwater outfalls on

[1] All figures referenced in this ESEE Analysis are located within Land Use Application **Exhibit A**.

both sides of the roadway, impacts to City-designated sensitive lands are proposed as shown on **Figure 6**. Per TDC 18.510.010(G), sensitive lands are potentially unsuitable for development because of their location within the following (those underlined are present within the project area as shown on **Figure 5**):

- The special flood hazard area (100-year floodplain) or 1996 flood inundation line;
- Natural drainageways;
- Significant wetland areas;
- Slopes greater than 25 percent;
- Significant fish and wildlife habitat areas designated on the City's "Significant Habitat Areas Map"; and
- Significant tree groves shown on the City's "Significant Tree Grove Map".

Per the City's "Significant Habitat Areas Map"[2], there are high-value, moderate-value, and lower-value habitat areas within the project area. Per the City's "Wetlands and Streams Corridors Map"[3], all wetlands within the project area are considered significant. Special flood hazard areas associated with Fanno Creek are also within the project area.

The applicant has field-verified the boundaries of City-designated significant wetlands, which are shown on **Figure 5** in relation to wetland boundaries identified on the City's "Wetlands and Streams Corridors Map". As shown on **Figure 5**, two significant wetlands are present within the project area, on both sides of SW Hall Blvd, which are proposed to be impacted as shown on **Figure 6** and indicated in **Table 1**.

1.3 Description of the Conflicting Use

The Oregon Department of Land Conservation and Development (DLCD) administers Statewide Planning Goal 5 Administrative Rule (OAR) 660-023-000, which states that the purpose of Goal 5 is "...to conserve and protect significant Goal 5 natural resources."

Goal 5 Administrative Rule OAR 660-0023-000 identifies Goal 5 natural resources (such as wetlands and riparian/vegetated corridors) as "significant" based on the quality of their ecological functions. The Goal 5 ESEE analysis describes the economic, social, environmental, and energy consequences of allowing, limiting, or prohibiting uses that conflict with the previously documented and protected identified significant wetlands and Fanno Creek vegetated corridors within the project area.

Goal 5 Administrative Rule OAR 660-023-0010 defines "conflicting use" as follows:

> *(1) "Conflicting use" is a land use, or other activity reasonably and customarily subject to land use regulations, that could adversely affect a significant Goal 5 resource (except as provided in OAR 660-023-0180(1)(b)). Local governments are not required to regard agricultural practices as conflicting uses.*

Goal 5 Administrative Rule (OAR 660-023-0040) describes how conflicting uses are identified:

> *(2) Identify conflicting uses. Local governments shall identify conflicting uses that exist, or could occur, with regard to significant Goal 5 resource sites. To identify these uses, local governments shall examine land uses allowed outright or conditionally within the zones applied to the resource site and in its impact area. Local governments are not required to consider allowed uses that would be unlikely to occur in the impact area because existing permanent uses occupy the site. The following shall also apply in the identification of conflicting uses:*
>
> > *(a) If no uses conflict with a significant resource site, acknowledged policies and land use regulations may be considered sufficient to protect the resource site. The determination that*

[2] https://www.tigardmaps.com/MapGalleryPDFs/f_env_regulation/a_sig_habitat/sign_hab3444.pdf

[3] https://www.tigardmaps.com/MapGalleryPDFs/f_env_regulation/b_wetland_stream/wet_srtrm_cor3444.pdf

there are no conflicting uses must be based on the applicable zoning rather than ownership of the site. (therefore, public ownership of a site does not by itself support a conclusion that there are no conflicting uses.)

(b) A local government may determine that one or more significant Goal 5 resource sites are conflicting uses, with another significant resource site. The local government shall determine the level of protection for each significant site using the ESEE process and/or the requirements in OAR 660-023-0090 through 660-023-0230 (see OAR 660-023-0020(1)).

For this ESEE analysis, the conflicting use is the proposed RRFB crossing, and the associated stormwater outfalls which impact functioning significant wetlands. This document focuses only on significant wetlands and does not include a significant habitat evaluation, which is an incentive based, non-regulatory element of the City's regulatory framework.

2.0 ESEE ANALAYSIS

2.1 ESEE Analysis Requirements

This ESEE analysis is based on a project design that requires impacts to areas of significant wetlands that are Goal 5 resources and protected. The significant wetland areas are portions of larger wetland complexes adjacent to Fanno Creek.

An ESEE analysis evaluates the trade-offs associated with different levels of natural resource protection. As required by the Goal 5 Rule, the evaluation process identifies the consequences of *allowing*, *limiting*, or *prohibiting* conflicting uses in areas containing significant natural resources. Pursuant to the Goal 5 Rule and TDC Section 18.510.100.B, the ESEE analysis requires the following steps:

1. The analysis must consider the ESEE consequences of building the proposed conflicting use, considering both the impacts on the specific resource site and providing a comparison with other comparable sites within the Tigard Planning Area;
2. The ESEE analysis must demonstrate to the satisfaction of the city council that the adverse economic consequences of not allowing the conflicting use are sufficient to justify the loss, or partial loss, of the resource;
3. The ESEE analysis must demonstrate why the use cannot be located on buildable land, consistent with the provisions of this chapter, and that there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use;
4. The ESEE analysis must be prepared by a team consisting of a wildlife biologist or wetlands ecologist and a land use planner or land use attorney, all of whom are qualified in their respective fields and experienced in the preparation of Goal 5 ESEE analysis;
5. If the application is approved, then the ESEE analysis must be incorporated by reference into the Tigard Comprehensive Plan and the "Tigard Wetland and Stream Corridor Map" will be amended to remove the site from the inventory.

2.2 Existing Local Protections

As shown on **Figure 3**, the project area is located entirely within SW Hall Blvd/OR141 ROW and is zoned Parks and Recreation (PR). Overlay zones, plan districts, inventoried hazards, and/or sensitive lands are subject to additional regulations. The requested Comprehensive Plan Map Amendment is subject to a Type III Modified review process (see TDC 18.710.080). In addition, development within or near sensitive lands triggers review under the City's Sensitive Lands overlay (see TDC 18.510).

The Sensitive Lands chapter (TDC 18.510) outlines the permitted and regulated activities and uses within sensitive lands, as well as defines the review and approval processes for development consideration based on the type and intensity of the impact. The chapter also outlines the process for variance and comprehensive plan amendment requests.

2.3 ESEE Analysis Area Description

2.3.1. Existing Conditions

The project area shown on **Figures 5A and 5B**, which is entirely within right-of-way associated with SW Hall Blvd/OR141. The project area contains City-designated significant wetlands per the City's "Wetland and Streams Corridors Map", riparian habitat areas, and special flood hazard areas (100-year floodplain) associated with Fanno Creek. Vegetation is also present within the project area, including trees of varying sizes, shrubs, and underbrush.

The proposed project is occurring within existing right-of-way associated with SW Hall Blvd. Because the proposed project is intended to create a safer pedestrian crossing for the Fanno Creek Trail, the proposed project improvements must occur in the approximate location of the existing crossing in order to align and

connect to the trail on either side of the roadway. Opportunities to design the improvements for further avoidance of sensitive lands are limited.

2.3.2. Site Alterations

The site alteration description is based on readily available historical information and information from the following documents prepared for the project:

- Land Use Application **Exhibit H** – Clean Water Services (CWS) Standard Site Assessment (DOWL, October 2025)
- Land Use Application **Exhibit F** – Wetland Delineation Report (ODOT, August 2025)

Prior to the area's urbanization beginning in the 1960s, the area accommodated agricultural uses, including fruit orchards and berry farms. Historic site alterations include the construction of SW Hall Blvd/OR141, the Fanno Creek Trail, and the existing crosswalk infrastructure, all of which may have impacted pre-existing natural resources, vegetation and drainage patterns. Improvements to the Fanno Creek Trail in the project area's vicinity were recently completed in November, 2024. No other recent site alterations were observed that would affect the current presence of or distribution of wetlands within the project area.

2.3.3. Significant Wetland Descriptions

The significant wetlands in this ESEE analysis are Significant Wetlands A and B. These significant wetlands are a portion of larger wetland areas that extend beyond the project area boundary. The wetlands outside of the project area do not have field verified boundaries. The boundaries shown are taken from the Tigard Wetland Inventory Map and publicly available geographic information system (GIS) data and may not be shown in their entirety. They are provided to illustrate the approximate location and scale of additional wetland areas in the vicinity of the project area. The buffer width per the TDC included within each of the significant wetland boundaries is 50 feet.

Technical information for the significant wetlands is found in the following documents. The following documents also provided information for the wetland descriptions in this ESEE analysis:

- Land Use Application **Exhibit H** – Clean Water Services (CWS) Standard Site Assessment (DOWL, October 2025)
- Land Use Application **Exhibit F** – Wetland Delineation Report (ODOT, August 2025)

Figure 5 includes both the field-verified significant wetlands and the significant wetland areas as mapped within the Tigard Local Wetland Inventory map.

Detailed descriptions of the significant wetlands follow, along with descriptions of the proposed project impacts for each. **Figure 5** shows existing conditions with the locations of significant wetlands, as well as other project area features, including SW Hall Blvd/OR141 and the Fanno Creek Trail. **Figure 6** shows the location of impacted areas of significant wetlands and resulting from the project, as well as proposed project improvements, and some erosion control measures to be used during construction. The CPA would remove the significant designation from only the impacted areas of the significant wetlands.

Table 1 provides a summary of the size of the significant wetlands and Fanno Creek vegetated corridor areas, impact areas, and the types of impacts being proposed.

Significant Wetland A

Within the project area, Significant Wetland A is approximately 649 SF and lies west of SW Hall Blvd/OR141, extending beyond the project area limits to the north and west. Only the VC/buffer portion of Significant Wetland A is within the project area, with the entire delineated wetland located outside of the project area. There are two VC/buffer communities that are a part of Significant Wetland A within the project area: VC 2 and VC 3. VC 2 consists of native tree, shrub, and herbaceous species. Vegetation species include Oregon ash (Fraxinus latifolia), black hawthorn, swamp rose (Rosa palustris), and other less dominant species, and the presence of invasive species is low. This VC/buffer is considered to have good

canopy cover and is considered to be in good condition. VC 3 is dominated by a landscape mix of grasses (Poaceae family). This community has little to no canopy cover and is a mowed and managed community with low species diversity. This community is considered to be in degraded condition.

The total proposed impact to Significant Wetland A is approximately 107 SF. Impacts will be to VC 3 only with no impacts proposed to VC 2 or the delineated wetland. Proposed impacts are occurring from stormwater outfalls and spillways. See **Figure 5** for the location of Significant Wetland A and **Figure 6** for proposed project impact areas.

Significant Wetland B

Within the project area, Significant Wetland B is approximately 69 SF and lies east of SW Hall Blvd/OR141, extending beyond the project area limits to the east. Only the VC/buffer portion of Significant Wetland B is within the project area, with the entire delineated wetland located outside the project area. VC 4 is the only VC/buffer community that is a part of Significant Wetland B. VC 4 is dominated by native and non-native shrub and herbaceous species. Vegetation species include Oregon grape and Canada thistle (*Cirsium arvense*) and other less dominant species. There is little to no canopy cover and this community is considered be in degraded condition.

The total proposed impact to Significant Wetland B is approximately 20 square feet. Impacts will be to VC 4 with no impacts proposed to the delineated wetland. Proposed impacts are occurring from a proposed stormwater outfall and spillway. See **Figure 5** for the location of Significant Wetland B and **Figure 6** for proposed project impact areas.

2.4 Proposed Mitigation

As mentioned in Section 2.3 of this ESEE analysis and shown on **Figure 6**, proposed impacts to both significant wetlands are limited to the VC/buffer, with no impacts proposed to the off-site, delineated portion of the wetlands. Proposed impacts to VC/buffers are occurring due to stormwater outfalls and spillways. Proposed impacts are limited to approximately 127 SF total.

Per CWS DCS subsection 3.05.6 (Surface Stormwater Facilities), stormwater outfalls where the permanent encroachment area is less than 100 SF are allowed without mitigation. Proposed impacts to VC 3 (Significant Wetland A) are approximately 107 SF, which is 7 SF over the 100 SF mitigation threshold per CWS DCS Chapter 3.05.6. However, the proposed impact to VC 4 (Significant Wetland B) is approximately 20 SF, which is 80 SF under the 100 SF mitigation threshold. Because the average encroachment does not exceed the total 200 SF allowance for impacts to the two VCs, and because all proposed impacts are occurring within VC with a degraded condition, mitigation is not anticipated to be required under CWS regulations.

Best Management Practices

ODOT proposes to use the following Best Management Practices (BMPs) during construction to protect significant wetlands and other natural resources.

- The contractor will install orange construction fencing just outside the wetland disturbance limits to establish No Work Areas to protect the remaining portion of the significant wetland.
- Inlet protection, sediment barriers, and straw wattles will be used depending on the stage of construction, and additional BMPs will be specified as necessary depending on site conditions.
- Following construction, all disturbed areas be covered with fresh topsoil and mulch and will be seeded with native seed.

Avoidance Measures

There are no practicable alternative locations for the proposed project improvements that would completely avoid the significant wetlands. This is because the proposed RRFB crossing must be located in the approximate location of the existing crossing in order to align and connect to the trail on either side of the roadway. Proposed impacts are occurring due to stormwater management facilities located on both sides

of SW Hall Blvd/OR141 and stormwater management is a necessary component of the proposed project, and existing stormwater management facilities within the project area are insufficient.

The Fanno Creek Trail's crossing of SW Hall Blvd/OR141 is partially curbed, allowing stormwater to either sheet flow into the grassy vegetated roadway banks, eventually draining to Fanno Creek, or flow along the curb line to the guardrail terminal north of the SW Hall Blvd bridge over Fanno Creek, at which point water flows into Fanno Creek. The proposed VC impact includes of development of stormwater embankments to be constructed with pervious geotextile outfalls and impervious concrete splash pads to mitigate ponding. Due to wetlands located to the east and west of the project area, alternative locations for stormwater management facilities that avoid impacts are not possible.

3.0 SITE SPECIFIC ESEE ANALYSIS

An ESEE analysis describes the economic, social, environmental, and energy consequences of allowing, limiting, or prohibiting conflicting uses for the proposed project within the significant wetlands in the project area limits. For the purpose of this analysis, “allow”, “limit”, and “prohibit” are defined as follows:

Allow Conflicting Uses: “Allowing” conflicting uses means that Tigard is not applying additional protections to Significant Goal 5 Natural Resources beyond baseline protection provided by other, non-Goal 5 local, state, and/or federal requirements. This alternative emphasizes developing lands containing Significant Goal 5 Natural Resources.

Limit Conflicting Uses: “Limiting” conflicting uses strikes a balance between completely developing Significant Goal 5 Natural Resources and completely protecting them. This alternative involves developing lands in ways that minimize negative environmental and economic tradeoffs, supporting the development goals embodied in local and regional land use plans, and protecting the most important Goal 5 Significant Natural Resources.

Prohibiting Conflicting Uses: “Prohibiting” conflicting uses would prevent development actions that conflict with, or degrade, Significant Goal 5 Natural Resources. This scenario emphasizes resource protection. Protection measures would exceed baseline protections provided by other local, state, and/or federal requirements.

For evaluation of consequences the following items are applicable for the proposed project:

- Per the City of Tigard’s Capital Improvement Plan (CIP), the Fanno Creek Trail crossing at SW Hall Blvd/OR141 has a history of crashes and near misses related to the trail crossing, sight distance is limited, and the existing pedestrian-activated beacon is non-compliant.
- The purpose of the proposed project is to replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer crossing. The new crossing will be a pedestrian-activated crossing, known as a Rectangular Rapid Flashing Beacon, or RFFB.
- Existing stormwater management infrastructure within the project area is insufficient and new stormwater management infrastructure is a necessary component of the proposed project in order to meet ODOT design requirements.
- Proposed impacts to Significant Wetlands A and B are occurring to the VC/buffer only and not the delineated wetland.
- Because the average encroachment does not exceed the total 200 SF allowance for impacts to the two VCs, and because all proposed impacts are occurring within VC with a degraded condition, mitigation is not anticipated to be required under CWS regulations.

3.1 Economic Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the new crossing without protections, including the stormwater management infrastructure that is proposed to impact the VC/buffer areas, could have a mostly positive economic impact because the new, safer crossing could be installed, increasing the usability of the Fanno Creek Trail which is a key off-street component of Tigard's transportation system, benefiting local businesses and residents. • The Fanno Creek Trail is also a recreational asset for Tigard and contributes to its livability and economic vitality. The proposed RRFB crossing demonstrates that Tigard is committed to creating safe transportation systems that meet all of its residents' needs, which could have positive economic consequences due to increases in the City's perceived livability.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the use of the avoidance measures and BMPs described in Section 2.4, allows the proposed project to be constructed as designed. • Because the proposed project could be constructed as designed, the economic consequences of limiting the conflicting use, including the necessary stormwater management infrastructure, are similar to the consequences of allowing the use without protections. • While the VC/buffer impacts would still occur, impacts are being limited to only the degraded VC/buffers. Given their degraded state, the economic benefits of fully protecting the VC/buffers and thereby limiting the proposed project from proceeding as designed, are likely limited.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the economic benefit of fully protecting them is likely minimal. • Without adequate stormwater management infrastructure, the new, safer RRFB crossing could not be constructed. If the Fanno Creek Trail is seen as unsafe because of the existing crossing, Tigard's perceived livability could be harmed, thereby limiting Tigard's economy and vitality. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided.

3.2 Social Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail could have positive effects on the health, safety, and welfare of the general public, while also increasing Tigard's perceived livability. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems, which could have broadly positive social consequences. • VC/buffer areas could be impacted without protections, such as the avoidance measures and BMPs described in Section 2.4. However, given the VC/buffers proposed to be impacted are in a degraded state, the negative social consequences of not protecting them could be minimal, especially given the ample positive consequences of the proposed project.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the social consequences of limiting the use are generally the same as if it was allowed without protections.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the positive social consequences of fully protecting them may be minimal. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided. • Failing to construct the proposed project could reduce Tigard's livability, given the Fanno Creek Trail is a regional draw and a key piece of Tigard's multi-modal transportation infrastructure.

3.3 Environmental Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• VC/buffer areas could be impacted without protections, such as the avoidance measures and BMPs described in Section 2.4. However, given the VC/buffers proposed to be impacted are in a degraded state, the negative environmental consequences of not protecting them could be minimal. • Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail means it's a more viable transportation method for users who may be risk-averse. More trail users could mean less vehicle trips, which could have broadly positive environmental impacts. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems, which could have broadly positive environmental consequences.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the environmental consequences of limiting the use are generally the same as if it was allowed without protections.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the positive environmental consequences of fully protecting them may be minimal. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided.

3.4 Energy Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail means it's a more viable transportation method for users who may be risk-averse. More trail users could mean less vehicle trips and traffic, which could have broadly positive energy impacts. • Allowing the conflicting use without protections could result in a temporary increase in fuel consumption due to construction activity and construction workers travelling to the project area, which could be a negative energy consequence.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the energy consequences of limiting the use are generally the same as if it was allowed without protections.	• Prohibiting the conflicting use could result in the temporary elimination of fuel consumption by construction vehicles and construction works travelling to the project area, which could be a positive consequence. • Prohibiting the conflicting use means the proposed project as a whole could not be constructed, reducing the viability of one of the City's main off-street pedestrian trails. Without the new, safer pedestrian crossing, some users may choose to drive for local trips, which could result in an increase in fuel consumption.

3.5 Conclusion

The applicant's proposal provides a thorough analysis of the relative trade-offs between the City's natural resource protection intentions for significant wetlands and the need to provide safer transportation facilities for residents, commerce, and drivers. The proposed project will replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer RRFB crossing. The project will help to increase pedestrian safety along the Fanno Creek Trail, which is a key component of Tigard's off-street trail system, while also completing an identified project on the City of Tigard's Capital Improvement Plan.

Prohibiting the conflicting use within the project's impact area would preserve the existing significant wetlands but would not advance a needed transportation safety improvement project that also provides more adequate stormwater management along this stretch of SW Hall Blvd/OR141. Given the VC/buffers proposed to be impacted were determined to be in a degraded state, the positive consequences of preserving these areas in their current state are likely minimal. Conversely, allowing the conflicting use outright, or limiting the conflicting use with proposed avoidance measures and BMPs, allows the proposed project to be constructed as designed, increasing pedestrian safety along the Fanno Creek Trail, which has broadly positive impacts across the four ESEE analysis categories.

3.6 Recommended Decision

This analysis concludes that limiting the conflicting use of the proposed project would result in the most positive consequences of the three decision scenarios. A decision to limit the conflicting use results in the same positive consequences as allowing the conflicting use without protections but means the avoidance measures and BMPs described in Section 2.4 are implemented. Limiting the conflicting use also avoids many of the negative consequences attributed to prohibiting the conflicting use and importantly allows the proposed project to proceed as designed.

EXHIBIT C

OR141 (HALL BLVD) FANNO CREEK TRAIL PEDESTRIAN CROSSING

Tigard, Oregon

Environmental, Social, Economic and Energy Analysis (ESEE)

Prepared for:

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Table 1: Significant Wetland Impacts Summary 5

ACRONYMS & ABBREVIATIONS

BMP	Best Management Practices
CIP	Capital Improvement Plan
City	City of Tigard
CPA	Comprehensive Plan Amendment
CWS	Clean Water Services
DCS	Design and Construction Standards
DLCD	Oregon Department of Land Conservation and Development
DSL	Oregon Department of State Lands
ESEE	Economic, Social, Environmental and Energy
GIS	Geographic Information System
LWI	Local Wetland Inventory
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ROW	Right-of-Way
SF	Square Feet
TDC	Tigard Development Code
VC	Vegetated Corridor

1.0 INTRODUCTION

1.1 Overview of Request

Oregon Department of Transportation, Region 1 (ODOT/applicant) is requesting a Comprehensive Plan Amendment to the "Wetland and Streams Corridor Map" and a Sensitive Lands Review for proposed pedestrian safety improvements to the Fanno Creek Trail crossing at SW Hall Blvd (OR141). The project area is approximately 7,405 square feet (0.17 acres) located along SW Hall Blvd at the existing pedestrian crossing for the Fanno Creek Crail (see **Exhibit A, Figures 5A and 5B**[1]). This request will allow for the removal of the "significant" designation from the impacted portion of significant wetlands, which are Statewide Planning Goal 5 resources, located within ODOT right-of-way and adjacent City of Tigard (City) owned property. "Significant wetlands" include both the delineated wetland and the vegetated corridor buffer areas surrounding the wetland, but the proposed project improvements are only impacting the vegetated corridor portion of significant wetlands, not the delineated wetland portion.

The City does not allow any landform alterations or developments within or partially within a significant wetland, except as approved pursuant to Tigard Development Code (TDC) 18.510.080 and with a concurrent Comprehensive Plan Amendment as authorized by TDC 18.510.100. As described in TDC 18.510.100, the City allows applicants to remove Goal 5 protections of mapped significant wetlands through one of two options; an economic, social, environmental, and energy (ESEE) analysis that considers the consequences of allowing, limiting or prohibiting the proposed conflicting use, or a second option, which demonstrates that the sensitive areas no longer meet the significance threshold as defined in the Goal 5 administrative rule. The applicant is pursing option 1, the ESEE analysis for the CPA. The applicant is requesting removal of the "significant" designation from approximately 127 square feet of significant wetlands impacted by the project's proposed improvements.

Table 1 below provides a summary of the size of the significant wetlands within the project area, the size of the impact areas, and the type of impacts. **Exhibit A, Figure 5** shows existing conditions with the locations of significant wetlands. **Exhibit A, Figure 6** shows the location of impacted areas of the significant wetlands and the types of impacts. The CPA would remove the significant designation from only the impacted areas of the significant wetlands.

Table 1: Significant Wetland Impacts Summary

Significant Wetlands	Significant Wetland Area within Project Area (sq. ft.)	Significant Wetland Impact Area (sq. ft.) by Proposed Project Improvements	Type of Impact Proposed
Significant Wetland A	649	107	Stormwater management infrastructure (stormwater outfalls)
Significant Wetland B	69	20	Stormwater management infrastructure (stormwater outfalls)
Total	**718**	**127**	

1.2 Project Description

The proposed project will replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer crossing. The new crossing will be a pedestrian-activated crossing, known as a Rectangular Rapid Flashing Beacon, or RFFB. As shown on the Land Use Figures (**Exhibit A**) and Preliminary Design Plans (**Exhibit G**), proposed improvements include paving, curb ramps, signage, illumination, and RRFB pedestrian signals. As a result of proposed project improvements, including new stormwater outfalls on

[1] All figures referenced in this ESEE Analysis are located within Land Use Application **Exhibit A**.

both sides of the roadway, impacts to City-designated sensitive lands are proposed as shown on **Figure 6**. Per TDC 18.510.010(G), sensitive lands are potentially unsuitable for development because of their location within the following (those underlined are present within the project area as shown on **Figure 5**):

- The special flood hazard area (100-year floodplain) or 1996 flood inundation line;
- Natural drainageways;
- Significant wetland areas;
- Slopes greater than 25 percent;
- Significant fish and wildlife habitat areas designated on the City's "Significant Habitat Areas Map"; and
- Significant tree groves shown on the City's "Significant Tree Grove Map".

Per the City's "Significant Habitat Areas Map"[2], there are high-value, moderate-value, and lower-value habitat areas within the project area. Per the City's "Wetlands and Streams Corridors Map"[3], all wetlands within the project area are considered significant. Special flood hazard areas associated with Fanno Creek are also within the project area.

The applicant has field-verified the boundaries of City-designated significant wetlands, which are shown on **Figure 5** in relation to wetland boundaries identified on the City's "Wetlands and Streams Corridors Map". As shown on **Figure 5**, two significant wetlands are present within the project area, on both sides of SW Hall Blvd, which are proposed to be impacted as shown on **Figure 6** and indicated in **Table 1**.

1.3 Description of the Conflicting Use

The Oregon Department of Land Conservation and Development (DLCD) administers Statewide Planning Goal 5 Administrative Rule (OAR) 660-023-000, which states that the purpose of Goal 5 is "...to conserve and protect significant Goal 5 natural resources."

Goal 5 Administrative Rule OAR 660-0023-000 identifies Goal 5 natural resources (such as wetlands and riparian/vegetated corridors) as "significant" based on the quality of their ecological functions. The Goal 5 ESEE analysis describes the economic, social, environmental, and energy consequences of allowing, limiting, or prohibiting uses that conflict with the previously documented and protected identified significant wetlands and Fanno Creek vegetated corridors within the project area.

Goal 5 Administrative Rule OAR 660-023-0010 defines "conflicting use" as follows:

> *(1) "Conflicting use" is a land use, or other activity reasonably and customarily subject to land use regulations, that could adversely affect a significant Goal 5 resource (except as provided in OAR 660-023-0180(1)(b)). Local governments are not required to regard agricultural practices as conflicting uses.*

Goal 5 Administrative Rule (OAR 660-023-0040) describes how conflicting uses are identified:

> *(2) Identify conflicting uses. Local governments shall identify conflicting uses that exist, or could occur, with regard to significant Goal 5 resource sites. To identify these uses, local governments shall examine land uses allowed outright or conditionally within the zones applied to the resource site and in its impact area. Local governments are not required to consider allowed uses that would be unlikely to occur in the impact area because existing permanent uses occupy the site. The following shall also apply in the identification of conflicting uses:*
>
> > *(a) If no uses conflict with a significant resource site, acknowledged policies and land use regulations may be considered sufficient to protect the resource site. The determination that*

[2] https://www.tigardmaps.com/MapGalleryPDFs/f_env_regulation/a_sig_habitat/sign_hab3444.pdf

[3] https://www.tigardmaps.com/MapGalleryPDFs/f_env_regulation/b_wetland_stream/wet_srtrm_cor3444.pdf

there are no conflicting uses must be based on the applicable zoning rather than ownership of the site. (therefore, public ownership of a site does not by itself support a conclusion that there are no conflicting uses.)

(b) A local government may determine that one or more significant Goal 5 resource sites are conflicting uses, with another significant resource site. The local government shall determine the level of protection for each significant site using the ESEE process and/or the requirements in OAR 660-023-0090 through 660-023-0230 (see OAR 660-023-0020(1)).

For this ESEE analysis, the conflicting use is the proposed RRFB crossing, and the associated stormwater outfalls which impact functioning significant wetlands. This document focuses only on significant wetlands and does not include a significant habitat evaluation, which is an incentive based, non-regulatory element of the City's regulatory framework.

2.0 ESEE ANALAYSIS

2.1 ESEE Analysis Requirements

This ESEE analysis is based on a project design that requires impacts to areas of significant wetlands that are Goal 5 resources and protected. The significant wetland areas are portions of larger wetland complexes adjacent to Fanno Creek.

An ESEE analysis evaluates the trade-offs associated with different levels of natural resource protection. As required by the Goal 5 Rule, the evaluation process identifies the consequences of *allowing*, *limiting*, or *prohibiting* conflicting uses in areas containing significant natural resources. Pursuant to the Goal 5 Rule and TDC Section 18.510.100.B, the ESEE analysis requires the following steps:

1. The analysis must consider the ESEE consequences of building the proposed conflicting use, considering both the impacts on the specific resource site and providing a comparison with other comparable sites within the Tigard Planning Area;
2. The ESEE analysis must demonstrate to the satisfaction of the city council that the adverse economic consequences of not allowing the conflicting use are sufficient to justify the loss, or partial loss, of the resource;
3. The ESEE analysis must demonstrate why the use cannot be located on buildable land, consistent with the provisions of this chapter, and that there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use;
4. The ESEE analysis must be prepared by a team consisting of a wildlife biologist or wetlands ecologist and a land use planner or land use attorney, all of whom are qualified in their respective fields and experienced in the preparation of Goal 5 ESEE analysis;
5. If the application is approved, then the ESEE analysis must be incorporated by reference into the Tigard Comprehensive Plan and the "Tigard Wetland and Stream Corridor Map" will be amended to remove the site from the inventory.

2.2 Existing Local Protections

As shown on **Figure 3**, the project area is located entirely within SW Hall Blvd/OR141 ROW and is zoned Parks and Recreation (PR). Overlay zones, plan districts, inventoried hazards, and/or sensitive lands are subject to additional regulations. The requested Comprehensive Plan Map Amendment is subject to a Type III Modified review process (see TDC 18.710.080). In addition, development within or near sensitive lands triggers review under the City's Sensitive Lands overlay (see TDC 18.510).

The Sensitive Lands chapter (TDC 18.510) outlines the permitted and regulated activities and uses within sensitive lands, as well as defines the review and approval processes for development consideration based on the type and intensity of the impact. The chapter also outlines the process for variance and comprehensive plan amendment requests.

2.3 ESEE Analysis Area Description

2.3.1. Existing Conditions

The project area shown on **Figures 5A and 5B**, which is entirely within right-of-way associated with SW Hall Blvd/OR141. The project area contains City-designated significant wetlands per the City's "Wetland and Streams Corridors Map", riparian habitat areas, and special flood hazard areas (100-year floodplain) associated with Fanno Creek. Vegetation is also present within the project area, including trees of varying sizes, shrubs, and underbrush.

The proposed project is occurring within existing right-of-way associated with SW Hall Blvd. Because the proposed project is intended to create a safer pedestrian crossing for the Fanno Creek Trail, the proposed project improvements must occur in the approximate location of the existing crossing in order to align and

connect to the trail on either side of the roadway. Opportunities to design the improvements for further avoidance of sensitive lands are limited.

2.3.2. Site Alterations

The site alteration description is based on readily available historical information and information from the following documents prepared for the project:

- Land Use Application **Exhibit H** – Clean Water Services (CWS) Standard Site Assessment (DOWL, October 2025)
- Land Use Application **Exhibit F** – Wetland Delineation Report (ODOT, August 2025)

Prior to the area's urbanization beginning in the 1960s, the area accommodated agricultural uses, including fruit orchards and berry farms. Historic site alterations include the construction of SW Hall Blvd/OR141, the Fanno Creek Trail, and the existing crosswalk infrastructure, all of which may have impacted pre-existing natural resources, vegetation and drainage patterns. Improvements to the Fanno Creek Trail in the project area's vicinity were recently completed in November, 2024. No other recent site alterations were observed that would affect the current presence of or distribution of wetlands within the project area.

2.3.3. Significant Wetland Descriptions

The significant wetlands in this ESEE analysis are Significant Wetlands A and B. These significant wetlands are a portion of larger wetland areas that extend beyond the project area boundary. The wetlands outside of the project area do not have field verified boundaries. The boundaries shown are taken from the Tigard Wetland Inventory Map and publicly available geographic information system (GIS) data and may not be shown in their entirety. They are provided to illustrate the approximate location and scale of additional wetland areas in the vicinity of the project area. The buffer width per the TDC included within each of the significant wetland boundaries is 50 feet.

Technical information for the significant wetlands is found in the following documents. The following documents also provided information for the wetland descriptions in this ESEE analysis:

- Land Use Application **Exhibit H** – Clean Water Services (CWS) Standard Site Assessment (DOWL, October 2025)
- Land Use Application **Exhibit F** – Wetland Delineation Report (ODOT, August 2025)

Figure 5 includes both the field-verified significant wetlands and the significant wetland areas as mapped within the Tigard Local Wetland Inventory map.

Detailed descriptions of the significant wetlands follow, along with descriptions of the proposed project impacts for each. **Figure 5** shows existing conditions with the locations of significant wetlands, as well as other project area features, including SW Hall Blvd/OR141 and the Fanno Creek Trail. **Figure 6** shows the location of impacted areas of significant wetlands and resulting from the project, as well as proposed project improvements, and some erosion control measures to be used during construction. The CPA would remove the significant designation from only the impacted areas of the significant wetlands.

Table 1 provides a summary of the size of the significant wetlands and Fanno Creek vegetated corridor areas, impact areas, and the types of impacts being proposed.

Significant Wetland A

Within the project area, Significant Wetland A is approximately 649 SF and lies west of SW Hall Blvd/OR141, extending beyond the project area limits to the north and west. Only the VC/buffer portion of Significant Wetland A is within the project area, with the entire delineated wetland located outside of the project area. There are two VC/buffer communities that are a part of Significant Wetland A within the project area: VC 2 and VC 3. VC 2 consists of native tree, shrub, and herbaceous species. Vegetation species include Oregon ash (Fraxinus latifolia), black hawthorn, swamp rose (Rosa palustris), and other less dominant species, and the presence of invasive species is low. This VC/buffer is considered to have good

canopy cover and is considered to be in good condition. VC 3 is dominated by a landscape mix of grasses (Poaceae family). This community has little to no canopy cover and is a mowed and managed community with low species diversity. This community is considered to be in degraded condition.

The total proposed impact to Significant Wetland A is approximately 107 SF. Impacts will be to VC 3 only with no impacts proposed to VC 2 or the delineated wetland. Proposed impacts are occurring from stormwater outfalls and spillways. See **Figure 5** for the location of Significant Wetland A and **Figure 6** for proposed project impact areas.

Significant Wetland B

Within the project area, Significant Wetland B is approximately 69 SF and lies east of SW Hall Blvd/OR141, extending beyond the project area limits to the east. Only the VC/buffer portion of Significant Wetland B is within the project area, with the entire delineated wetland located outside the project area. VC 4 is the only VC/buffer community that is a part of Significant Wetland B. VC 4 is dominated by native and non-native shrub and herbaceous species. Vegetation species include Oregon grape and Canada thistle (*Cirsium arvense*) and other less dominant species. There is little to no canopy cover and this community is considered be in degraded condition.

The total proposed impact to Significant Wetland B is approximately 20 square feet. Impacts will be to VC 4 with no impacts proposed to the delineated wetland. Proposed impacts are occurring from a proposed stormwater outfall and spillway. See **Figure 5** for the location of Significant Wetland B and **Figure 6** for proposed project impact areas.

2.4 Proposed Mitigation

As mentioned in Section 2.3 of this ESEE analysis and shown on **Figure 6**, proposed impacts to both significant wetlands are limited to the VC/buffer, with no impacts proposed to the off-site, delineated portion of the wetlands. Proposed impacts to VC/buffers are occurring due to stormwater outfalls and spillways. Proposed impacts are limited to approximately 127 SF total.

Per CWS DCS subsection 3.05.6 (Surface Stormwater Facilities), stormwater outfalls where the permanent encroachment area is less than 100 SF are allowed without mitigation. Proposed impacts to VC 3 (Significant Wetland A) are approximately 107 SF, which is 7 SF over the 100 SF mitigation threshold per CWS DCS Chapter 3.05.6. However, the proposed impact to VC 4 (Significant Wetland B) is approximately 20 SF, which is 80 SF under the 100 SF mitigation threshold. Because the average encroachment does not exceed the total 200 SF allowance for impacts to the two VCs, and because all proposed impacts are occurring within VC with a degraded condition, mitigation is not anticipated to be required under CWS regulations.

Best Management Practices

ODOT proposes to use the following Best Management Practices (BMPs) during construction to protect significant wetlands and other natural resources.

- The contractor will install orange construction fencing just outside the wetland disturbance limits to establish No Work Areas to protect the remaining portion of the significant wetland.
- Inlet protection, sediment barriers, and straw wattles will be used depending on the stage of construction, and additional BMPs will be specified as necessary depending on site conditions.
- Following construction, all disturbed areas be covered with fresh topsoil and mulch and will be seeded with native seed.

Avoidance Measures

There are no practicable alternative locations for the proposed project improvements that would completely avoid the significant wetlands. This is because the proposed RRFB crossing must be located in the approximate location of the existing crossing in order to align and connect to the trail on either side of the roadway. Proposed impacts are occurring due to stormwater management facilities located on both sides

of SW Hall Blvd/OR141 and stormwater management is a necessary component of the proposed project, and existing stormwater management facilities within the project area are insufficient.

The Fanno Creek Trail's crossing of SW Hall Blvd/OR141 is partially curbed, allowing stormwater to either sheet flow into the grassy vegetated roadway banks, eventually draining to Fanno Creek, or flow along the curb line to the guardrail terminal north of the SW Hall Blvd bridge over Fanno Creek, at which point water flows into Fanno Creek. The proposed VC impact includes of development of stormwater embankments to be constructed with pervious geotextile outfalls and impervious concrete splash pads to mitigate ponding. Due to wetlands located to the east and west of the project area, alternative locations for stormwater management facilities that avoid impacts are not possible.

3.0 SITE SPECIFIC ESEE ANALYSIS

An ESEE analysis describes the economic, social, environmental, and energy consequences of allowing, limiting, or prohibiting conflicting uses for the proposed project within the significant wetlands in the project area limits. For the purpose of this analysis, “allow”, “limit”, and “prohibit” are defined as follows:

Allow Conflicting Uses: “Allowing” conflicting uses means that Tigard is not applying additional protections to Significant Goal 5 Natural Resources beyond baseline protection provided by other, non-Goal 5 local, state, and/or federal requirements. This alternative emphasizes developing lands containing Significant Goal 5 Natural Resources.

Limit Conflicting Uses: “Limiting” conflicting uses strikes a balance between completely developing Significant Goal 5 Natural Resources and completely protecting them. This alternative involves developing lands in ways that minimize negative environmental and economic tradeoffs, supporting the development goals embodied in local and regional land use plans, and protecting the most important Goal 5 Significant Natural Resources.

Prohibiting Conflicting Uses: “Prohibiting” conflicting uses would prevent development actions that conflict with, or degrade, Significant Goal 5 Natural Resources. This scenario emphasizes resource protection. Protection measures would exceed baseline protections provided by other local, state, and/or federal requirements.

For evaluation of consequences the following items are applicable for the proposed project:

- Per the City of Tigard’s Capital Improvement Plan (CIP), the Fanno Creek Trail crossing at SW Hall Blvd/OR141 has a history of crashes and near misses related to the trail crossing, sight distance is limited, and the existing pedestrian-activated beacon is non-compliant.
- The purpose of the proposed project is to replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer crossing. The new crossing will be a pedestrian-activated crossing, known as a Rectangular Rapid Flashing Beacon, or RFFB.
- Existing stormwater management infrastructure within the project area is insufficient and new stormwater management infrastructure is a necessary component of the proposed project in order to meet ODOT design requirements.
- Proposed impacts to Significant Wetlands A and B are occurring to the VC/buffer only and not the delineated wetland.
- Because the average encroachment does not exceed the total 200 SF allowance for impacts to the two VCs, and because all proposed impacts are occurring within VC with a degraded condition, mitigation is not anticipated to be required under CWS regulations.

3.1 Economic Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the new crossing without protections, including the stormwater management infrastructure that is proposed to impact the VC/buffer areas, could have a mostly positive economic impact because the new, safer crossing could be installed, increasing the usability of the Fanno Creek Trail which is a key off-street component of Tigard's transportation system, benefiting local businesses and residents. • The Fanno Creek Trail is also a recreational asset for Tigard and contributes to its livability and economic vitality. The proposed RRFB crossing demonstrates that Tigard is committed to creating safe transportation systems that meet all of its residents' needs, which could have positive economic consequences due to increases in the City's perceived livability.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the use of the avoidance measures and BMPs described in Section 2.4, allows the proposed project to be constructed as designed. • Because the proposed project could be constructed as designed, the economic consequences of limiting the conflicting use, including the necessary stormwater management infrastructure, are similar to the consequences of allowing the use without protections. • While the VC/buffer impacts would still occur, impacts are being limited to only the degraded VC/buffers. Given their degraded state, the economic benefits of fully protecting the VC/buffers and thereby limiting the proposed project from proceeding as designed, are likely limited.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the economic benefit of fully protecting them is likely minimal. • Without adequate stormwater management infrastructure, the new, safer RRFB crossing could not be constructed. If the Fanno Creek Trail is seen as unsafe because of the existing crossing, Tigard's perceived livability could be harmed, thereby limiting Tigard's economy and vitality. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided.

3.2 Social Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail could have positive effects on the health, safety, and welfare of the general public, while also increasing Tigard's perceived livability. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems, which could have broadly positive social consequences. • VC/buffer areas could be impacted without protections, such as the avoidance measures and BMPs described in Section 2.4. However, given the VC/buffers proposed to be impacted are in a degraded state, the negative social consequences of not protecting them could be minimal, especially given the ample positive consequences of the proposed project.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the social consequences of limiting the use are generally the same as if it was allowed without protections.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the positive social consequences of fully protecting them may be minimal. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided. • Failing to construct the proposed project could reduce Tigard's livability, given the Fanno Creek Trail is a regional draw and a key piece of Tigard's multi-modal transportation infrastructure.

3.3 Environmental Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• VC/buffer areas could be impacted without protections, such as the avoidance measures and BMPs described in Section 2.4. However, given the VC/buffers proposed to be impacted are in a degraded state, the negative environmental consequences of not protecting them could be minimal. • Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail means it's a more viable transportation method for users who may be risk-averse. More trail users could mean less vehicle trips, which could have broadly positive environmental impacts. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems, which could have broadly positive environmental consequences.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the environmental consequences of limiting the use are generally the same as if it was allowed without protections.	• VC/buffer areas would not be further impacted and would remain in their current state with no project-related impacts. Given the VC/buffers proposed to be impacted are in a degraded state, the positive environmental consequences of fully protecting them may be minimal. • ODOT is proposing a fee-in-lieu payment for stormwater treatment obligations, which will help fund regional stormwater management projects, such as stream enhancements, system improvements, treatment facility upgrades, and maintenance of existing systems. Prohibiting the conflicting use means this benefit would not be provided.

3.4 Energy Consequences

Consequences of Allowing	Consequences of Limiting	Consequences of Prohibiting
• Allowing the conflicting use without protection means the project could be constructed as designed, resulting in a safer pedestrian crossing for trail users. Increasing the safety of the Fanno Creek Trail means it's a more viable transportation method for users who may be risk-averse. More trail users could mean less vehicle trips and traffic, which could have broadly positive energy impacts. • Allowing the conflicting use without protections could result in a temporary increase in fuel consumption due to construction activity and construction workers travelling to the project area, which could be a negative energy consequence.	• Limiting the conflicting use by requiring compliance with applicable regulations of the TDC, as well as the avoidance measures and MBPS described in Section 2.4, allows the proposed project to be constructed as designed, meaning the energy consequences of limiting the use are generally the same as if it was allowed without protections.	• Prohibiting the conflicting use could result in the temporary elimination of fuel consumption by construction vehicles and construction works travelling to the project area, which could be a positive consequence. • Prohibiting the conflicting use means the proposed project as a whole could not be constructed, reducing the viability of one of the City's main off-street pedestrian trails. Without the new, safer pedestrian crossing, some users may choose to drive for local trips, which could result in an increase in fuel consumption.

3.5 Conclusion

The applicant's proposal provides a thorough analysis of the relative trade-offs between the City's natural resource protection intentions for significant wetlands and the need to provide safer transportation facilities for residents, commerce, and drivers. The proposed project will replace the existing Fanno Creek Trail pedestrian crossing at SW Hall Blvd with a new, safer RRFB crossing. The project will help to increase pedestrian safety along the Fanno Creek Trail, which is a key component of Tigard's off-street trail system, while also completing an identified project on the City of Tigard's Capital Improvement Plan.

Prohibiting the conflicting use within the project's impact area would preserve the existing significant wetlands but would not advance a needed transportation safety improvement project that also provides more adequate stormwater management along this stretch of SW Hall Blvd/OR141. Given the VC/buffers proposed to be impacted were determined to be in a degraded state, the positive consequences of preserving these areas in their current state are likely minimal. Conversely, allowing the conflicting use outright, or limiting the conflicting use with proposed avoidance measures and BMPs, allows the proposed project to be constructed as designed, increasing pedestrian safety along the Fanno Creek Trail, which has broadly positive impacts across the four ESEE analysis categories.

3.6 Recommended Decision

This analysis concludes that limiting the conflicting use of the proposed project would result in the most positive consequences of the three decision scenarios. A decision to limit the conflicting use results in the same positive consequences as allowing the conflicting use without protections but means the avoidance measures and BMPs described in Section 2.4 are implemented. Limiting the conflicting use also avoids many of the negative consequences attributed to prohibiting the conflicting use and importantly allows the proposed project to proceed as designed.

AIS-6071 **5.**

Business Meeting

Meeting Date: 03/03/2026

Length (in minutes): 30 Minutes

Agenda Title: Quasi-Judicial Public Hearing: Consider Approval of Steve Street Park Comprehensive Plan Map Amendment

Authored By: Jenny McGinnis

Presented By: Associate Planner McGinnis

Item Type: Motion Requested
Ordinance
Public Hearing - Quasi-Judicial

Information

EXPLANATION OF ISSUE

Consider an ordinance to amend the comprehensive plan map (CMA2025-0002) to allow impacts to 0.03 acres of significant wetlands in Tigard with Goal 5 Safe Harbor protection to construct a pathway to access Steve Street Park. The applicant is requesting a comprehensive plan map amendment that requires final approval by City Council.

ACTION REQUESTED

Council is being asked to approve the comprehensive plan map amendment (CMA2025-0002) as recommended by the Planning Commission.

BACKGROUND INFORMATION

On September 23, 2025, the applicant submitted a comprehensive plan map amendment application. The proposal amends the comprehensive plan map to allow impacts to 0.03 acres of significant wetlands in Tigard with Goal 5 Safe Harbor protection in order to construct a pathway to access Steve Street Park. The application was deemed complete on December 16, 2025. One public comment was received prior to the Planning Commission public hearing in support of the project.

On February 2, 2026, the Planning Commission held a public hearing on this case. No members of the public provided comments at the hearing. The Commission voted unanimously to recommend approval of the proposal to City Council. There are no previous dates this proposal was considered.

ALTERNATIVES & RECOMMENDATION

Staff recommends that the City Council approve the comprehensive plan map amendment (CMA2025-0002) as recommended by the Planning Commission.

Alternative actions include:

- Deny the application;
- Amend and then approve the application; or
- Remand the application back to the Planning Commission.

ADDITIONAL RESOURCES

N/A

Attachments

Staff Presentation

Applicant Presentation

Ordinance

Exhibit A: Significant Wetland and Vegetated Corridor Impacts Map

Exhibit B: PC Recommendation to CC

Exhibit C: ESEE Analysis

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

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

Steve Street Park

CMA2025-0002

City Council Hearing

Community Development | March 3, 2026

Site Location and information

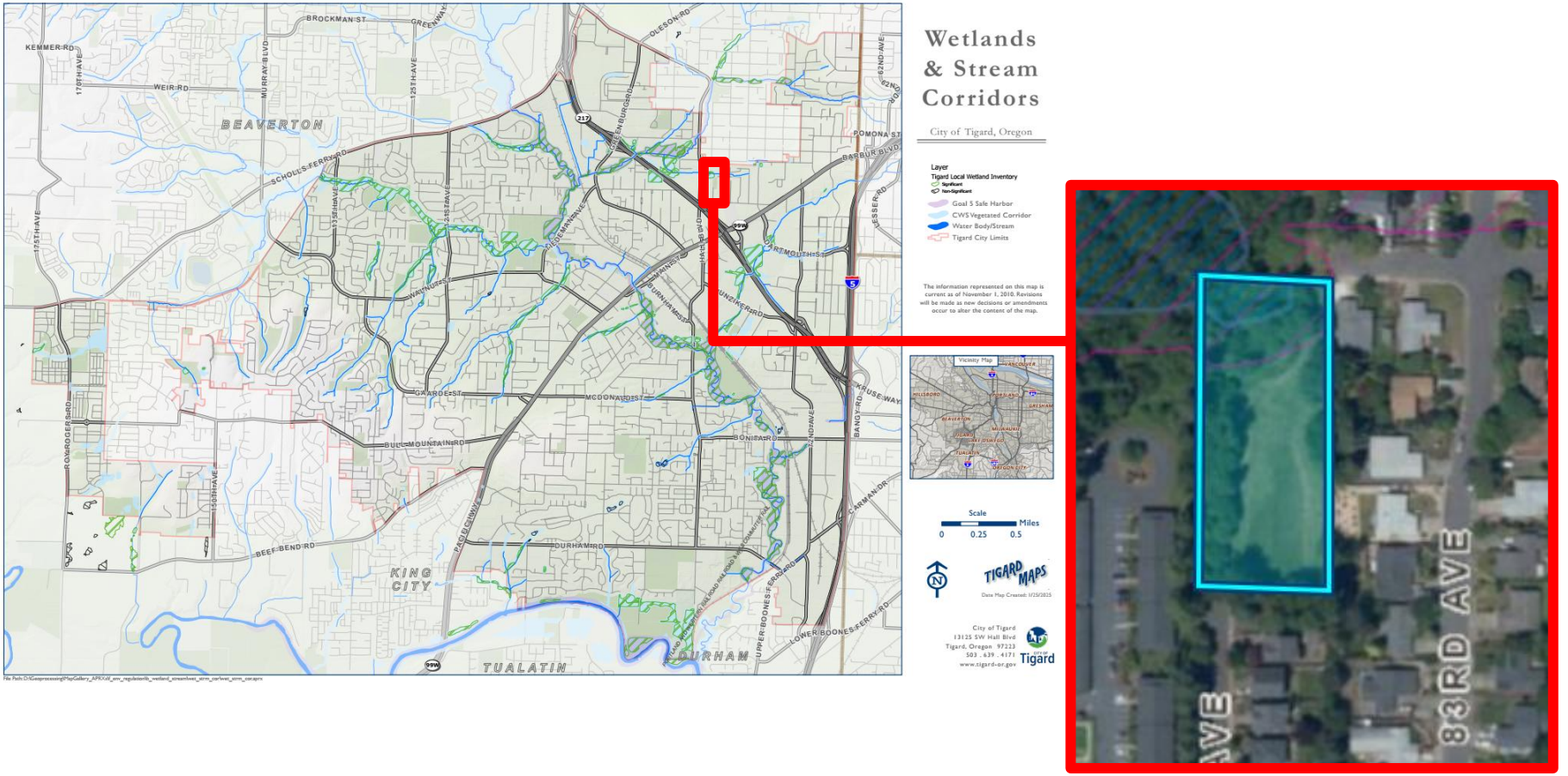
Location: 8400 SW Steve St, at the west terminus of SW Steve St and the north terminus of SW 84th Ave and 8500 SW Spruce St

Total Project Area: 1.37 acre
Significant Wetland /Vegetated Corridor Area Impacted: 0.03 acre

Zoning: PR and RES-D



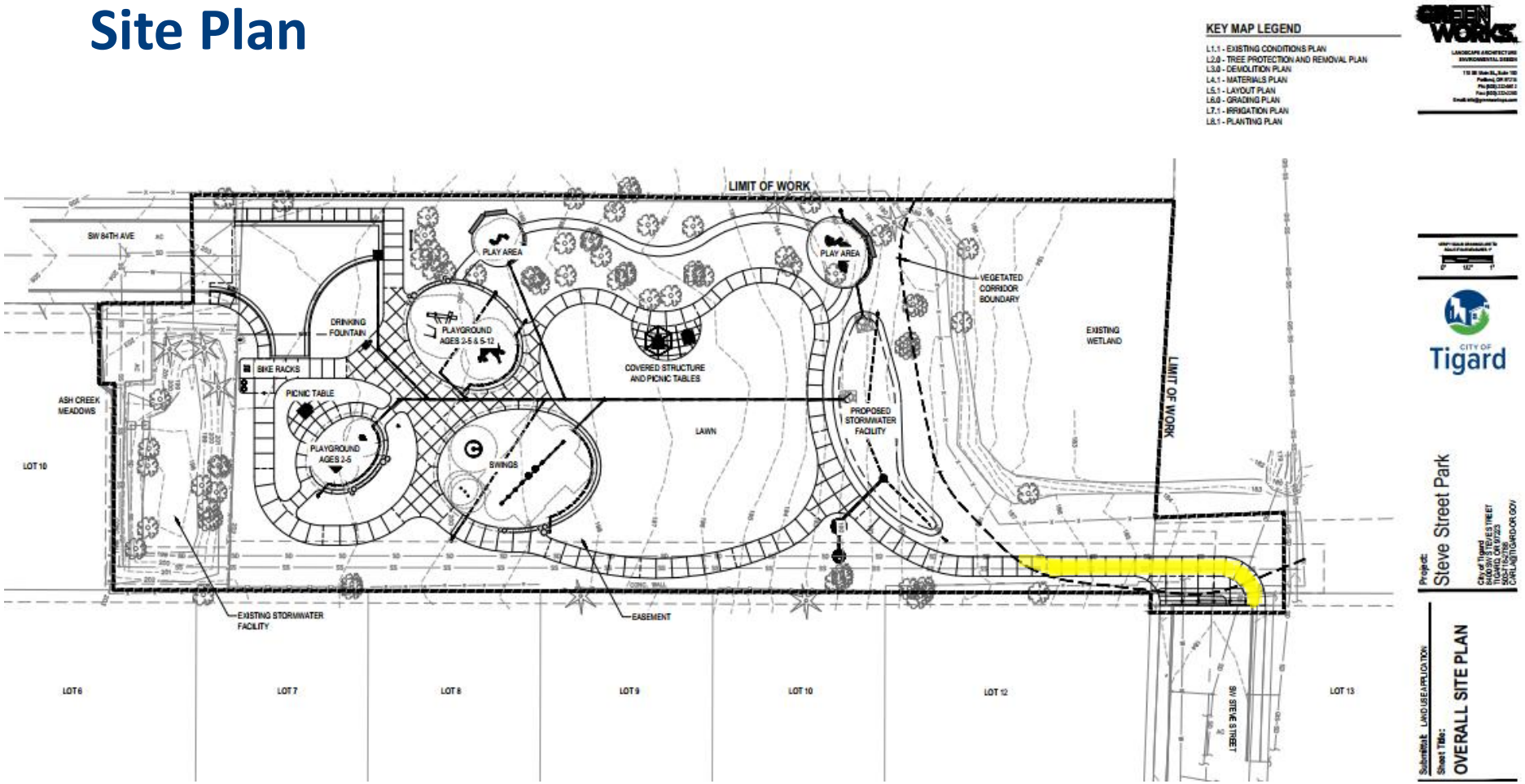
Natural Resource Areas



Project Summary

- Comprehensive Plan Map Amendment
  - Remove protection from areas designated Significant Wetland (0.03 acre) in order to construct a pathway to a proposed park

Site Plan


KEY MAP LEGEND
L1.1 - EXISTING CONDITIONS PLAN
L2.0 - TREE PROTECTION AND REMOVAL PLAN
L3.0 - DEMOLITION PLAN
L4.1 - MATERIALS PLAN
L5.1 - LAYOUT PLAN
L6.0 - GRADING PLAN
L7.1 - IRRIGATION PLAN
L8.1 - PLANTING PLAN
LIMIT OF WORK
SW 84TH AVE
PLAY AREA
PLAY AREA
VEGETATED CORRIDOR BOUNDARY
EXISTING WETLAND
DRINKING FOUNTAIN
PLAYGROUND AGES 2-5 & 5-12
BIKE RACKS
PICNIC TABLE
COVERED STRUCTURE AND PICNIC TABLES
ASH CREEK MEADOWS
PROPOSED STORMWATER FACILITY
LAWN
LIMIT OF WORK
PLAYGROUND AGES 2-5
SWINGS
LOT 10
EXISTING STORMWATER FACILITY
EASEMENT
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 12
LOT 13
SW STEVE STREET
CITY OF Tigard
Project: Steve Street Park
Submittal: LAND USE APPLICATION
Sheet Title: OVERALL SITE PLAN

Project Need:

- Identified as one of 12 “Gap Areas” on the City’s Parks and Recreation System Plan
- Park will serve a neighborhood of over 600 Tigard residents who currently are not able to access a park or natural area within a 10-minute walk
- Proposed walkway will provide an ADA-accessible connection from Steve Street to the new park

Environmental, Social, Economic and Energy (ESEE) Analysis

- Evaluation involves identifying consequences of allowing, limiting, or prohibiting conflicting uses in resource areas
- Conclusion: Allowing the conflicting use is most beneficial
- Benefits include:
  - Allows park to be constructed as planned and the path allows residents to realize full benefits
  - If this park is not constructed, additional park land would need to be acquired to achieve the City's established goals
  - Formalizing path will limit potential deviations from the path into more sensitive vegetated corridor/wetland areas
  - Easier maintenance compared to existing soft surface path
  - Onsite mitigation will be provided and the site will be restored

Findings:

- The proposal provides detailed information on how the development complies with all applicable comprehensive plan policies, statewide planning goals, and Metro Title 8.
- All applicable development code criteria and standards are met or can be met through conditions of approval.
- There are adequate public facilities to serve the proposed development.

Planning Commission Recommendation:

On February 2, 2026, the Planning Commission made a unanimous vote in favor of recommending that the City Council adopt by ordinance the proposed:

- Comprehensive Plan Map Amendment,

thereby removing Goal 5 protection from 0.03 acres of locally significant wetlands from the “Tigard Wetland and Stream Corridor Map” Inventory.

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

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

Steve Street Park

CMA2025-0002

City Council Hearing

Community Development | March 3, 2026



Steve Street Park Path Comprehensive Plan Amendment

CMA2025-00002

City Council-Applicant's Presentation

Tuesday March 3rd, 2026, 6:30 pm

Project Purpose

Part of the Steve St. Park Project

Installation of a paved ADA-accessible path that would connect two dead end streets – Steve St. and SW 84th Ave.

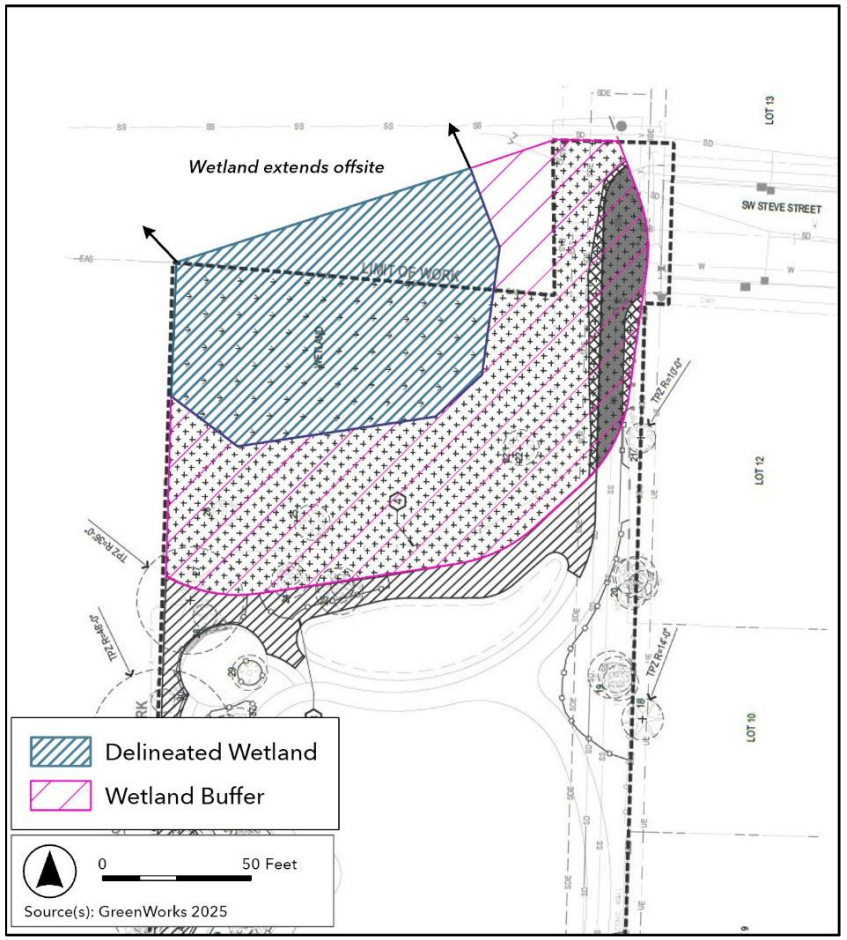
Requires a comprehensive plan amendment to remove 0.03 acres of Goal 5 wetland buffer protections



Existing Environmental Protections

- “Significant wetland” and associated 50’ wetland buffer have Goal 5 protections
- Wetland Delineation performed by ESA in April 2025
- Proposed path would impact a 0.03-acre strip of buffer (not the wetland itself)





Existing Conditions

- Significant wetland and associated 50’ protected wetland buffer
- Existing informal path
- Existing chain link fence
- “Degraded vegetated corridor”
  - Non-native grasses
  - Himalayan blackberry
  - Creeping buttercup
  - Dandelion
  - Some tree canopy



Looking North to Steve St



Wetland Fencing on the left

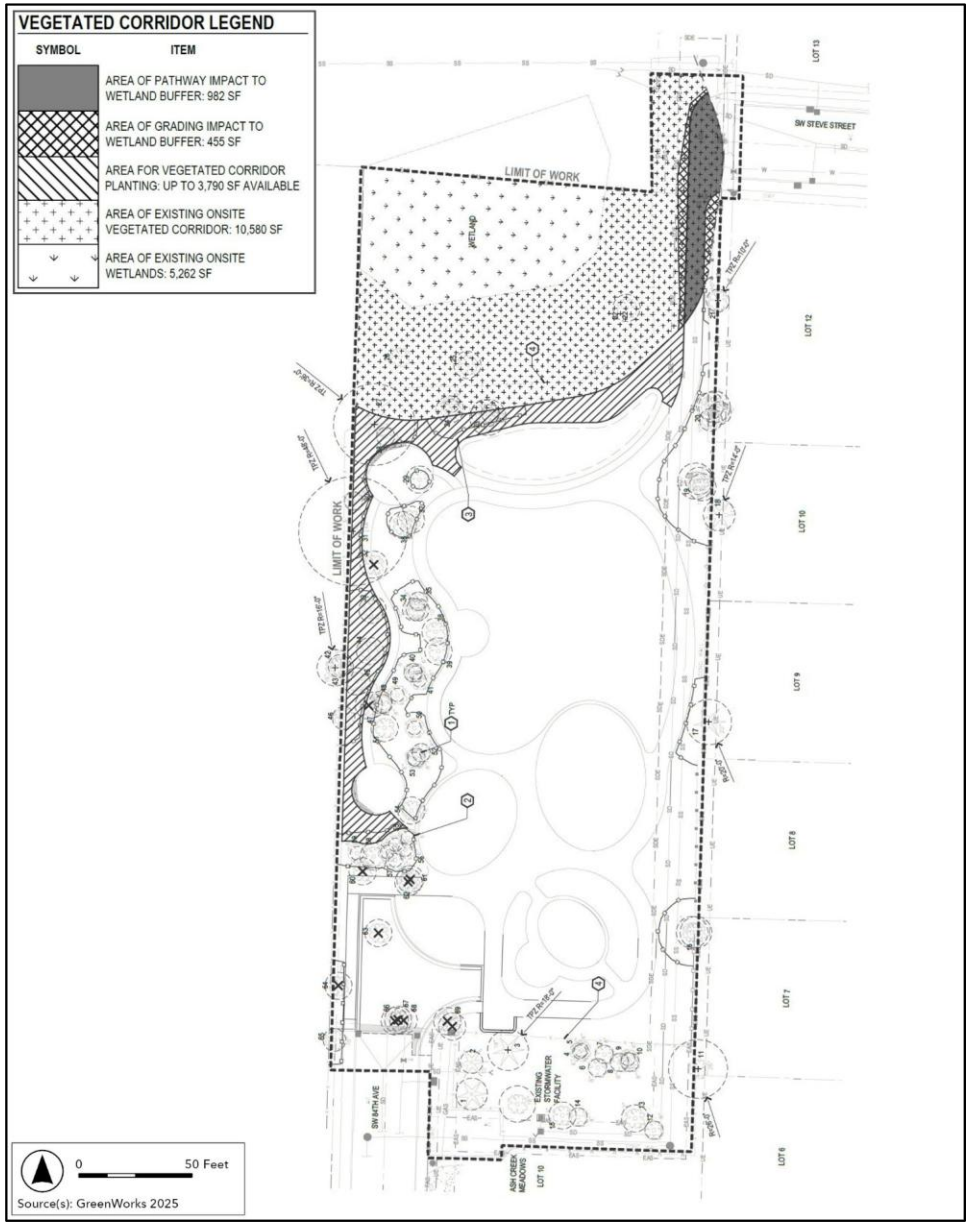
Steve St Park Improvements

- Tigard Goal to have high quality parks within a 10 minute walk of all residents
- New 1.37-acre park
- Will serve a “Gap Area” identified in Tigard parks and Recreation System Plan
- Will serve underserved community that is more racially diverse, more multi-family homes, and lower average household incomes than Tigard as a whole
- Critical Recreation Site supporting the Washington Square Regional Center area
- CIP Project
- Funding via Metro Local Share
- Planned Construction Summer, 2026



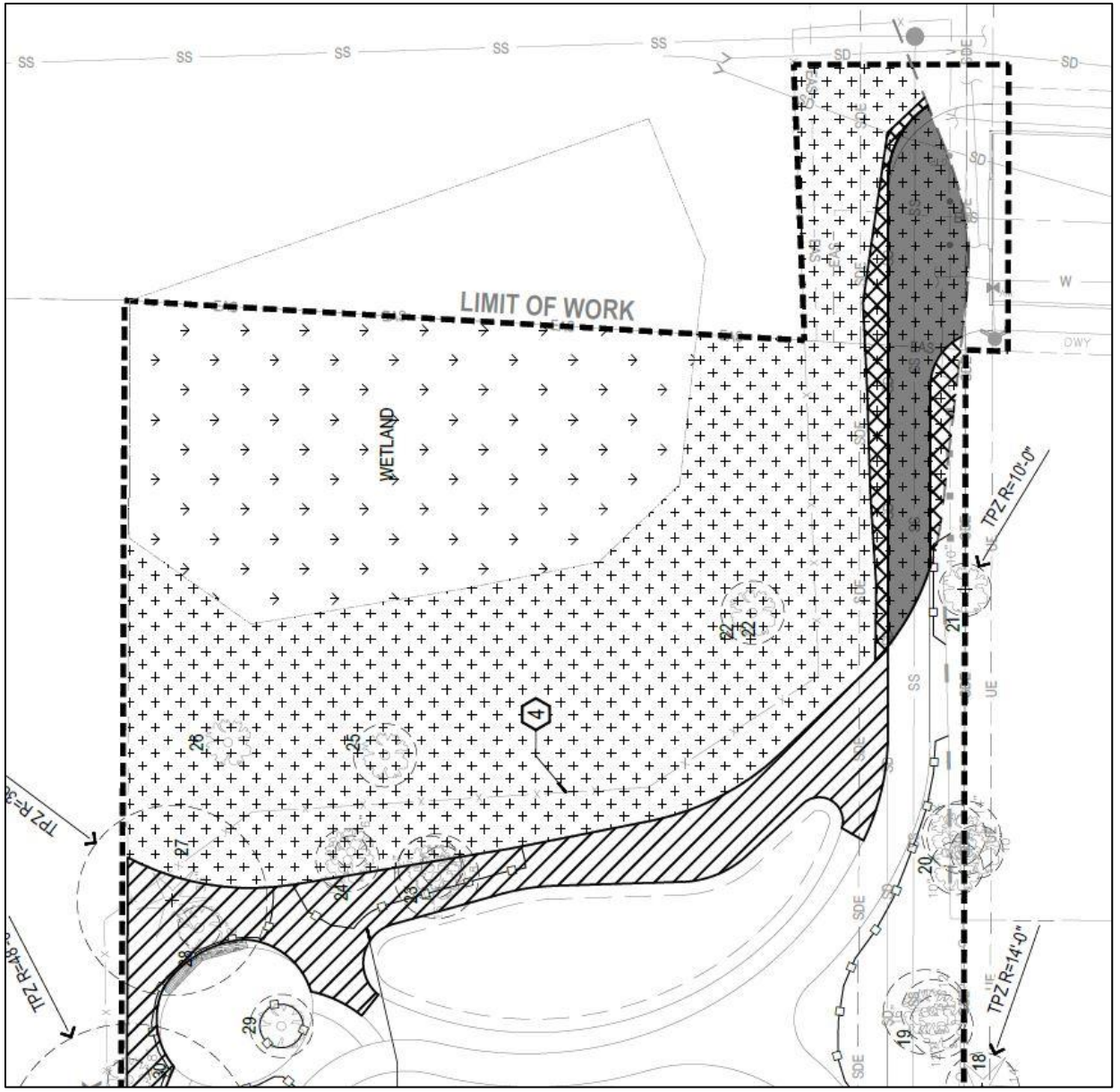
Environmental Restoration

- 3,790 sf of mitigation adjacent to existing buffer.
- Will improve existing wetland buffer from “degraded” to “good” condition
- Removal of non-native species
- Native species plantings
- Improve quality and quantity of wildlife habitat



CPA Application

- Neighborhood Meeting on 12/10/24
- Natural Resources Report
- Economic, Social, Environmental, and Energy consequences (ESEE) analysis
  - Evaluates the positive and negative consequences of allowing or denying the CPA needed to construct the proposed pathway
  - Concludes allowing the proposed CPA and constructing the proposed path has generally better consequences across the four categories than maintaining existing protections



Summary

- Minimal (0.03 acre)impact on existing “degraded” wetland buffer to allow ADA-accessible path
- Key path to connect underserved residents to new Steve St. Park
- Includes mitigation and enhancement of vegetated corridor



Thank you!

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 26-

AN ORDINANCE APPROVING COMPREHENSIVE PLAN MAP AMENDMENT, CMA2025-0002, TO REMOVE GOAL 5 PROTECTION FROM 0.03 ACRE OF LOCALLY SIGNIFICANT WETLANDS FROM THE "TIGARD WETLAND AND STREAM CORRIDOR MAP" INVENTORY ASSOCIATED WITH CONSTRUCTION OF A PATHWAY TO STEVE STREET PARK

WHEREAS, Tigard Community Development Code (TCDC) Section 18.510.080 includes Special Provisions for Development within Locally Significant Wetlands and Along the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek; and

WHEREAS, TCDC 18.510.080.A. states in order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 666-023-0040) pertaining to wetlands, all wetlands classified as significant on the City of Tigard "Wetlands and Streams Corridors Map" are protected. No land form alterations or developments are allowed within or partially within a significant wetland, except as allowed/approved pursuant to Section 18.510.100; and

WHEREAS, TCDC 18.510.100 Plan Amendment Option, provides that any owner of property affected by the Goal 5 safe harbor (1) protection of significant wetlands, or (2) vegetated areas established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek may apply for a quasi-judicial comprehensive plan amendment under Type IV procedure. This amendment must be based on a specific development proposal. The effect of the amendment would be to remove Goal 5 protection from the property, but not to remove the requirements related to the CWS Stormwater Connection Permit, which must be addressed separately through an alternatives analysis, as described in Section 3.02.5 of the CWS "Design and Construction Standards;" and

WHEREAS, TCDC 18.510.100.B further provides that the applicant must demonstrate that such an amendment is justified by an environmental, social, economic and energy (ESEE) consequences analysis prepared in accordance with OAR 660-23-040; and

WHEREAS, the applicant prepared an ESEE analysis (**Exhibit C**) in accordance with OAR 60-23-040, to justify removal of Goal 5 protection from 0.03 acre of significant wetlands from the subject property; and

WHEREAS, on February 2, 2026, the Tigard Planning Commission held a public hearing, which was noticed in accordance with city code, and recommended approval of the proposed CMA2025-0002 by a unanimous vote in favor; and

WHEREAS, on March 3, 2026, the Tigard City Council held a public hearing, which was noticed in accordance with city code, to consider the Commission's recommendation on CMA2025-0002, to hear public testimony, and apply applicable decision-making criteria; and

WHEREAS, Council's decision to approve CMA2025-0002 and adopt this ordinance was based on the findings and conclusions found in **Exhibit B** and the associated land use record which is incorporated herein by reference and is contained in land use file CMA2025-0002.

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

SECTION 1: Comprehensive Plan Map Amendment (CMA2025-0002) is hereby approved.

SECTION 2: The attached findings **(Exhibit B)** are hereby adopted as the basis for the Council's decision.

SECTION 3: The ESEE analysis **(Exhibit C)** is incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" is amended to remove the site from the inventory, as approved.

SECTION 4: 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 _____, 2026.

_____
Lindsay Bartholomew, Deputy City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2026.

_____
Yi-Kang Hu, Mayor

Approved as to form:

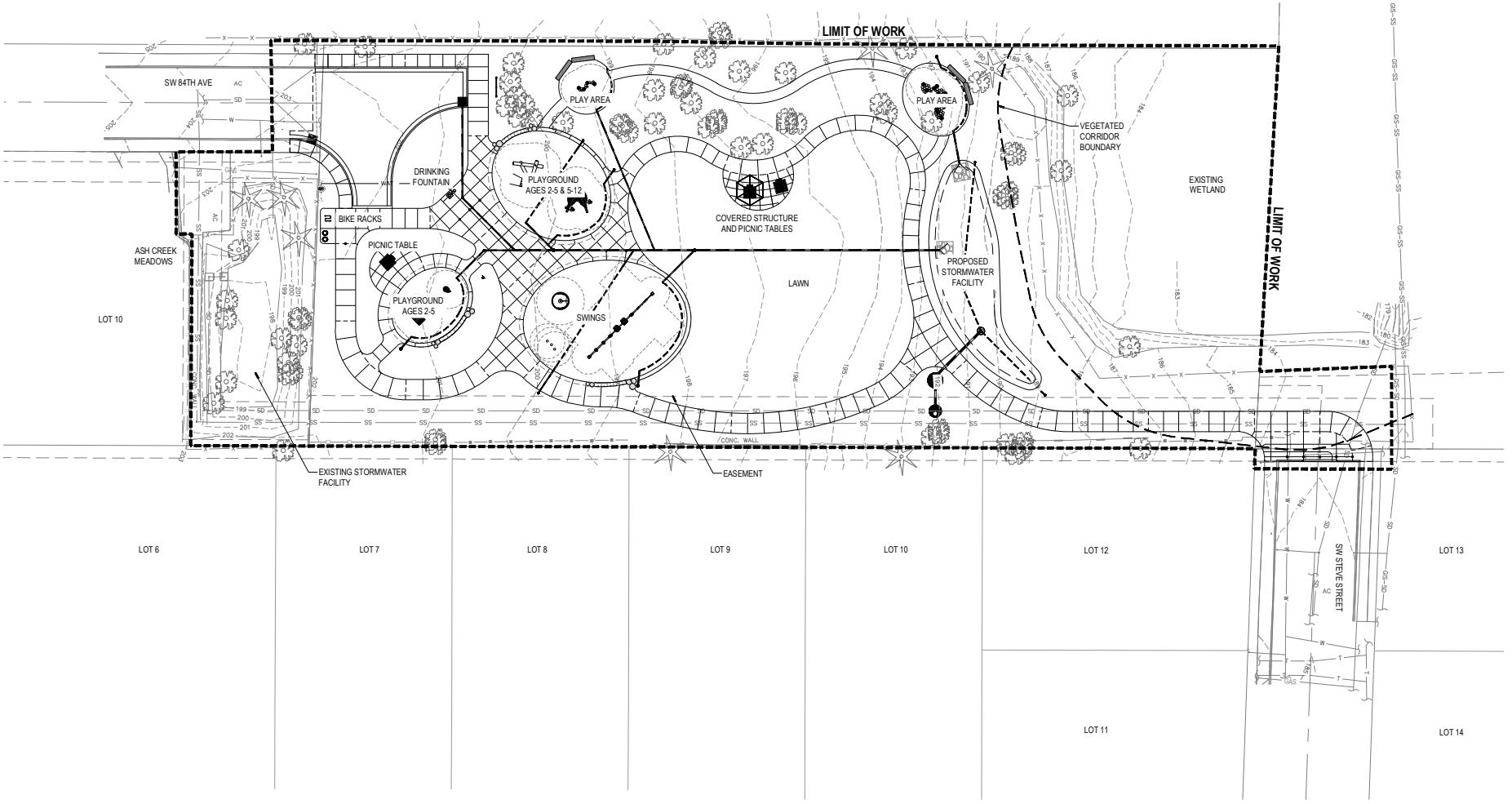
_____
City Attorney

_____
Date

Exhibit A

KEY MAP LEGEND

L1.1 - EXISTING CONDITIONS PLAN
L2.0 - TREE PROTECTION AND REMOVAL PLAN
L3.0 - DEMOLITION PLAN
L4.1 - MATERIALS PLAN
L5.1 - LAYOUT PLAN
L6.0 - GRADING PLAN
L7.1 - IRRIGATION PLAN
L8.1 - PLANTING PLAN



NORTH

SCALE: 1" = 20'-0"
0' 10' 20' 40'

GREEN WORKS.
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL DESIGN
110 SE Main St., Suite 100
Portland, OR 97214
Ph: (503) 222-5612
Fax: (503) 222-2283
Email: info@greenworkspc.com

VERIFY SCALE: DRAWINGS ARE TO SCALE BY BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park

City of Tigard
8440 SW STEVE STREET
TIGARD, OR 97223
503-718-2788
CARLA@TIGARD-OR.GOV

Submittal: LAND USE APPLICATION

Sheet Title: OVERALL SITE PLAN

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Date:	09/02/2025
Revisions:	
Drawn By:	SS/MM/MPL
Checked By:	PG
Job No.	200249.5
Approved:	BJ

G0.2

Sheet No. 3 of 39

G:\PROJECTS\200249.5 STEVE STREET PARK\02_PRODUCTION\01_CAD\01_PLOT SHEETS\200249_COVER.DWG

Hearing Date: March 3, 2026 Time: 6:30 PM

PLANNING COMMISSION RECOMMENDATION TO CITY COUNCIL FOR THE CITY OF TIGARD, OREGON

SECTION I. APPLICATION SUMMARY

FILE NAME:	**STEVE STREET PARK**
CASE NO.:	**COMPREHENSIVE PLAN MAP AMENDMENT CMA2025-0002**
PROPOSAL:	The applicant is requesting a Comprehensive Plan Map Amendment to remove Goal 5 safeharbor protection of 0.03 acres of Tigard significant wetlands in order to construct a pathway to access Steve Street Park.
APPLICANT:	City of Tigard Jeff Peck 13125 SW Hall Blvd Tigard, OR 97233
APPLICANT'S REP:	Winterbrook Planning Grace Coffey 610 SW Alder St Portland, OR 97205
OWNER:	Same as applicant
LOCATION:	8400 SW Steve St; WCTM 1S136CB Tax Lot 4402 and 8500 SW Spruce St; WCTM 1S136CB Tax Lot 4400
COMPREHENSIVE PLAN DESIGNATION:	Medium Density Residential
ZONE:	Parks and Recreation (PR) and RES-D
APPLICABLE PROVISIONS:	Statewide Planning Goals 1, 2, 5, 8, and 12; Metro's Urban Growth Management Functional Plan Title 8; Tigard Comprehensive Plan Policies 1.1.2, 1.2.1, 2.1.3, 2.1.8, 2.1.16, 2.1.22, 2.1.23, 5.1.1, 5.1.8, 5.1.10, 5.1.12, 6.2.1, 6.2.4, 8.1.2, 8.1.4, 8.1.17, 8.1.20, 11.1.1, 11.1.6, 11.4.2, 12.1.1, 12.1.2, 12.2.4, 12.4.1; and Tigard Community Development Code (TCDC) Chapters 18.110, 18.140, 18.510, 18.710, 18.790, 18.910, and 18.920.

SECTION II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends to the Tigard City Council **APPROVAL**, subject to conditions of approval, of the Comprehensive Plan Map Amendment as complying with all applicable comprehensive plan policies and map designations, Statewide Planning Goals, and Metro policies, and that the applicant has demonstrated adequate public services exist to serve the property at the intensity of the proposed zoning.

CONDITIONS OF APPROVAL

THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO COMMENCING ANY SITE WORK:

The applicant must prepare a cover letter and submit it, along with any supporting documents or plans that address the following requirements to the ENGINEERING DIVISION, ATTN: Buck Smith, Principal Engineer at (503) 718-2464 or Buck.Smith@tigard-or.gov. The cover letter must clearly identify where in the submittal the required information is found:

1. Improvements associated with public infrastructure including street and right-of-way dedication, utilities, grading, water quality and quantity facilities, streetlights, easements, easement locations, and utility connections must be designed in accordance with the following codes and standards:

    - City of Tigard Public Improvement Design Standards
    - Clean Water Services (CWS) Design and Construction Standards
    - City of Tigard Community Development Codes and Municipal Codes
    - Tualatin Valley Fire and Rescue (TVF&R) Fire Codes
    - Other applicable County, State, and Federal Codes and Standard Guidelines

2. Prior to commencing any site work, the applicant must obtain approval of a Public Facility Improvement (PFI) Permit to cover all improvements associated with public infrastructure work, including stormwater management facilities, or any other work in the public right-of-way. An Engineering cost estimate of improvements associated with public infrastructures including but not limited to street, street grading, utilities, stormwater quality and water quantity facilities, sanitary sewer, streetlights, and franchise utilities are required at the time of PFI permit submittal.

3. Prior to commencing any site work, the applicant must submit all right-of-way dedication documents, utility easements, public access easements, and maintenance agreements review and approval.

4. Prior to final acceptance, the applicant must record all applicable right-of-way dedication, public access, and utility easements including, but not limited to, for access, storm and surface water drainage, sanitary sewer, water, and franchise utilities and provide recorded copies to the City.

5. Prior to commencing any site work, the applicant must submit site plans and a final storm drainage report for approval indicating how run-off generated by the development will be

collected, conveyed, treated, and detained. The storm drainage report must be prepared and include a maintenance plan in accordance with CWS Design and Construction Standards and the City of Tigard Standards.

6. Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

7. Prior to commencing any site work, the applicant must provide a performance bond for all public improvements and stormwater treatment facilities associated with the development.

8. Prior to final building inspection, the applicant must request an inspection and obtain final approval from TVF&R.

9. Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

10. Prior to commencing any site work, the applicant must submit the exact legal name, address, and telephone number of the individual or corporate entity who will be designated as the "Permittee", and who will provide the financial assurance for the public improvements. Specify if the entity is a corporation, limited partnership, LLC, etc. and the state within which the entity is incorporated and provide the name of the corporate contact person.

11. Prior to commencing any site work, the applicant must submit a construction vehicle access and parking plan for approval. The purpose of this plan is for parking and traffic control during the public improvement construction phase. All construction vehicle parking must be provided onsite. Parking construction vehicles or equipment on adjacent residential public streets is prohibited. Construction vehicles include the vehicles of any contractor or subcontractor involved in the construction of site improvements or buildings proposed by this application and must include the vehicles of all suppliers and employees associated with the project.

12. Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard Stormwater Management (SWM) Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

13. Prior to commencing any site improvements, the applicant must obtain an Erosion & Sediment Control (ESC) permit from the City of Tigard. The City of Tigard will review and forward the plans to CWS for approval of the NPDES permit.

14. Prior to commencing any site work, the applicant must submit a final grading plan showing the existing and proposed contours for approval. The plan must detail the provisions for surface

drainage of all lots and show that they will be graded to ensure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Division. The design engineer must indicate areas that will have natural slopes between 10 percent and 20 percent, as well as areas that will have natural slopes in excess of 20 percent. This information will be necessary in determining if special grading inspections or permits will be necessary.

15. Prior to final acceptance, any monuments that are disturbed shall be replaced.

16. Prior to final acceptance, the developer's registered professional land surveyor must provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

SECTION III. BACKGROUND INFORMATION

Site Description:
The total project area is approximately 1.37 acres and is located at the north terminus of 84th Avenue and the west terminus of Steve St. The main property at 8400 SW Steve St is currently an undeveloped, relatively flat field but is proposed to be developed as a neighborhood park. It gently slopes down to the north to an existing wetland, identified as a significant wetland on the Tigard Wetland and Stream Corridors Map. This property is zoned Parks and Recreation (PR). The proposed pathway will connect from SW Steve St to the proposed park through a pedestrian and bicycle easement on the property directly north owned by the Japanese International Baptist Church, which is zoned RES-D. A tributary of Ash Creek runs through this property through the wetland. There is an existing informal soft surface path within the 50-foot wide wetland buffer identified in the City's Wetland and Stream Corridors map.

The surrounding area has been identified as a "gap area" in the Tigard Parks System Plan, which is an area where residents are not able to access a park or natural area within a 10-minute walk of where they live. The area around the proposed park is more racially diverse, contains more multi-family homes, and has lower average household incomes than Tigard as a whole, and is underserved in terms of access to parks. Land uses surrounding the project area include single- and multi-family residences and a church.

Proposed Request:
The proposed request is to construct an 8-foot wide pathway within the wetland and associated vegetated corridor to provide pedestrian and bicycle access to the park from SW Steve St. The proposed park includes the installation of paved paths and trails including a loop trail around the perimeter, the installation of a water quality facility in the northern portion of the park, and picnic and play areas.

The Tigard Local Wetland Inventory (LWI) depicts the wetland and wetland buffer in the northwest corner of the park property, extending off-site to the north and west, however an on-site wetland investigation in 2024 concluded that the wetland and wetland buffer occupy a larger portion of the north end of the property compared to the LWI. Accordingly, the proposed path is located within the delineated wetland buffer.

In order to construct the proposed pathway, a Comprehensive Plan Map Amendment is requested to remove protection from a total of approximately 0.03 acre (1,437 square feet) of locally significant wetlands and associated vegetated corridor. The amendment is supported by an environmental, social,

economic and energy (ESEE) analysis (Attachment 2). This comprehensive plan map change will allow for the construction of a facility that would otherwise be prohibited due to the location of existing locally significant wetlands. The proposed path is the only method for the park to connect to Steve Street and the northeast side of the park because wetlands cover the rest of the north side of the park. Additionally, formalizing the existing path will reduce the likelihood of users going off the path and trampling the remaining wetland buffer.

Mitigation for the proposed encroachment will include replacing the impacted vegetated corridor with 3,790 square feet of mitigation and improve the existing vegetated corridor from a "marginal and degraded" status to a "good" condition. Proposed park development also includes restoring approximately 18,500 square feet (30% of the total site) to natural area, which will provide critical wildlife habitat within a highly urbanized neighborhood. Restoration of a degraded wetland buffer will significantly improve both the quality and quantity of wildlife habitat. Removing non-native species and replanting with a variety of native plants, shrubs, and trees will provide year-round food sources and homes for this urban wildlife. The proposed mitigation and enhancement is detailed in the CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3) provided by the applicant.

Decision Process

The application is processed through a Type III-Modified procedure. The Planning Commission will make a recommendation to City Council on the proposed Comprehensive Plan Map Amendment. The Council may approve the amendment, approve with conditions, deny the amendment, or remand the amendment back to Planning Commission.

SECTION IV. PUBLIC COMMENTS

The Tigard Community Development Code requires that property owners within 500 feet of the subject site be notified of the proposal and be given an opportunity to provide comments prior to a decision being made. The Planning Commission hearing was scheduled for February 2, 2026. Staff mailed a Type III Notice of Public Hearing regarding this application to affected parties on January 13, 2026. The notice was posted at the project site on January 14, 2026. One written comment was received prior to the hearing in support of the project.

On February 2, 2026, the Tigard Planning Commission held a public hearing on this case, however no members of the public provided testimony.

SECTION V. SUMMARY OF APPLICABLE REVIEW CRITERIA

This section contains all of the applicable city, state, and Metro policies, provisions, and criteria that apply to the proposed comprehensive plan map amendment.

Statewide Planning Goals:

Goal 1: Citizen Involvement
Goal 2: Land Use Planning
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 8: Recreational Needs
Goal 12: Transportation

METRO Functional Plan:

Title 8: Compliance Procedures

City of Tigard Comprehensive Plan:

Chapter 1: Citizen Involvement, Policies 1.1.2 and 1.2.1
Chapter 2: Land Use Planning, Policies 2.1.3, 2.1.8, 2.1.16, 2.1.22, 2.1.23
Chapter 5: Natural Resources, Areas and Open Spaces, Policies 5.1.1, 5.1.8, 5.1.10, 5.1.12
Chapter 6: Air, Water and Land Resources Quality, Policies 6.2.1, 6.2.4
Chapter 8: Recreational Needs, Policies 8.1.2, 8.1.4, 8.1.17, 8.1.20
Chapter 11: Public Facilities and Services, Policies 11.1.1, 11.1.6, 11.4.2
Chapter 12: Transportation, 12.1.1, 12.1.2, 12.2.4, 12.4.1

Tigard Community Development Code

18.110 Residential Zones
18.140 Parks and Recreation Zone
18.510 Sensitive Lands
18.710 Land Use Review Procedures
18.790 Text and Map Amendments
18.910 Improvement Standards
18.920 Access, Egress, and Circulation

SECTION VI. APPLICABLE CRITERIA, FINDINGS, AND CONCLUSIONS

The following subsections address only the criteria applicable to this decision.

Statewide Planning Goals

Goal 1 – Citizen Involvement:
This goal outlines the citizen involvement requirement for the land use planning process, including the adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

FINDING: Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the planning process. Several opportunities for participation are built into the Comprehensive Plan Map amendment process, including public hearing notification requirements pursuant to Chapter 18.710 of the Tigard Community Development Code. This goal is satisfied.

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

FINDING: The Department of Land Conservation and Development (DLCD) has acknowledged the city's Comprehensive Plan as being consistent with the statewide planning goals. The Development Code implements the Comprehensive Plan. The Development Code establishes a process and standards to review changes to the Tigard Development Code in compliance with the Comprehensive Plan and other applicable state requirements. As discussed within this report, the applicable Development Code process and standards have been applied to the proposed amendment, and the intent of these amendments are to meet the requirement of state law, administrative rules, and the Statewide Planning Goals. This goal is satisfied.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:
This goal outlines how cities must protect, inventory, and plan for natural and historic resources including waterways, groundwater, wildlife habitat, and trails.

FINDING: The applicant conducted an inventory of natural resources in the project area in compliance with this goal as well as an ESEE analysis (Exhibit 3) prepared in compliance with OAR 60-23-040, to justify removal of Goal 5 protection from approximately 1,437 square feet (0.03 acre) of significant wetlands and vegetated corridor on the subject properties. The project has been designed to avoid and minimize impacts to natural resources including waterways, groundwater, wildlife habitat, and trails to the greatest extent practicable and will provide on-site mitigation to ensure no net loss of significant functions and values. This goal is satisfied.

Goal 8 – Recreation:
This goal requires local governments to plan for the recreation needs of their residents and visitors.

FINDING: The Tigard Parks and Recreation System Plan includes the recommendation to develop the subject site as a park to serve a densely populated area that is currently isolated from other parks. The project has been designed to fulfill this recommendation and the proposed pathway will provide a connection that will allow nearby residents to easily access the park. This goal is satisfied.

Goal 12 – Transportation:
This goal outlines how each city must develop a transportation system plan that considers all modes of transportation.

FINDING: The project will pave an existing informal path to provide ADA-compliant pedestrian park access to Steve Street. Consistency with the city's Transportation goals and policies is discussed later in this report under applicable policies of the Tigard Comprehensive Plan. This goal is satisfied.

CONCLUSION: Based on the above analysis, all statewide goals have been fully met.

<u>METRO Urban Growth Management Functional Plan</u>
Title 8: Compliance Procedures
The purposes of this chapter are to establish a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements.

FINDING: This title has been met by complying with the Tigard Development Code notice requirements set forth in Section 18.710.080 (Type III-Modified Procedure). On January 13, 2026, notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On January 26, 2026, the proposal was posted on the City's web site. On January 14, 2026, the site was posted with a notice board. On January 26, 2026, the staff report was made available. 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 title is satisfied.

CONCLUSION: As shown in the analysis above, the proposal is in compliance with all applicable Titles of Metro's Urban Growth Management Functional Plan.

City of Tigard Comprehensive Plan
Goal 1: Citizen Involvement
Goal 1.1
Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2 **The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.**

FINDING: Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the planning process. Several opportunities for participation are built into the Comprehensive Plan amendment process, including public hearing notification requirements pursuant to Chapter 18.710 of the Tigard Community Development Code. This policy is met.

Goal 1.2
Ensure all citizens have access to:
A. opportunities to communicate directly to the City; and
B. information on issues in an understandable form

Policy 1 **The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.**

FINDING: The applicant held a neighborhood meeting on December 10, 2024. On January 13, 2026, a public hearing notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On January 26, 2026, the proposal was posted on the City's web site. On January 14, 2026, the site was posted with a notice board. On January 26, 2026 the staff report was made available. This policy is met.

Goal 2: Land Use Planning
Goal 2.1
Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative foundation of Tigard's land use planning program.

Policy 3 **The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.**

FINDING: The project was designed in coordination with the applicable affected City agencies including the Public Works, Community Development, and Parks & Recreation departments, in addition to Clean Water Services and the Department of State Lands. A request for comments was sent to applicable outside agencies, whose comments are included as Attachment 3. Additionally, notice of this application was provided to the Oregon Department of Land Conservation and Development (DLCD) 35 days prior to the first evidentiary hearing on this application. This policy is met.

Policy 8 **The City shall require that appropriate public facilities are made available, or committed, prior to development approval and are constructed prior to, or concurrently with, development occupancy.**

FINDING: There are existing sanitary sewer and storm lines under the proposed path and an existing water line that serves the site. The stormwater facility will be designed and constructed to meet CWS Design and Construction Standards for stormwater treatment and detention. Further compliance will be demonstrated at the time of the applicant's Public Facility Improvement (PFI) permit submittal. This policy is met.

Policy 16 **The City may condition the approval of a Plan/Zoning map amendment to assure the development of a definite land use(s) and per specific design /development requirements.**

FINDING: This application includes specific development plans meeting CWS and city standards. Conditions of approval will be included with the decision. This policy is met.

Policy 22 **The City shall identify, designate, and protect natural resources as part of its land use program.**

FINDING: The City has identified significant wetlands within its "Wetlands and Streams Corridors Map" and has also adopted Goal 5 protections within TDC 18.510 for sensitive lands, including significant wetlands and riparian areas associated with a number of waterways. The applicant is following the correct procedures to request approval of impacts to these natural resource areas. As described in more detail within the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3), the applicant is proposing on-site mitigation in order to ensure no net loss of significant functions and values. This policy is met.

Policy 23 **The City shall require new development, including public infrastructure, to minimize conflicts by addressing the need for compatibility between it and adjacent existing and future land uses.**

FINDING: The proposed pathway will minimize conflict and is compatible with the adjacent existing and future uses. The site is currently surrounded by mainly residential uses in addition to a church on the parcel to the north. These uses will be better served by more connected pedestrian infrastructure and park improvements. This policy is met.

Goal 5: Natural Resources, Areas and Open Spaces
Goal 5.1
Protect natural resources and the environmental and ecological functions they provide and, to the extent feasible, restore natural resources to create naturally functioning systems and high levels of biodiversity.

Policy 1 **The City shall protect and, to the extent feasible, restore natural resources in a variety of methods to: A. contribute to the City's scenic quality and its unique sense of place; B. provide educational opportunities, recreational amenities, and buffering between**

differential land uses; C. maximize natural resource functions and services including fish and wildlife habitat and water quality; and D. result in healthy and naturally functioning systems containing a high level of biodiversity.

FINDING: The north side of Steve Street Park is constrained by wetland natural resources and the associated buffer, offering no way to avoid the wetland buffer while still providing a connection to Steve Street. The applicant has designed the project to avoid and minimize impacts to natural resources to the greatest extent practicable. The applicant will provide compensatory mitigation to ensure no net loss of significant functions and value, as described in the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3). The proposed pathway that serves the new park will provide better access to recreational amenities that are currently lacking in the area Additionally, the proposed stormwater facility will ensure a greater volume of stormwater runoff is adequately treated prior to being discharged, resulting in a healthier fish and wildlife habitat and greater water quality. This policy is met.

Policy 8 **The City shall protect and, to the extent feasible, restore the diverse ecological and non-ecological functions and services of streams, wetlands, and associated riparian corridors.**

FINDING: As described within the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3), the applicant is incorporating mitigation measures to ensure the replacement of the functions and values of impacted resources. Further, as described throughout the submitted narrative and associated documents, the applicant has carefully designed the project to avoid and minimize impacts to the significant wetlands areas to the maximum extent practicable. This policy is met.

Policy 10 **The City shall complete a baseline inventory of significant natural resources and update or improve it as necessary, such as at the time of Comprehensive Plan Periodic Review, changes to Metro or State programs, or to reflect changed conditions, circumstances, and community values.**

FINDING: The City has conducted an inventory of natural resources in compliance with Statewide Planning Goal 5. The applicant is proposing amendments to the City's "Wetlands and Streams Corridors Map", a component of the Tigard Comprehensive Plan, in order to permit impacts to significant wetlands areas as described throughout this narrative and the associated documents submitted with the application. On approval of this request, the ESEE analysis will be incorporated by reference into the Tigard Comprehensive Plan, and the "Wetlands and Streams Corridors Map" will be amended to remove the area from the inventory. This policy is met.

Policy 12 **The City shall develop and implement standards and procedures that mitigate the loss of natural resource functions and services, with priority given to protection over mitigation.**

FINDING: The location of the park property is constrained by natural resources and offers limited opportunity to avoid the wetland and vegetated corridor while still providing a pedestrian connection at the north boundary of the park. The applicant has designed the project to avoid and minimize impacts to

natural resources to the greatest extent practicable and will provide on-site mitigation to ensure no net loss of significant functions and values. This policy is met.

Goal 6: Air, Water, and Land Resources Quality
Goal 6.2
Ensure land use activities protect and enhance the community's water quality.

Policy 1 **The City shall require that all development complies with or exceeds regional, state, and federal standards for water quality.**

FINDING: As described in the preliminary stormwater report (Exhibit 9), the applicant is proposing a new stormwater management facility designed to meet CWS's Design and Construction Standards that will meet CWS requirements for stormwater treatment and detention for the project area. These stormwater improvements will ensure a greater volume of stormwater runoff is adequately treated prior to being discharged, which will contribute to improved water quality. This policy is met.

Policy 4 **The City shall protect, restore, and enhance, to the extent practical, the natural functions of stream corridors, trees, and water resources for their positive contribution to water quality.**

FINDING: As described within the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3), the applicant is incorporating mitigation measures to ensure the replacement of the functions and values of impacted resources. The applicant has designed the project to avoid and minimize impacts to significant wetlands to the maximum extent practicable. This policy is met.

Goal 8: Recreational Needs
Goal 8.1
Provide a wide variety of high quality park and open spaces for all residents, including both:

A. developed areas with facilities for active recreation; and
B. undeveloped areas for nature-oriented recreation and the protection and enhancement of valuable natural resources within the parks and open space system.

Policy 2 **The City shall preserve and, where appropriate, acquire and improve natural areas located within a half mile of every Tigard resident to provide passive recreational opportunities.**

FINDING: The City of Tigard purchased the subject property in 2010 to provide a park in an underserved area of the city. Neighborhood parks are intended to provide a variety of active and passive recreational opportunities for all age groups. Developing an accessible pathway near the wetland will provide the opportunity for passive recreational activities near the park's natural areas in addition to providing access to the active recreation activities provided in the rest of the park. The policy is met.

Policy 4 **The City shall endeavor to develop neighborhood parks [or neighborhood park facilities within other parks, such as a linear park] located within a half mile of every resident to provide access to active and passive recreation opportunities for residents of all ages.**

FINDING: The overall purpose of the project is to provide a new park to a neighborhood of approximately 600 residents of Tigard, in an area identified in the Parks and Recreation System Plan as lacking a park within a 10-minute walk of its residents. The proposed pathway will allow access to active

and passive recreational opportunities consistent with this policy. This policy is met.

Policy 17 **The City shall maintain and manage its parks and open space resources in ways that preserve, protect, and restore Tigard's natural resources, including rare, or state and federally listed species, and provide "Nature in the City" opportunities.**

FINDING: Natural resources within the proposed park area were carefully evaluated by the applicant's consultant, and significantly more protected resources were identified than originally mapped. The proposed location of the pathway provides the alignment with the least possible impact on natural resources while retaining park accessibility. The minor impacts are proposed to be mitigated as shown in the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3). The proposal preserves, protects, and restores natural resources while providing "Nature in the City" opportunities, directly implementing this policy. This policy is met.

Policy 20 **The City shall continue to improve access to neighborhood parks and other facilities in order to serve all citizens, regardless of ability.**

FINDING: People with mobility limitations are currently unable to access the Steve Street Park property from the north. The proposed path will be fully accessible to everyone, including those reliant on wheeled devices. The proposal improves access to a neighborhood park to serve all citizens, regardless of ability. This policy is met.

Goal 11: Public Facilities and Services
Goal 11.1
Develop and maintain a stormwater system that protects development, water resources, and wildlife habitat.

Policy 1 **The City shall require that all new development:**

A. construct the appropriate stormwater facilities or ensure construction by paying their fair share of the cost;
B. comply with adopted plans and standards for stormwater management; and
C. meet or exceed regional, state, and federal standards for water quality and flood protection

FINDING: As described in the stormwater report submitted with the application (Exhibit 9), the applicant is proposing a new stormwater management facility that will meet CWS requirements for stormwater treatment and detention for the project area. The proposed stormwater improvements will meet or exceed regional, state, and federal standards and will ensure a greater volume of stormwater runoff is adequately treated prior to being discharged, which will contribute to improved water quality. This policy is met.

Policy 6 **The City shall maintain streams and wetlands in their natural state, to the extent necessary, to protect their stormwater conveyance and treatment functions.**

FINDING: The project's design will require impacts to significant wetlands areas. However, the project will incorporate mitigation measures to assure the replacement of the functions and values of the impacted resources, as described in greater detail within the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3). This policy is met.

Goal 11.4
Maintain adequate public facilities and services to meet the health, safety, education, and leisure needs of all Tigard residents.

Policy 2 **The City shall continue to develop and maintain a Capital Improvement Plan to help provide for the orderly provision of public facilities and services.**

FINDING: The proposed project has been identified on the Tigard Capital Improvement Plan (CIP) as project #92064. The infrastructure needs identified through the CIP are necessary for the orderly provision of public facilities and services and are critical to the economy of Tigard and the region. The proposed project supports this policy by delivering a project identified on the City's CIP. This policy is met.

Goal 12: Transportation
Goal 12.1
Provide a safe, comfortable, and connected transportation system for all users, especially pedestrians and other vulnerable users.

Policy 1 **The City shall prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, and accessibility, as well as the associated costs and impacts.**

FINDING: The proposal delivers a transportation project identified on the city's CIP that provides numerous community benefits. The project was identified on the CIP as being critical to the economy of Tigard by maintaining safe access to jobs, schools, and essential services. This policy is met.

Policy 2 **The City shall design, maintain, enhance, and invest in a transportation system that emphasizes multi-modal travel options for all types of land uses.**

FINDING: The project benefits the community by providing a new park to an area with a population that is currently underserved and more racially diverse and economically challenged than the rest of the city. The ADA-accessible pathway will allow these residents to safely and easily access the park in a variety of ways. Allowing and encouraging pedestrian connections will reduce dependence on vehicle access to the park, reducing Vehicle Miles Traveled (VMT) and reducing the carbon footprint in the area. This policy is met.

Goal 12.2
Support environmental and community health by reducing our carbon footprint, minimizing impacts to natural resources, and addressing unequal health impacts/outcomes of our transportation system on low-income communities and communities of color.

Policy 4 **The City shall mitigate impacts to the natural environment associated with proposed transportation construction or reconstruction projects.**

FINDING: The project will require impacts to significant wetlands areas. However, the project will incorporate mitigation measures to assure the replacement of the functions and values of the impacted resources, as described in greater detail within the applicant's CWS service provider letter (Exhibit 5) and ESEE analysis (Exhibit 3). The applicant has carefully designed the project to avoid and minimize impacts to these areas to the maximum extent practicable. Despite impacts to these areas, the project supports this policy by providing an ADA-accessible pathway for pedestrians and cyclists to access the park. This has the overall impact of supporting alternative transportation methods and reducing Tigard's carbon footprint, creating a more environmentally healthy community. This policy is met.

Goal 12.4
Create livable neighborhoods that are designed to improve multimodal connections while discouraging unsafe interactions.

Policy 1 **The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.**

FINDING: The project includes a new park, which will increase livability in the neighborhood and the proposed pathway will improve multimodal connections that allow for efficient circulation in the area by providing access at both the north and south ends of the park. This policy is met.

CONCLUSION: As shown in the analysis above, the proposal complies with all applicable policies of the Tigard Comprehensive Plan.

18.110 RESIDENTIAL ZONES
18.110.030 Land Use Standards
A. General provisions. A list of allowed, restricted, conditional, and prohibited uses in residential zones is provided in Table 18.110.2.

FINDING: A portion of the proposed pathway is located within a bicycle and pedestrian access easement within the residentially-zoned property at 8500 SW Spruce St. No design standards apply to the pathway, however the sensitive lands standards do apply.

18.140 PARKS AND RECREATION ZONE
18.140.030 Other Zoning Regulations
Sites with overlay zones, plan districts, inventoried hazards, or sensitive lands are subject to additional regulations. Specific uses or developments may also be subject to regulations as provided elsewhere in this title.

FINDING: The project area contains sensitive lands that are proposed to be impacted by the proposed improvements, including significant wetlands, floodplain, and vegetated corridors. The applicable provisions of Chapter 18.510 Sensitive Lands are addressed later in this report.

18.140.040 Land Use Standards
A. General provisions. A list of allowed, restricted, conditional, and prohibited uses in the PR zone is provided in Table 18.140.1. If a use category is not listed, see Section 18.60.030.

FINDING: The proposed park furnishings and pathway are allowed development associated with a "Government Services" use in the PR zone. No site development review is required and no development standards apply to the proposed pathway or park improvements.

18.510 SENSITIVE LANDS

18.510.020 Applicability

A. CWS stormwater connection permit. All proposed development must obtain a stormwater connection permit from CWS in compliance with its design and construction standards.

FINDING: The applicant submitted a standard site assessment to CWS and a Service Provider Letter (CWS File No. 24-002783) was issued. The applicant will obtain the necessary stormwater connection permit. This standard is met.

18.510.050 General Provisions for Wetlands

A. Code compliance requirements. Wetland regulations apply to those areas classified as significant on the City of Tigard "Wetland and Streams Corridors Map," and to a vegetated corridor ranging from 25 to 200 feet wide, measured horizontally, from the defined boundaries of the wetland, as provided in "Table 3.1, Vegetated Corridor Widths," and "Appendix C, Natural Resource Assessments," of the CWS "Design and Construction Standards." Wetland locations may include but are not limited to those areas identified as wetlands in "Wetland Inventory and Assessment for the City of Tigard, Oregon," Fishman Environmental Services, 1994.

FINDING: The project area contains a wetland, as depicted in the applicant's Natural Resources Assessment (Exhibit 4, Figure 4) and on the preliminary plan set (Exhibit 11, Sheet G0.2) which is identified as a significant wetland on the City of Tigard "Wetland and Streams Corridors Map". There is a vegetated corridor measured 50 feet horizontally from the delineated wetland boundary as specified in CWS Design and Construction Standards. The boundaries have been field verified by the applicant's consultant, Environmental Science Associates.

B. Delineation of wetland boundaries. Precise boundaries may vary from those shown on wetland maps; specific delineation of wetland boundaries may be necessary. Wetland delineation will be done by qualified professionals at the applicant's expense.

FINDING: A wetland delineation was provided by the applicant and is included in the applicant's Natural Resources Assessment (Exhibit 4). The wetland delineation was prepared by a team of qualified professionals, including wetland scientists and ecologists. The applicant has submitted the wetland delineation report to the Oregon Department of State Lands (DSL) for concurrence.

18.510.070 Sensitive Lands Applications.

A. Approval required. An applicant, who wishes to develop within a sensitive area, as defined in this chapter, must obtain approval in certain situations. Depending on the nature and intensity of the proposed activity within a sensitive area, either a Type II or Type III review is required, as provided in Subsections 18.510.020.F and G. The approval criteria for different types of sensitive areas are provided in Subsections 18.510.070.B–E.

FINDING: The proposal includes ground disturbance in the significant wetland area and the associated vegetated corridor; therefore a Type III review is required.

18.510.080 Special Provisions within Locally Significant Wetlands and Along the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek

A. In order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 666-023-0030) pertaining to wetlands, all wetlands classified as significant on the City of Tigard "Wetlands and Streams Corridors Map" are protected. No land form alterations or developments are allowed within or partially within a significant wetland, except as allowed or approved in compliance with Section 18.510.100.

FINDING: The subject property includes wetlands that are identified as significant wetlands on the City of Tigard "Wetlands and Stream Corridors" map and are, therefore, protected. The applicant has applied for the Plan Amendment Option in Section 18.510.100 to remove Goal 5 protection from 1,437 square feet (0.03 acre) of significant wetlands to allow the proposed pathway.

B. In order to address the requirements of Statewide Planning Goal 5 (Natural Resources) and the safe harbor provisions of the Goal 5 administrative rule (OAR 660-023-0030) pertaining to riparian corridors, a standard setback distance or vegetated corridor area, measured horizontally from and parallel to the top of the bank, is established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek.

5. The standard setback distance or vegetated corridor area applies to all development proposed on property located within or partially within the vegetated corridors, except as allowed below:

a. Roads, pedestrian or bike paths crossing the vegetated corridor from one side to the other in order to provide access to the sensitive area or across the sensitive area, as approved by the city in compliance with Section 18.510.070 and by CWS "Design and Construction Standards";

b. Utility or service provider infrastructure construction (i.e. storm, sanitary sewer, water, phone, gas, cable, etc.), if approved by the city and CWS;

c. A pedestrian or bike path, not exceeding 10 feet in width and in compliance with the CWS "Design and Construction Standards";

d. Grading for the purpose of enhancing the vegetated corridor, as approved by the city and CWS;

e. Measures to remove or abate hazards, nuisances, or fire and life safety violations, as approved by the regulating jurisdiction;

f. Enhancement of the vegetated corridor for water quality or quantity benefits, fish, or wildlife habitat, as approved by the city and CWS;

g. Measures to repair, maintain, alter, remove, add to, or replace existing structures, roadways, driveways, utilities, accessory uses, or other developments provided they are in compliance with city and CWS regulations, and do not encroach further into the vegetated corridor or sensitive area than allowed by the CWS "Design and Construction Standards."

FINDING: The project consists of an 8-foot wide pedestrian and bike pathway designed in compliance with CWS "Design and Construction Standards." Therefore, the standard setback and vegetated corridor area associated with Ash Creek do not apply.

18.510.100 Plan Amendment Option

A. Comprehensive plan amendment. Any owner of property affected by the Goal 5 safeharbor (1) protection of significant wetlands or (2) vegetated areas established for the Tualatin River, Fanno Creek, Ball Creek, and the South Fork of Ash Creek may apply for a comprehensive plan amendment as provided in Chapter 18.790, Text and Map Amendments. This amendment must be based on a specific development proposal. The effect of the amendment would be to remove Goal 5 protection from the property, but not to remove the requirements related to the CWS Stormwater Connection Permit, which must be addressed separately through an alternatives analysis, as described in Section 3.02.5 of the CWS "Design and Construction Standards." The applicant must demonstrate that such an amendment is justified by either of the following:

B. ESEE analysis. The applicant may prepare an environmental, social, economic and energy (ESEE) consequences analysis prepared in compliance with OAR 660-23-040.

FINDING: The applicant has chosen to demonstrate the amendment is justified through an ESEE analysis, rather than a demonstration that the wetlands are not significant. The applicant submitted an ESEE analysis dated August 2025 (Exhibit 3) prepared in compliance with OAR 60-23-040 to justify removal of Goal 5 protection from approximately 1,437 square feet (0.03 acre) of significant wetlands and associated vegetated corridor on the subject property.

1. **The analysis must consider the ESEE consequences of allowing the proposed conflicting use, considering both the impacts on the specific resource site and the comparison with other comparable sites within the Tigard Planning Area;**

FINDING: As described in the ESEE analysis (Exhibit 3), the applicant has considered the consequences of allowing the proposed conflicting use, in this case the proposed pathway, and considered the impacts on the specific resource site as well as other comparable sites within Tigard. As described in the applicant's analysis, the consequences of allowing the proposed conflicting use provide a net positive benefit by providing access to a park in an underserved area. Since the proposal is specific to providing access to the park, there are no comparable sites within the Tigard Planning Area that can provide an alternative site with fewer impacts. This standard is met.

2. **The ESEE analysis must demonstrate to the satisfaction of the city council that the adverse economic consequences of not allowing the conflicting use are sufficient to justify the loss, or partial loss, of the resource;**

FINDING: The ESEE analysis provided by the applicant demonstrates that the economic consequences of not allowing the conflicting use would be negative. As stated in the analysis:

"*There may be slightly negative economic impacts of increasing park maintenance costs in the pathway area due to lack of paving. There is an opportunity cost in not providing an accessible pathway to Steve Street Park, as a key purpose of park development is to provide a neighborhood park in an identified Gap Area within a 10-minute walk of residents. If the pathway is not built and a park is not provided within a 10-minute walk of the residents, other park facilities may need to be acquired and built to meet this need. Supporting plans, including the Tigard Parks and Recreation*

System Plan, the Washington Square Regional Plan, and the Capital Improvement Plan, relying on the Steve Street path to meet gap area needs would potentially need costly revisions. Economic benefits identified from Steve Street Park development (identified in the Washington Square Regional Plan and described in the Metro Local Share grant application) would be compromised.

Prohibiting the conflicting use would result in negative economic consequences from increased park maintenance costs and the need to acquire different park lands to meet the goals of various city plans. Alternatively, allowing path development would have positive economic consequences by supporting a project identified as a priority in various city plans (Tigard Parks and Recreation System Plan, Capital Improvement Plan, and Washington Square Regional Plan) and funded by parks bond money and Metro grant funding. The path would serve an important function by providing a pedestrian connection to the north, making the park more accessible to surrounding currently underserved residents. It would also provide access to the Washington Square Regional Center, which has a concentration of jobs and retail.

Overall, the economic impacts of allowing development of the path are positive and are aligned with the City's funding priorities and long-term planning efforts. This standard is met.

3. **In particular, ESEE analysis must demonstrate why the use cannot be located on buildable land, consistent with the provisions of this chapter, and that there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use;**

FINDING: The conflicting use (8-foot wide pathway) is an improvement that serves a critical function of connecting nearby residents to the park. The installation of a path to Steve Street can only occur in the wetland buffer area as nowhere else on the site can provide access to Steve Street and the rest of the northern part of the park is covered in significant wetland areas. The project is specific in location, therefore there are no other sites within the Tigard Planning Area that can meet the specific needs of the proposed use. This standard is met.

4. **The ESEE analysis must be prepared by a team consisting of a wildlife biologist or wetlands ecologist and a land use planner or land use attorney, all of whom are qualified in their respective fields and experienced in the preparation of Goal 5 ESEE analysis;**

FINDING: A qualified team consisting of land use planners and environmental scientists, all qualified in their respective fields with experience compiling such analyses, prepared the ESEE analysis submitted with this application as Exhibit 3. This standard is met.

5. **If the application is approved, then the ESEE analysis must be incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" be amended to remove the site from the inventory.**

FINDING: On approval of this request, the ESEE analysis will be incorporated by reference into the Tigard Comprehensive Plan, and the "Tigard Wetland and Stream Corridor Map" will be amended to remove the site from the inventory.

18.790 TEXT AND MAP AMENDMENTS

A. Approval process.

2. A quasi-judicial comprehensive plan map amendment application is processed through a Type III-Modified procedure, as provided in Section 18.710.090, which is decided by the City Council with a recommendation by Planning Commission.

FINDING: The applicant is proposing to impact sensitive lands, including a significant wetland and the associated vegetated corridor to allow the proposed pathway. Per Section 18.510.100, this protection can only be removed through a comprehensive plan map amendment. As such, this application is being reviewed through the Type III-Modified procedure.

B. Approval criteria. A recommendation or decision for a quasi-judicial zoning map amendment or quasi-judicial comprehensive plan amendment will be based on the following:

1. Demonstration of compliance with all applicable comprehensive plan policies and map designations; and

FINDING: The proposal demonstrates compliance with all applicable comprehensive plan policies and map designations, as described above.

2. Demonstration that adequate public services exist to serve the property at the intensity of proposed zoning. Factors to consider include the projected service demands of the property, the ability of the existing and proposed public services to accommodate the future use, and the characteristics of the property and development proposal, if any.

FINDING: The proposed project will allow the construction of a pathway to serve a new park. Park improvements are proposed within the project area, including a new stormwater management facility, play equipment, picnic tables, and drinking fountain. Sanitary sewer and storm lines already run underneath the proposed pathway area. No bathrooms are proposed as it is a neighborhood park expected to serve nearby residents. Rather than increasing demand on public facilities, the proposed project is adding public facilities in order to meet current public demand. The proposed amendments to the comprehensive plan in order to remove the "significant" designation from wetlands and vegetated corridor areas impacted by the project will have minimal impact on public services or demand for public services. This criterion is met.

18.910 IMPROVEMENT STANDARDS

18.910.030 Streets

A. Improvements.

1. **No development shall occur unless the development has frontage or approved access to a public street.**
2. **No development shall occur unless streets within the development meet the standards of this chapter.**
3. **No development shall occur unless the streets adjacent to the development meet the standards of this chapter, provided, however, that a development may be approved if the adjacent street does not meet the standards but half-street improvements meeting the standards of this chapter are constructed adjacent to the development.**

4. **Any new street or additional street width planned as a portion of an existing street shall meet the standards of this chapter.**

The proposal is for a new park located at the end of SW 84th Avenue, which is classified as a local street. The subject property does not front SW Steve Street, but the development shows that a sidewalk will extend from the north end of the park, across the southeast corner of the property to the north (8500 SW Spruce Street), then connecting to the existing sidewalks along SW Steve Street, which is also classified as a local street. Both streets are fully developed and additional widening or right-of-way dedication is not necessary. However, the construction of public sidewalks on 8500 SW Spruce Street will require a public access easement or right-of-way dedication. This standard is met.

B. <u>Creation of rights-of-way for streets and related purposes</u>. Rights-of-way shall be created through the approval of a final plat; however, the council may approve the creation of a street by acceptance of a deed, provided that such street is deemed essential by the council for the purpose of general traffic circulation.

1. **The council may approve the creation of a street by deed of dedication without full compliance with the regulations applicable to subdivisions or partitions if any one or more of the following conditions are found by the council to be present:**
   a. **Establishment of a street is initiated by the council and is found to be essential for the purpose of general traffic circulation, and partitioning or subdivision of land has an incidental effect rather than being the primary objective in establishing the road or street for public use; or**
   b. **The tract in which the road or street is to be dedicated is an isolated ownership of 1 acre or less and such dedication is recommended by the commission to the council based on a finding that the proposal is not an attempt to evade the provisions of this title governing the control of subdivisions or partitions**
   c. **The street is located within the mixed use central business district (MU-CBD) zone and has been identified on Figures 5-14A through 5-14I of the City of Tigard 2035 Transportation System Plan as a required connectivity improvement.**
2. **With each application for approval of a road or street right-of-way not in full compliance with the regulations applicable to the standards, the proposed dedication shall be made a condition of subdivision and partition approval.**
   a. **The applicant shall submit such additional information and justification as may be necessary to enable the commission in its review to determine whether or not a recommendation for approval by the council shall be made.**
   b. **The recommendation, if any, shall be based upon a finding that the proposal is not in conflict with the purpose of this title.**
   c. **The commission in submitting the proposal with a recommendation to the council may attach conditions which are necessary to preserve the standards of this title.**
3. **All deeds of dedication shall be in a form prescribed by the city and shall name "the public" as grantee.**

Frontage improvements along SW 84th Avenue and SW Steve Street will not require right-of-way dedication, but the public pedestrian walkway going through 8500 SW Spruce Street will require right-of-way dedication or a public pedestrian access easement. With the following conditions of approval, these standards are met:

- Prior to commencing any site work, the applicant must submit all right-of-way dedication documents, utility easements, public access easements, and maintenance agreements review and approval.

- Prior to final acceptance, the applicant must record all applicable right-of-way dedication, public access, and utility easements including, but not limited to, for access, storm and surface water drainage, sanitary sewer, water, and franchise utilities and provide recorded copies to the City.

With conditions of approval, this standard is met.

C. Creation of access easements. The approval authority may approve an access easement established by deed without full compliance with this chapter provided such an easement is the only reasonable method by which a lot large enough to develop can be created.
1. **Access easements shall be provided and maintained in compliance with the Oregon Fire Code, Section 503.**
2. **Access shall be in compliance with Subsections 18.920.030.H, I, and J.**

The proposal does not require an access easement. This standard does not apply.

D. Street location, width and grade. Except as noted below, the location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:
1. **Street grades shall be approved by the City Engineer in compliance with Subsection 18.910.030.N; and**

The proposed development is adjacent to SW 84th Avenue and SW Steve Street Existing streets and the street grades will remain unchanged. This standard does not apply.

2. **Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:**
   a. **Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or**
   b. **Conform to a plan adopted by the commission, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.**

The plans show the location of all existing streets. The plans submitted indicate the final design will comply with standards design requirements for the cross section, width, and grade. This standard is met.

E. Minimum rights-of-way and street widths. Unless otherwise indicated on an approved street plan, or as needed to continue an existing improved street or within the Tigard Downtown Plan District, street right-of-way and roadway widths shall not be less than the

minimum width described below. Where a range is indicated, the width shall be determined by the decision-making authority based upon anticipated average daily traffic (ADT) on the new street segment. (The city council may adopt by resolution, design standards for street construction and other public improvements. The design standards will provide guidance for determining improvement requirements within the specified ranges.) These are provided in Table 18.910.1.

The approval authority shall make its decision about desired right-of-way width and pavement width of the various street types within the subdivision or development after consideration of the following:

1. **The type of road as provided in the comprehensive plan transportation chapter - functional street classification.**
2. **Anticipated traffic generation.**
3. **On-street parking needs.**
4. **Sidewalk and bikeway requirements.**
5. **Requirements for placement of utilities.**
6. **Street lighting.**
7. **Drainage and slope impacts.**
8. **Street tree location.**
9. **Planting and landscape areas.**
10. **Safety and comfort for motorists, bicyclists, and pedestrians.**
11. **Access needs for emergency vehicles.**

The site has frontage on SW 84th Avenue and SW Steve Street. Both streets are fully developed and street widening nor right-of-way dedication is required. This standard does not apply.

F. <u>Future street plan and extension of streets</u>.

1. **A future street plan shall:**
   a. **Be filed by the applicant in conjunction with an application for a subdivision or partition. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other lots within 530 feet surrounding and adjacent to the proposed land division. At the applicant's request, the city may prepare a future streets proposal. Costs of the city preparing a future streets proposal shall be reimbursed for the time involved. A street proposal may be modified when subsequent subdivision proposals are submitted.**
   b. **Identify existing or proposed bus routes, pullouts or other transit facilities, bicycle routes and pedestrian facilities on or within 530 feet of the site.**

A subdivision or partition is not proposed. This standard does not apply.

2. **Where necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed, and**
   a. **These extended streets or street stubs to adjoining properties are not considered to be cul-de-sac since they are intended to continue as through streets at such time as the adjoining property is developed.**

b. **A barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the City Engineer, the cost of which shall be included in the street construction cost.**
c. **Temporary hammerhead turnouts or temporary cul-de-sac bulbs shall be constructed for stub street in excess of 150 feet in length.**

Street extension or cul-de-sacs are not proposed or deemed necessary. This standard does not apply.

G. Street spacing and access management. Refer to 18.920.030.H.

Street spacing and access management is discussed under Chapter 18.920, Access, Egress, and Circulation.

H. Street alignment and connections.

1. **Full street connections with spacing of no more than 530 feet between connections is required except where prevented by barriers such as topography, railroads, freeways, pre-existing developments, lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections. A full street connection may also be exempted due to a regulated water feature if regulations would not permit construction.**
2. **All local, neighborhood routes and collector streets which abut a development site shall be extended within the site to provide through circulation when not precluded by environmental or topographical constraints, existing development patterns or strict adherence to other standards in this code. A street connection or extension is considered precluded when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15 percent for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the constraint precludes some reasonable street connection.**
3. **Proposed street or street extensions shall be located to provide direct access to existing or planned transit stops, commercial services, and other neighborhood facilities, such as schools, shopping areas and parks.**
4. **All developments should provide an internal network of connecting streets that provide short, direct travel routes and minimize travel distances within the development.**

The site is located adjacent to SW 84th Avenue and SW Steve Street. Street extensions are not proposed or deemed necessary. This standard does not apply.

I. Intersection angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle, but in no case shall the angle be less than 75° unless there is special intersection design, and:

1. **Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;**
2. **Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and**
3. **Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.**

New street intersections are not proposed. This standard does not apply.

J. Existing rights-of-way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development.

Additional right-of-way dedication on SW 84th Avenue and SW Steve Street is not required. This standard does not apply.

K. Partial street improvements. Partial street improvements resulting in a pavement width of less than 20 feet, while generally not acceptable, may be approved where essential to reasonable development when in conformity with the other requirements of these regulations, and when it will be practical to require the improvement of the other half when the adjoining property developed.

Partial street improvements are not proposed or deemed necessary. This standard does not apply.

L. Cul-de-sacs. A cul-de-sac shall be no more than 200 feet long, shall not provide access to greater than 20 dwelling units, and shall only be used when environmental or topographical constraints, existing development pattern, or strict adherence to other standards in this code preclude street extension and through circulation:

1. **All cul-de-sac shall terminate with a turnaround. Use of turnaround configurations other than circular shall be approved by the City Engineer; and**
2. **The length of the cul-de-sac shall be measured from the centerline intersection point of the 2 streets to the radius point of the bulb.**
3. **If a cul-de-sac is more than 300 feet long, a lighted direct pathway to an adjacent street may be required to be provided and dedicated to the city.**

Cul-de-sacs are not proposed or deemed necessary. This standard does not apply.

M. Street names. No street name shall be used which will duplicate or be confused with the names of existing streets in Washington County, except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and as approved by the City Engineer.

New street names are not proposed or deemed necessary. This standard does not apply.

N. Grades and curves.

1. **Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet); and**
2. **Centerline radii of curves shall be as determined by the City Engineer.**

The proposed development is adjacent to SW 84th Avenue and SW Steve Street, both existing streets. The streets and the grades of the streets will remain unchanged. This standard does not apply.

O. Curbs, curb cuts, ramps, and driveway approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in compliance with standards specified in this chapter and Chapter 15.04, Work in the Right-of-Way, and:

1. **Concrete curbs and driveway approaches are required; except:**
2. **Where no sidewalk is planned, an asphalt approach may be constructed with City Engineer approval; and**
3. **Asphalt and concrete driveway approaches to the property line shall be built to city configuration standards.**

Curbs, curb cuts, ramps, and driveway approaches are shown on the submitted site plan. This standard is met.

P. Streets adjacent to railroad right-of-way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, provision shall be made for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land. The distance shall be determined with due consideration at cross streets or the minimum distance required for approach grades and to provide sufficient depth to allow screen planting along the railroad right-of-way in nonindustrial areas.

The site is not adjacent to any railroad right-of-way. This standard does not apply.

Q. Access to arterials and collectors. Where a development abuts or is traversed by an existing or proposed arterial or collector street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design shall include any of the following:

1. **A parallel access street along the arterial or collector;**
2. **Lots of suitable depth abutting the arterial or collector to provide adequate buffering with frontage along another street;**
3. **Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial or collector; or**
4. **Other treatment suitable to meet the objectives of this subsection;**
5. **If a lot has access to 2 streets with different classifications, primary access should be from the lower classification street.**

The site is not adjacent to any arterial or collector streets. This standard does not apply.

R. Alleys, public or private.

1. **Alleys shall be no less than 20 feet in width. In commercial and industrial zones, alleys shall be provided unless other permanent provisions for access to off-street parking and loading facilities are made.**
2. **While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.**

Alleys are not proposed or deemed necessary. This standard does not apply.

S. Survey monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land

surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

All boundary, internal monuments, and street monuments must be protected in accordance with the City's and County's requirements and standards. The applicant's narrative has acknowledged intent to comply with this requirement. The following condition of approval is required to meet this standard:

- Prior to final acceptance, the developer's registered professional land surveyor must provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

Through the conditions of approval, this standard is met.

T. Private streets.
1. **Design standards for private streets shall be established by the City Engineer; and**
2. **The city shall require legal assurances for the continued maintenance of private streets, such as a recorded maintenance agreement.**
3. **Private streets serving more than 6 dwelling units are permitted only within planned developments, mobile home parks, cottage cluster, courtyard units, and apartment developments.**

Private streets are not proposed or deemed necessary. This standard does not apply.

U. Railroad crossings. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval, or another equitable means of cost distribution shall be determined by the public works director and approved by the commission.

Railroad crossings are not proposed or deemed necessary. This standard does not apply.

V. Street signs. The city shall install all street signs, relative to traffic control and street names, as specified by the City Engineer for any development. The cost of signs shall be the responsibility of the developer.

Street signs are not proposed or deemed necessary. This standard does not apply.

W. Mailboxes. Joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least 2 dwelling units.
1. **Joint mailbox structures shall be placed adjacent to roadway curbs;**
2. **Proposed locations of joint mailboxes shall be designated on the preliminary plat or development plan, and shall be approved by the City Engineer/U.S. Post Office prior to final plan approval; and**
3. **Plans for the joint mailbox structures to be used shall be submitted for approval by the City Engineer/U.S. Post Office prior to final approval.**

Residential development is not proposed. This standard does not apply.

X. Traffic signals. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The cost shall be included as a condition of development.

Traffic signals are not proposed or deemed necessary. This standard does not apply.

Y. Street light standards. Street lights shall be installed in compliance with regulations adopted by the city's direction.

A preliminary lighting plan has not been submitted to demonstrate that the existing street lights meet the applicable standards. The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must provide a final photometric analysis of the proposed development frontages for the review and approval. Photometric analysis will follow the recommended values and requirements described in ANSI/IESNA. The analysis must show the location of streetlights; and the type and color of the pole and light fixture. All public streetlights must be PGE Option B.

With conditions of approval, this standard is met.

Z. Street name signs. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

Street name signs are not proposed or deemed necessary. This standard does not apply.

AA. Street cross-sections. The final lift of asphalt concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within 1 year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or 3 years from the commencement of initial construction of the development, whichever is less.

1. **Sub-base and leveling course shall be of select crushed rock;**
2. **Surface material shall be of Class C or B asphaltic concrete;**
3. **The final lift shall be placed on all new construction roadways prior to city final acceptance of the roadway; however, not before 90 percent of the structures in the new development are completed unless 3 years have elapsed since initiation of construction in the development;**
4. **The final lift shall be Class C asphaltic concrete as defined by A.P.W.A. standard specifications; and**
5. **No lift shall be less than 1.5 inches in thickness.**

The development will not require frontage improvements along SW 84th Avenue or SW Steve Street. This standard does not apply.

BB. Traffic calming. When, in the opinion of the City Engineer, the proposed development will create a negative traffic condition on existing neighborhood streets, such as excessive

speeding, the developer may be required to provide traffic calming measures. These measures may be required within the development or offsite as deemed appropriate. As an alternative, the developer may be required to deposit funds with the city to help pay for traffic calming measures that become necessary once the development is occupied and the City Engineer determines that the additional traffic from the development has triggered the need for traffic calming measures. The City Engineer will determine the amount of funds required and will collect said funds from the developer prior to the issuance of a certificate of occupancy, or in the case of subdivision, prior to the approval of the final plat. The funds will be held by the city for a period of 5 years from the date of issuance of certificate of occupancy, or in the case of a subdivision, the date of final plat approval. Any funds not used by the city within the 5-year time period will be refunded to the developer.

Traffic calming is not proposed or deemed necessary. This standard does not apply.

CC. Traffic study.

1. **A traffic study shall be required for all new or expanded uses or developments under any of the following circumstances:**
   a. **When they generate a 10 percent or greater increase in existing traffic to high collision intersections identified by Washington County.**
   b. **Trip generations from development onto the city street at the point of access and the existing ADT fall within the following ranges:**

Existing ADT	ADT to be added by development
0—3,000 vpd	2,000 vpd
3,001—6,000 vpd	1,000 vpd
>6,000 vpd	500 vpd or more

   c. **If any of the following issues become evident to the City Engineer:**
      i. **High traffic volumes on the adjacent roadway that may affect movement into or out of the site.**
      ii. **Lack of existing left-turn lanes onto the adjacent roadway at the proposed access drive.**
      iii. **Inadequate horizontal or vertical sight distance at access points.**
      iv. **The proximity of the proposed access to other existing drives or intersections is a potential hazard.**
      v. **The proposal requires a conditional use permit or involves a drive-through operation.**
      vi. **The proposed development may result in excessive traffic volumes on adjacent local streets.**
2. **In addition, a traffic study may be required for all new or expanded uses or developments under any of the following circumstances**
   a. **When the site is within 500 feet of an ODOT facility; or**
   b. **Trip generation from a development adds 300 or more vehicle trips per day to an ODOT facility; or**
   c. **Trip generation from a development adds 50 or more peak hour trips to an ODOT facility.**

As confirmed by the applicant, no off-street parking will be provided to the park, thus no additional daily trips are expected to be generated. This standard does not apply.

18.910.040 Blocks

A. Block design. The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic and recognition of limitations and opportunities of topography.

B. Sizes.

1. The perimeter of blocks formed by streets shall not exceed 2,000 feet measured along the centerline of the streets except:

a. Where street location is precluded by natural topography, wetlands, significant habitat areas or bodies of water, or pre-existing development; or

b. For blocks adjacent to arterial streets, limited access highways, collectors or railroads.

c. For nonresidential blocks in which internal public circulation provides equivalent access.

2. Bicycle and pedestrian connections on public easements or rights-of-way shall be provided when full street connection is exempted by Paragraph 18.910.040.B.1. Spacing between connections shall be no more than 330 feet, except where precluded by environmental or topographical constraints, existing development patterns, or strict adherence to other standards in the code.

The development does not propose any new streets and does not warrant a block design or future street plan. Street or pedestrian connections are precluded by pre-existing development surrounding the proposed development. This standard is met.

18.910.050 Easements

A. Easements. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and where a development is traversed by a watercourse or drainageway, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the watercourse.

B. Utility easements. A property owner proposing a development shall make arrangements with the city, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard width for public main line utility easements shall be 15 feet unless otherwise specified by the utility company, applicable district, or City Engineer.

This subject property has sanitary/storm sewer easement along the eastern edge that will remain and be protected. No additional utility easements are proposed or deemed necessary. This standard is met.

18.910.070 Sidewalks

A. Sidewalks. All public and private streets adjacent to industrially zoned properties shall have sidewalks meeting city standards along at least one side of the street. All other public and private streets shall have sidewalks meeting city standards along both sides of the

street. A development may be approved if an adjoining street has sidewalks on the side adjoining the development, even if no sidewalk exists on the other side of the street.

This application is for a paved pathway to connect the existing sidewalk on SW Steve Street to the proposed park. New sidewalk is not required or proposed. This standard does not apply.

B. Requirement of developers.

1. **As part of any development proposal or change in use resulting in an additional 1,000 vehicle trips or more per day, an applicant shall be required to identify direct, safe (1.25 x the straight line distance) pedestrian routes within 0.50 miles of their site to all transit facilities and neighborhood activity centers (schools, parks, libraries, etc.). In addition, the developer may be required to participate in the removal of any gaps in the pedestrian system off-site if justified by the development.**
2. **If there is an existing sidewalk on the same side of the street as the development within 300 feet of a development site in either direction, the sidewalk shall be extended from the site to meet the existing sidewalk, subject to rough proportionality (even if the sidewalk does not serve a neighborhood activity center).**

The proposed development does not result in an additional 1,000 vehicle trips or more per day. There is an existing sidewalk extending to the frontage. This standard is met.

C. Planter strip requirements. A planter strip separation of at least 5 feet between the curb and the sidewalk shall be required in the design of streets, except where the following conditions exist: there is inadequate right-of-way; the curbside sidewalks already exist on predominant portions of the street; it would conflict with the utilities; there are significant natural features (large trees, water features, significant habitat areas, etc.) that would be destroyed if the sidewalk were located as required; or where there are existing structures in close proximity to the street (15 feet or less) or where the standards in Table 18.910.1 specify otherwise. Additional consideration for exempting the planter strip requirement may be given on a case-by-case basis if a property abuts more than one street frontage.

As previously noted, new sidewalk is not required, thus a planter strip is not required. This standard does not apply.

D. Maintenance. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

New sidewalk is not required or proposed. This standard does not apply.

E. Application for permit and inspection. Separate street opening permits are required for sidewalk segments that are not part of a current subdivision approval:

1. **An occupancy permit shall not be issued for a development until the provisions of this section are satisfied.**
2. **The City Engineer may issue a permit and certificate allowing temporary noncompliance with the provisions of this section to the owner, builder or contractor when, in his or her opinion, the construction of the sidewalk is impractical for one or more of the following reasons:**

a. **Sidewalk grades have not and cannot be established for the property in question within a reasonable length of time;**
b. **Forthcoming installation of public utilities or street paving would be likely to cause severe damage to the new sidewalk;**
c. **Street right-of-way is insufficient to accommodate a sidewalk on 1 or both sides of the street; or**
d. **Topography or elevation of the sidewalk base area makes construction of a sidewalk impractical or economically infeasible**

3. **The City Engineer shall inspect the construction of sidewalks for compliance with the provision set forth in the standard specifications manual.**

As previously noted, new sidewalk is not required. This standard does not apply.

18.910.090 Sanitary Sewers

A. Sewers required. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in compliance with Clean Water Services requirements and the comprehensive plan.

B. Sewer plan approval. The City Engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.

C. Over-sizing. Proposed sewer systems shall include consideration of additional development within the area as projected by the comprehensive plan.

D. Permits denied. Development permits may be restricted by the approval authority where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

The applicant's preliminary utility plan shows connection to an existing 8-inch sanitary sewer main located within an easement along the eastern edge of the property. No facilities requiring a sanitary lateral are proposed or deemed necessary. This standard is met.

18.910.100 Storm Drainage

A. General provisions. The Director and City Engineer shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made, and:
1. **The storm water drainage system shall be separate and independent of any sanitary sewerage system;**
2. **Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street; and**
3. **Surface water drainage patterns shall be shown on every development proposal plan.**

B. Easements. Where a development is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

The applicant has proposed a storm water drainage system separate and independent of any sanitary sewerage system. Inlets are provided so surface water is not carried across any intersection. Surface water drainage patterns are shown on the development proposal plan. A 12" public storm sewer main is located in a sewer easement on the eastern side of the property. This standard is met.

C. <u>Accommodation of upstream drainage</u>. A culvert or other drainage facility shall be large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development, and the City Engineer shall approve the necessary size of the facility, based on Clean Water Services requirements.

D. <u>Effect on downstream drainage</u>. Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the director and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in compliance with Clean Water Services requirements.

A preliminary storm drainage report was submitted as part of the land use submittal. The applicant has proposed to meet CWS standards for water quality and water quantity by constructing a flow through lined stormwater planter. As shown on the preliminary civil set, the stormwater system will connect to the existing 12" public storm sewer main located in an easement on the property. The applicant submitted preliminary plans for storm drainage and a preliminary drainage report in preliminary accordance with City of Tigard and CWS standards. The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must submit site plans and a final storm drainage report for approval indicating how run-off generated by the development will be collected, conveyed, treated, and detained. The storm drainage report must be prepared and include a maintenance plan in accordance with CWS Design and Construction Standards and the City of Tigard Standards.

- Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard Stormwater Management (SWM) Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

- Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

Through conditions of approval, this standard is met.

18.910.110 Bikeways and Pedestrian Pathways

A. <u>Bikeway extension</u>.

1. As a standard, bike lanes shall be required along all arterial and collector routes and where identified on the city's adopted bicycle plan in the transportation system plan (TSP). Bike lane requirements along collectors within the downtown urban renewal district shall be determined by the City Engineer unless specified in Table 18.910.1.

2. Developments adjoining proposed bikeways identified on the city's adopted pedestrian/bikeway plan shall include provisions for the future extension of such

bikeways through the dedication of easements or rights-of-way, provided such dedication is directly related to and roughly proportional to the impact of the development.

3. **Any new street improvement project shall include bicycle lanes as required in this chapter and on the adopted bicycle plan.**

B. Cost of construction. Development permits issued for planned developments, conditional use permits, subdivisions and other developments which will principally benefit from such bikeways shall be conditioned to include the cost or construction of bikeway improvements in an amount roughly proportional to the impact of the development.

C. Minimum width.

1. **The minimum width for bikeways within the roadway is 5 feet per bicycle travel lane.**
2. **The minimum width for multi-use paths separated from the road and classified as regional or community trails in the Greenway Trail System Master Plan is 10 feet. The width may be reduced to 8 feet if there are environmental or other constraints.**
3. **The minimum width for off-street paths classified as neighborhood trails, according to the Greenway Trail System Master Plan, is 3 feet.**
4. **Design standards for bike and pedestrian-ways shall be determined by the City Engineer.**

The proposed development does not have frontage along an arterial or collector route. This standard does not apply.

18.910.120 Utilities

A. Underground utilities. All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and:

1. **The developer shall make all necessary arrangements with the serving utility to provide the underground services;**
2. **The city reserves the right to approve location of all surface mounted facilities;**
3. **All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and**
4. **Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.**

B. Information on development plans. The applicant for a development shall show on the development plan or in the explanatory information, easements for all underground utility facilities, and

1. **Plans showing the location of all underground facilities as described herein shall be submitted to the City Engineer for review and approval; and**
2. **Care shall be taken in all cases to ensure that above ground equipment does not obstruct vision clearance areas for vehicular traffic.**

C. Exception to undergrounding requirement.

1. **The developer shall pay a fee in-lieu of undergrounding costs when the development is proposed to take place on a street where existing utilities which are not underground will serve the development and the approval authority determines that the cost and technical difficulty of under-grounding the utilities outweighs the benefit of**

undergrounding in conjunction with the development. The determination shall be on a case-by-case basis. The most common, but not the only, such situation is a short frontage development for which undergrounding would result in the placement of additional poles, rather than the removal of above-ground utilities facilities.

2. **An applicant for a development which is served by utilities which are not underground and which are located across a public right-of-way from the applicant's property shall pay the fee in-lieu of undergrounding.**
3. **Properties within the MU-CBD zone shall be exempt from the requirements for undergrounding of utility lines and from the fee in-lieu of undergrounding.**
4. **The exceptions in Paragraphs 18.910.120.C.1 through 3 shall apply only to existing utility lines. All new utility lines shall be placed underground.**

D. Fee in-lieu of undergrounding.

1. **The City Engineer shall establish utility service areas in the city. All development which occurs within a utility service area shall pay a fee in-lieu of undergrounding for utilities if the development does not provide underground utilities, unless exempted by this chapter.**
2. **The City Engineer shall establish the fee by utility service area which shall be determined based upon the estimated cost to underground utilities within each service area. The total estimated cost for undergrounding in a service area shall be allocated on a front-foot basis to each party within the service area. The fee due from any developer shall be calculated based on a front-foot basis.**
3. **A developer shall receive a credit against the fee for costs incurred in the undergrounding of existing overhead utilities. The City Engineer shall determine the amount of the credit, after review of cost information submitted by the applicant with the request for credit.**
4. **The funds collected in each service area shall be used for undergrounding utilities within the city at large. The City Engineer shall prepare and maintain a list of proposed undergrounding projects which may be funded with the fees collected by the city. The list shall be submitted to the city council for their review and approval annually.**

A preliminary utility plan was submitted as part of the land use submittal and indicates that overhead utilities do not exist along SW Steve St or SW 84th Ave. This standard does not apply.

18.910.130 Cash or Bond Required

A. Guarantee. All improvements installed by the developer shall be guaranteed as to workmanship and material for a period of 1 year following acceptance by the city council.

B. Cash deposit or bond. Such guarantee shall be secured by cash deposit or bond in the amount of the value of the improvements as set by the City Engineer.

C. Compliance requirements. The cash or bond shall comply with the terms and conditions of Section 18.830.070.

The applicant acknowledges that they will provide a performance bond for the improvements which will remain in effect until the end of the one-year warranty period. The following conditions of approval are required to meet this standard:

- Prior to commencing any site work, the applicant must provide a performance bond for all public improvements and stormwater treatment facilities associated with the development.

- Prior to final acceptance, the applicant must complete all improvements associated with public infrastructure under the City and CWS jurisdiction. Public infrastructure includes, but is not limited to, street improvements, streetlights, street trees, sidewalks, public and private stormwater management facilities, sanitary sewer, water, natural gas, electrical, and telecommunication. The applicant must receive conditional acceptance from the City of Tigard.

Through the conditions of approval, this standard is met.

18.910.140 Monuments—Replacement Required
Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

The applicant's narrative has acknowledged intent to comply with this requirement. It is feasible and possible to meet this standard through the PFI permitting process. The following condition of approval is required to meet this standard:

- Prior to final acceptance, any monuments that are disturbed shall be replaced.

Through the conditions of approval, this standard is met.

18.910.150 Installation Prerequisite
A. Approval required. No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting or other requirements shall be undertaken except after the plans have been approved by the city, permit fee paid, and permit issued.
B. Permit fee. The permit fee is required to defray the cost and expenses incurred by the city for construction and other services in connection with the improvement. The permit fee shall be set by council resolution.

The applicant's narrative has acknowledged intent to comply with this requirement. It is feasible and possible to meet this standard through the PFI permitting process.

18.910.170 Plan Check
A. Submittal requirements. Work shall not begin until construction plans and construction estimates have been submitted and checked for adequacy and approved by the City Engineer in writing. The developer can obtain detailed information about submittal requirements from the City Engineer.
B. Compliance. All such plans shall be prepared in compliance with requirements of the city.

The applicant must submit a permit for review and approval for all public improvements. All plans must be in compliance with all applicable standards. The following conditions of approval are required to meet this standard:

- Improvements associated with public infrastructure including street and right-of-way dedication, utilities, grading, water quality and quantity facilities, streetlights, easements, easement locations, and utility connections must be designed in accordance with the following codes and standards:

    - City of Tigard Public Improvement Design Standards
    - Clean Water Services (CWS) Design and Construction Standards
    - City of Tigard Community Development Codes and Municipal Codes
    - Tualatin Valley Fire and Rescue (TVF&R) Fire Codes
    - Other applicable County, State, and Federal Codes and Standard Guidelines

- Prior to commencing any site work, the applicant must obtain approval of a Public Facility Improvement (PFI) Permit to cover all improvements associated with public infrastructure work, including stormwater management facilities, or any other work in the public right-of-way. An Engineering cost estimate of improvements associated with public infrastructures including but not limited to street, street grading, utilities, stormwater quality and water quantity facilities, sanitary sewer, streetlights, and franchise utilities are required at the time of PFI permit submittal.

- Prior to commencing any site work, the applicant must submit the exact legal name, address, and telephone number of the individual or corporate entity who will be designated as the "Permittee", and who will provide the financial assurance for the public improvements. Specify if the entity is a corporation, limited partnership, LLC, etc. and the state within which the entity is incorporated and provide the name of the corporate contact person.

- Prior to commencing any site work, the applicant must submit a construction vehicle access and parking plan for approval. The purpose of this plan is for parking and traffic control during the public improvement construction phase. All construction vehicle parking must be provided onsite. Parking construction vehicles or equipment on adjacent residential public streets is prohibited. Construction vehicles include the vehicles of any contractor or subcontractor involved in the construction of site improvements or buildings proposed by this application and must include the vehicles of all suppliers and employees associated with the project.

Through the conditions of approval, this standard is met.

18.920 ACCESS, EGRESS, AND CIRCULATION

18.920.020 Applicability

A. Applicability. The provisions of this chapter shall apply to all development including the construction of new structures, the remodeling of existing structures and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

The proposal is for new development or modification to existing development. This chapter applies.

18.920.030 General Provisions

A. Continuing obligation of property owner. The provisions and maintenance of access and egress provided in this chapter are continuing requirements for the use of any structure or lot of real property in the city.

The applicant has acknowledged that the provisions and maintenance of access and egress provided in this chapter are the continuing obligation of the property owner.

B. Access plan requirements. A plan demonstrating compliance with the access, egress, and circulation requirements of this Chapter must be provided prior to any land use approval or development permit issuance.

The applicant has submitted preliminary plans that demonstrate compliance with the access, egress, and circulation requirements of this Chapter. This standard is met.

C. Joint access. Owners of two or more uses, structures, or lots of land may agree to utilize jointly the same access and egress when the combined access and egress of all uses, structures, or units of land meets the combined requirements of this chapter, provided:

1. Satisfactory legal evidence must be presented in the form of deeds, easements, leases, or contracts to establish the joint use; and

2. Copies of the deeds, easements, leases, or contracts are placed on permanent file with the city.

The applicant has not proposed joint access. This standard does not apply.

D. Public street access. All vehicular access and egress as required in Subsections 18.920.030.H, I and J must connect directly with a public or private street approved by the city for public use and must be maintained at the required standards on a continuous basis.

As shown in the preliminary site plan, all vehicular access will be via a public street, SW 84th Avenue. This standard is met.

E. Surfacing. Driveways and drive aisles must be paved with a dust-free, hard-surfaced material, or utilize a turf grid or open joint pavers.

All driveways and drive aisles will be paved with a hard-surfaced material. This standard is met.

F. Curb cuts. Curb cuts must be in compliance with Subsection 18.910.030.O.

See findings in Subsection 18.910.030.O.

G. Pedestrian access. Paths for pedestrian access and circulation are required to, through, and sometimes between development sites. Path standards are provided in 18.200 Residential Development Standards, 18.300 Nonresidential Development Standards, and Chapter 18.410, Off-Street Parking and Loading. Additional standards may also apply if the site is located in a plan district.

The proposed path is not required by any of the referenced chapters. The standards of the referenced chapters do not apply.

H. Inadequate or hazardous access.

1. **Applications for development permits will be referred to the Director for review when, in the opinion of the Director, the access proposed:**
    a. **Would cause or increase existing hazardous traffic conditions; or**
    b. **Would provide inadequate access for emergency vehicles; or**
    c. **Would in any other way cause hazardous conditions to exist that would constitute a clear and present danger to the public health, safety, and general welfare.**
2. **Direct individual access to arterial or collector streets from small form residential development lots is discouraged. Direct access to collector or arterial streets will be considered only if there is no practical alternative way to access the site. If direct access is allowed by the city, the applicant will be required to mitigate for any safety or neighborhood traffic management (NTM) impacts deemed applicable by the City Engineer. This may include, but will not be limited to, the construction of a vehicle turnaround on the site to eliminate the need for a vehicle to back out onto the roadway.**
3. **The design of the service drive or drives must not require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley. Small form residential development is exempt from this requirement.**

The applicant has submitted a preliminary civil plan and traffic memorandum containing proposed access, egress, and circulation through the site. The preliminary civil plans demonstrate preliminary compliance with the access, egress, and circulation standards. The proposed development does not result in inadequate or hazardous access. See findings in CDC 18.920.030.I. This standard is met.

I. Access management.

1. **An access report must be submitted with all new development that verifies design of driveways and streets are safe by meeting adequate stacking needs, sight distance, and deceleration standards as set by ODOT, Washington County, the city, and AASHTO (depending on jurisdiction of facility).**
2. **Driveways must not be placed in the influence area of collector or arterial street intersections. Influence area of intersections is that area where queues of traffic commonly form on approach to an intersection. The minimum driveway setback from a collector or arterial street intersection is 150 feet, measured from the right-of-way line of the intersecting street to the throat of the proposed driveway. The setback may be greater depending upon the influence area, as determined from City Engineer review of a traffic impact report submitted by the applicant's traffic engineer. In a case where a development has less than 150 feet of street frontage, the applicant must explore any option for shared access with the adjacent lot. If shared access is not possible or practicable, the driveway must be placed as far from the intersection as possible.**
3. **The minimum spacing of driveways and streets along a collector is 200 feet. The minimum spacing of driveways and streets along an arterial is 600 feet.**
4. **The minimum spacing of local streets along a local street is 125 feet.**

The applicant has submitted a preliminary civil plan illustrating proposed access, egress, and circulation through the site. The preliminary civil plans submitted demonstrate preliminary compliance with the access, egress, and circulation requirements of this chapter. This standard is met.

K. Minimum access requirements for nonresidential uses.

1. **Vehicle access, egress, and circulation for nonresidential uses must comply with the standards provided in Table 18.920.2.**

The project does not propose off-street parking, so a driveway is not required. This standard does not apply.

2. **Vehicular access must be provided to nonresidential uses, and be located within 50 feet of the primary first-story entrances;**

The project does not propose off-street parking, so a driveway is not required. This standard does not apply.

3. **Additional requirements for truck traffic may be imposed through conditions of approval of a land use application.**

SW 84th Avenue is a dead end street that extends more than 150 feet from SW Pfaffle Street with no fire department turnarounds provided. The applicant will not provide off-street parking, but will construct a turnaround meeting the criteria of TVF&R to allow for access and maintenance of the property. This standard can be fully met through the following condition of approval:

- Prior to final building inspection, the applicant must request an inspection and obtain final approval from TVF&R.

Through the condition of approval, this standard is met.

CHAPTER 18.930 VISION CLEARANCE AREAS

18.930.020 Applicability

A. Applicability. The provisions of this chapter apply to all development, including the construction of new structures, the remodeling of existing structures, and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

B. When site development review is not required. Where the provisions of Chapter 18.780, Site Development Review, do not apply, the approval authority will approve, approve with conditions, or deny a plan submitted under the provisions of this chapter through a Type I procedure, as provided in Section 18.710.050, using the standards in this chapter.

The proposal does not include off-street parking. This chapter does not apply.

ADDITIONAL CITY OR AGENCY COMMENTS:

Storm Water Quality:

The City has agreed to enforce Surface Water Management regulations established by CWS Design and Construction which require the construction of on-site water quality facilities. In addition, a maintenance

plan must be submitted indicating the frequency and method to be used in keeping the facility maintained through the year.

- Prior to commencing any site work, the applicant must obtain a CWS Stormwater Connection Authorization prior to issuance of the City of Tigard Stormwater Management (SWM) Permit. Plans must be submitted to the City of Tigard for review. The City will forward plans and the storm drainage report to CWS after preliminary review for CWS's review and approval.

Through the condition of approval, this standard is met.

Grading and Erosion Control:
The City of Tigard and Clean Water Services Design and Construction Standards also regulate erosion control to reduce the amount of sediment and other pollutants reaching the public storm and surface water system resulting from development, construction, grading, excavating, clearing, and any other activity which accelerates erosion. Prior to commencing any site work, the applicant must submit an erosion control plan for approval. The plan must comply to the "CWS Erosion Prevention and Sediment Control Design and Planning Manual" (current edition).

The Federal Clean Water Act requires that a National Pollutant Discharge Elimination System (NPDES) erosion control permit be issued for any development that will disturb one or more acre of land. The site is larger than one acre. The following conditions of approval are required to meet this standard:

- Prior to commencing any site improvements, the applicant must obtain an Erosion & Sediment Control (ESC) permit from the City of Tigard. The City of Tigard will review and forward the plans to CWS for approval of the NPDES permit.

- Prior to commencing any site work, the applicant must submit a final grading plan showing the existing and proposed contours for approval. The plan must detail the provisions for surface drainage of all lots and show that they will be graded to ensure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Division. The design engineer must indicate areas that will have natural slopes between 10 percent and 20 percent, as well as areas that will have natural slopes in excess of 20 percent. This information will be necessary in determining if special grading inspections or permits will be necessary.

Through the conditions of approval, this standard is met.

SECTION VII. OTHER STAFF COMMENTS

The following City of Tigard staff were sent a copy of the proposal:
- Development Engineering
- Building Division
- Public Works
- Transportation Planning
- Police Department

Comments from Development Engineering have been incorporated throughout this report. No other

comments were received from other staff.

SECTION VIII. AGENCY COMMENTS

Clean Water Services issued a Service Provider Letter (CWS file 24-002783) for this proposal on August 19, 2025, and determined that this project will significantly impact the existing or potentially sensitive area(s) found near the site. The mitigation plan submitted by the applicant was approved by CWS. The City of Tigard and CWS have an intergovernmental agreement stating that the City will ensure implementation of CWS Design and Construction Standards; therefore, this approval is conditioned to satisfy CWS requirements.

SECTION IX. ANALYSIS, CONCLUSION, AND RECOMMENDATION

ANALYSIS:
As shown in the analysis above, the applicant's ESEE analysis addresses the requirements of the Tigard Development Code, Chapter 18.510 Sensitive Lands. The subject property contains locally significant wetlands and vegetated corridors protected under Goal 5 safe harbor. The applicant has applied for a quasi-judicial comprehensive plan map amendment under a Type III-Modified procedure. The application is based on a specific development of the construction of an 8-foot wide pathway to provide access to Steve St Park from SW Steve St. The applicant has demonstrated that such an amendment is justified by an ESEE analysis consistent with OAR 660-23-040.

The ESEE analysis concludes that allowing the conflicting use of the pathway would result in the most positive consequences of the decision options. A decision to allow the conflicting use will avoid many of the negative consequences attributed to prohibiting the conflicting use, which include limiting access to residents at the north end of the park or needing to find and purchase additional park lands to achieve the goals of the city's Parks and Recreation System Plan. Allowing the conflicting use offers the most benefit to the wetland through clearly defined access and enhancement of the surrounding area and to the community by providing equitable access to a park in an underserved area.

CONCLUSION
Based on the findings and analysis, staff finds that the proposed Comprehensive Plan Amendment is consistent with applicable provisions of the Tigard Development Code, Chapter 18.510 Sensitive Lands. Staff agrees with the conclusion of the applicant's ESEE Analysis and recommends allowing the conflicting use within the 0.03 acre area of significant wetland to allow construction of an accessible pathway to the park.

CONCLUSION
As demonstrated by the findings above, the Planning Commission finds, by a 6-0 vote in favor, that the proposed comprehensive plan map amendment complies with the applicable Statewide Planning Goals, applicable regional, state, and federal regulations, the Tigard Comprehensive Plan, and applicable provisions of the City's implementing ordinances.

The Planning Commission recommends approval to the Tigard City Council of the proposed comprehensive plan map amendment and sensitive lands review.

Jennifer McGinnis

PREPARED BY: Jenny McGinnis
Associate Planner

February 3, 2026

RECOMMENDED: THE 2ND DAY OF FEBRUARY 2026 BY THE CITY OF TIGARD PLANNING COMMISSION.

Nathan C. Jackson

Nathan Jackson, Planning Commission President

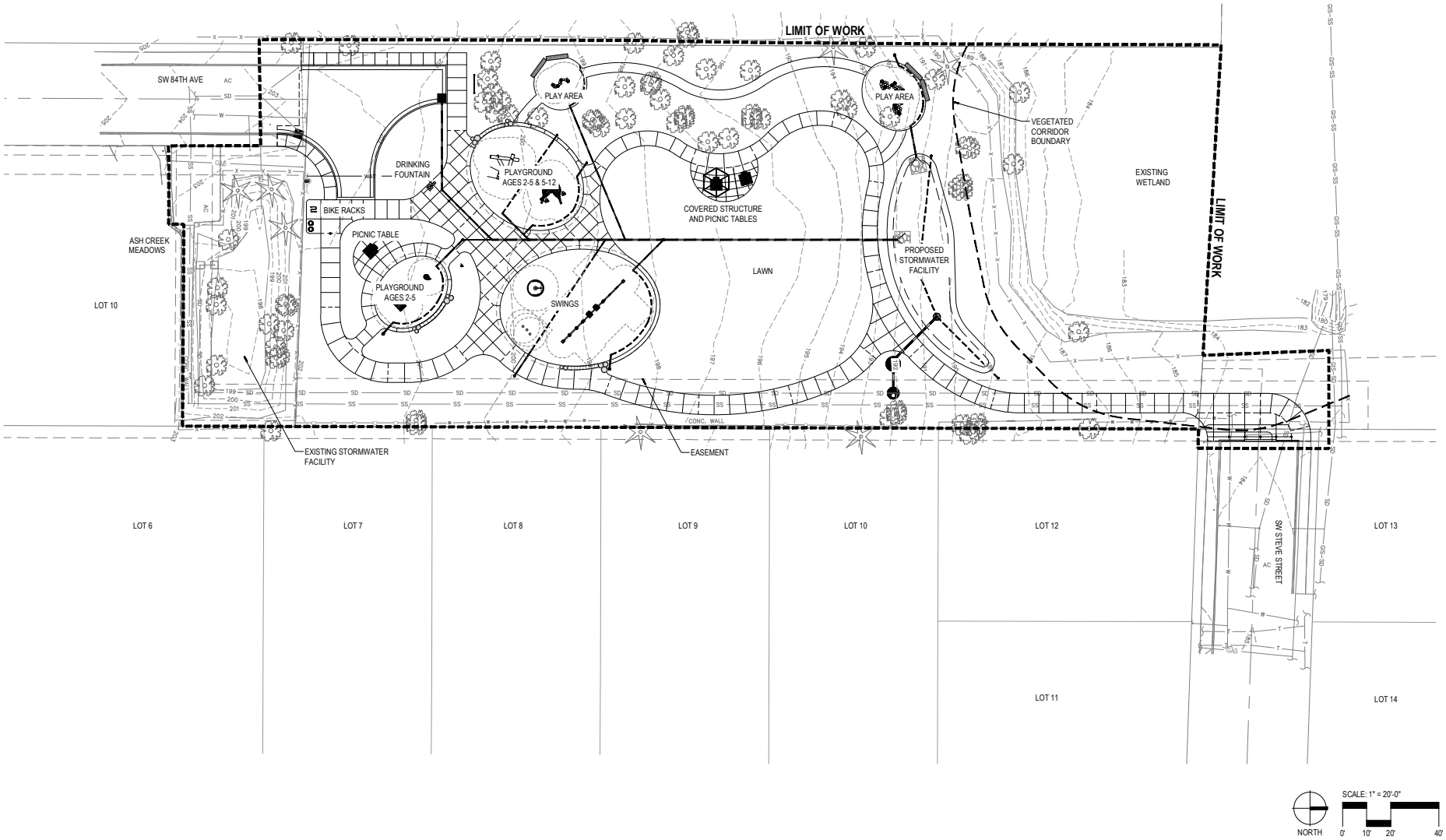
Dated this 12th day of February 2026.

Attachments:

Attachment 1: Site Plan
Attachment 2: Plan Set
Attachment 3: Applicant's ESEE Analysis

KEY MAP LEGEND

L1.1 - EXISTING CONDITIONS PLAN
L2.0 - TREE PROTECTION AND REMOVAL PLAN
L3.0 - DEMOLITION PLAN
L4.1 - MATERIALS PLAN
L5.1 - LAYOUT PLAN
L6.0 - GRADING PLAN
L7.1 - IRRIGATION PLAN
L8.1 - PLANTING PLAN



NORTH

SCALE: 1" = 20'-0"

0' 10' 20' 40'

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VERIFY SCALE DRAWINGS ARE TO SCALE BY BAR MEASURES 1"

0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park

City of Tigard
13125 SW HALL BLVD
TIGARD, OR 97223
503-718-2788
CARL-A@TIGARD-OR.GOV

Submittal: LAND USE APPLICATION

Sheet Title: OVERALL SITE PLAN

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Date:	09/02/2025
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Checked By:	PG
Job No.	200249.5
Approved:	BJ

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Sheet No. 3 of 39

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STEVE STREET PARK
IMPROVEMENTS

SUBMITTAL

SUBMITTAL: LAND USE APPLICATION
DATE: 09-02-2025

PROJECT DESCRIPTION

STEVE STREET PARK IS LOCATED IN TIGARD, OREGON NEAR HIGHWAY 217 OFF OF SW STEVE STREET. PARK IMPROVEMENTS INCLUDE ADA COMPLIANT PATHWAYS, NATURE PLAY AREAS, NATIVE PLANTINGS, AND TURNAROUND.

VICINITY MAP



SITE PLAN



PARK ADDRESS: 8400 SW STEVE STREET, TIGARD, OR 97223

PROJECT DIRECTORY

OWNER/CONTACT
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Submittal: LAND USE APPLICATION
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Sheet No. 1 of 39

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GENERAL NOTES

1. ALL WORK PERFORMED IN CONNECTION WITH THE CONTRACT DOCUMENTS, INCLUDING MATERIALS FURNISHED, WORKMANSHIP, AND MEANS AND METHODS OF CONSTRUCTION SHALL COMPLY WITH THE CITY OF TIGARD STANDARDS.

4. IT SHALL BE UNDERSTOOD THAT THE IMPROVEMENTS SHOWN ON THE DRAWINGS AND SPECIFICATIONS ARE MEANT TO COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES. MODIFICATIONS, CONFLICTS, OR ISSUES THAT ARISE THAT WOULD CONTRADICT RELEVANT CODES AND ORDINANCES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY.

5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, DEPTHS AND ELEVATIONS PRIOR TO CONSTRUCTION AND ARRANGE FOR THE RELOCATION OF ANY IN CONFLICT WITH ALL CONSTRUCTION ACTIVITIES. THE LOCATIONS AND IDENTIFICATION OF UTILITIES WITHIN THIS DOCUMENT IS FOR INFORMATION ONLY AND IS NOT GUARANTEED TO BE ACCURATE. ANY DISCREPANCIES BETWEEN SURVEY INFORMATION AND FIELD CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY, INCLUDING THE OREGON UTILITY NOTIFICATION CENTER.

6. REPAIR AT OWN EXPENSE ANY DAMAGE DONE TO UTILITY SYSTEMS, SURFACE PAVEMENTS, SITE FEATURES, AND STRUCTURES, WHETHER INSIDE OR OUTSIDE OF THE PROJECT LIMITS, THAT ARE NOT DIRECTLY INDICATED TO BE REMOVED OR RELOCATED AS PART OF THE PROJECT CONSTRUCTION. THIS MAY INCLUDE PUBLIC OR PRIVATE CURB, GUTTER, SIDEWALK, OR ASPHALT DAMAGED DURING CONSTRUCTION WHICH SHALL BE REPAIRED TO CITY OF TIGARD STANDARDS.

7. UPON PROJECT COMPLETION, THE PROJECT AREA AND ADJACENT SPACES SHALL BE FREE AND CLEAR OF ALL CONSTRUCTION MATERIALS, WASTE AND DEBRIS. CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL MATERIALS AS INDICATED IN THE PROJECT CONTRACT DOCUMENTS AND MUST MEET ALL APPLICABLE REGULATIONS OVERSEEING WASTE DISPOSAL.

TABLE OF ABBREVIATIONS

NOTE: NOT ALL ABBREVIATIONS REFERENCED IN DRAWINGS. ABBREVIATIONS MAY BE SHOWN WITH OR WITHOUT PERIODS.

@	AT	HORIZ	HORIZONTAL	SEC	SECONDARY
ALUM	ALUMINUM	HP	HIGH POINT	SIM	SIMILAR
APPROX	APPROXIMATE	HSS	HOLLOW STRUCTURAL	SS	SANITARY SEWER
ARCH	ARCHITECT	ID	INSIDE DIAMETER	SSTL	STAINLESS STEEL
AC	ASPHALT CONCRETE	IE	INVERT ELEVATION	STA	STATION
BC	BOTTOM OF CURB	INT	INTERMEDIATE	STD	STANDARD
B&B	BALLED AND BURLAP	IR	IRON ROD	STR	STRUCTURAL
BLDG	BUILDING	JT	JOINT	TD	TRENCH DRAIN
BM	BENCHMARK	LT	LEFT	TEL	TELEPHONE
BS	BOTTOM OF STAIR	LF	LINEAR FEET	THK	THICK
BR	BOTTOM OF RAMP	LP	LOW POINT	TOPO	TOPOGRAPHY
BOW	BOTTOM OF WALL (ELEV BELOW FINISH GRADE)	MAX	MAXIMUM	TC	TOP OF CURB
		MIN	MINIMUM	TR	TOP OF RAMP
BW	BOTTOM OF WALL (ELEV AT FINISH GRADE)	MH	MANHOLE	TS	TOP OF STAIR
		NIC	NOT IN CONTRACT	TPZ	TREE PROTECTION ZONE
CB	CATCH BASIN	NOM	NOMINAL	TYP	TYPICAL
CF	CUBIC FEET	NPS	NOMINAL PIPE SIZE	TW	TOP OF WALL
CAL	CALIPER	NTS	NOT TO SCALE	UG	UNDERGROUND
CJ	CONTRACTION JOINT	OH	OVER HEAD	VIF	VERIFY IN FIELD
CFCI	CONTRACTOR FURNISHED, CONTRACTOR INSTALLED.	OC	ON CENTER	VAR	VARIES
		OD	OUTSIDE DIAMETER	VC	VERTICAL CURVE
		OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED	WM	WATER METER
CLR	CLEAR			WP	WORK POINT
CIP	CAST-IN-PLACE			WT	WEIGHT
CONT	CONTAINER / CONTINUOUS	PA	PLANTING AREA	WWM	WELDED WIRE MESH
		PC	POINT OF CURVATURE	YD	YARD
CL / ℄	CENTER LINE	PCC	POINT OF COMPOUND CURVATURE		
CP	CENTER POINT				
DIM	DIMENSION	PI	POINT OF INTERSECTION		
DIA	DIAMETER	PIP	POURED-IN-PLACE		
DEMO	DEMOLISH	PL	PLATE		
(E)	EXISTING	PLS	PURE LIVE SEED		
EA	EACH	PT	POINT OF TANGENCY / PRESSURE TREATED		
EJ	EXPANSION JOINT				
ELEV	ELEVATION	PERF	PERFORATED		
ENG	ENGINEER	PK	POINT KNOWN		
EOP	EDGE OF PAVEMENT	PP	POWER POLE		
EQ	EQUAL	PVC	POLYVINYL CHLORIDE PIPE		
EST	ESTIMATE	R	RADIUS		
FD	FIELD DRAIN	REF	REFERENCE		
FG	FINISH GRADE	REINF	REINFORCED / REINFORCEMENT		
FL	FLOW LINE				
FOC	FACE OF CURB	REQ'D	REQUIRED		
FTG	FOOTING	ROW	RIGHT-OF-WAY		
GALV	GALVANIZED	RPZ	ROOT PROTECTION ZONE		
GA	GAUGE				
HDG	HOT DIP GALVANIZED	RT	RIGHT		
HMAC	HOT MIX ASPHALT	SAN	SANITARY		
CONC	CONCRETE	SD	STORM DRAIN		

SYMBOLS LEGEND

SYMBOL	ITEM
XXX	LEADER LABEL
TYP 1.1	DETAIL KEYNOTE
TYP 1	REFERENCE KEYNOTE
XXX X / LX.XX	DETAIL REFERENCE
X / LX.XX	ELEVATION DETAIL REFERENCE
X / LX.XX	SECTION DETAIL REFERENCE
X	SECTION REFERENCE (WITHIN DETAIL)
X	ELEVATION REFERENCE (WITHIN DETAIL)
X / LX.XX	ENLARGEMENT REFERENCE
1'-0"	LINEAR DIMENSION
R=3"	RADIUS DIMENSION
90°	ANGLE DIMENSION
SCALE: 1" = 10'-0" 0' 5' 10' 20'	SCALE BAR
NORTH	NORTH ARROW
#	REVISION TRIANGLE AND CLOUD
LIMIT OF WORK	LIMIT OF WORK LINE

GENERAL LEGEND

EXISTING		EXISTING (CONT.)	
SYMBOL	ITEM	SYMBOL	ITEM
UE	STORM CATCH BASIN OR AREA DRAIN		TREE (CONIFEROUS)
SDE	UTILITY EASEMENT		TREE (DECIDUOUS OR FRUIT)
EAS	STORMWATER/ SANITARY SEWER EASEMENT		
SD	OTHER EASEMENTS		STORM SYMBOL
SS	SANITARY SEWER LINE	SS	SANITARY SEWER SYMBOL
GAS	GAS LINE	GAS	GAS SYMBOL
W	WATER	W WV	WATER SYMBOL
E	POWER		POWER SYMBOL
	WALLS		50' WETLAND BUFFER
	PROPERTY LINES		WETLAND
	ROAD CENTERLINE		
250	MAJOR CONTOUR		
249	MINOR CONTOUR		
	CONCRETE PAVING		

PROPOSED	
SYMBOL	ITEM
LIMIT OF WORK	LIMIT OF WORK LINE

DETAIL KEYNOTE SYSTEM LEGEND

KEYNOTE CATEGORY HEADING NUMBER AND TITLE

KEYNOTE CALLOUT REFERENCE NUMBERS

DETAIL KEYNOTES

1.0 PAVING / CURBS / RAMPS

NUMBER	ITEM	DETAIL / SHEET	SPEC SECTION
1.1		XX / LX.XX	000000
1.2		XX / LX.XX	000000
1.3		XX / LX.XX	000000
1.4		XX / LX.XX	000000
1.5		XX / LX.XX	000000
1.6		XX / LX.XX	000000

DETAIL TITLE — DETAIL NUMBER AND SHEET LOCATION — SPECIFICATION SECTION

DETAIL FRAME LEGEND

TITLE/DESCRIPTION — DETAIL REFERENCE NUMBER — DRAWING TYPE

X TITLE SECTION

SCALE: 1" = 1"

0" 1/4" 1/2" 1"

DETAIL KEYNOTE — SCALE NOTATION — SCALE BAR

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Project: Steve Street Park

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Submittal: LAND USE APPLICATION

Sheet Title: GENERAL LEGENDS AND NOTES

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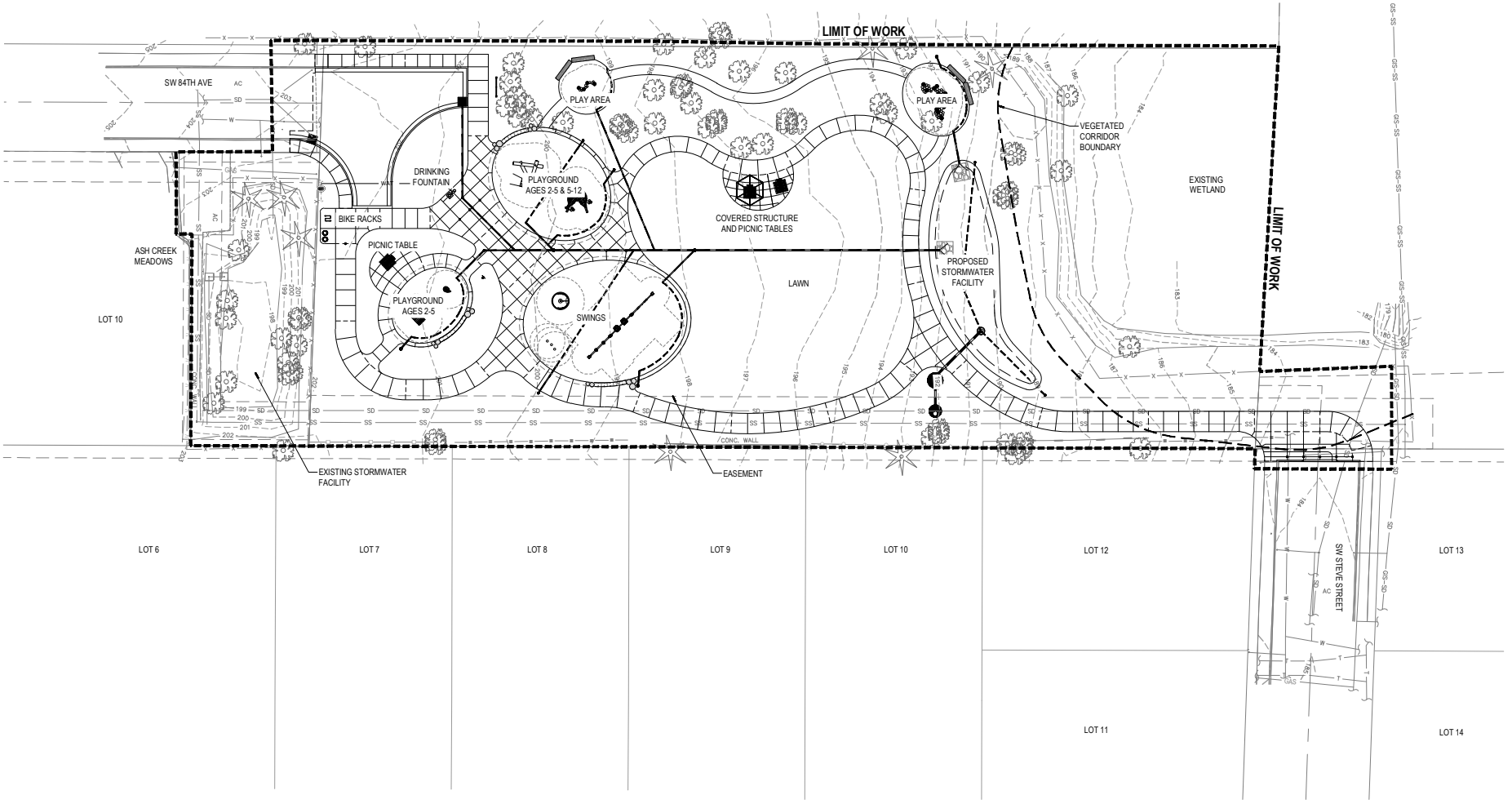
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Sheet No. 2 of 39

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KEY MAP LEGEND

L1.1 - EXISTING CONDITIONS PLAN
L2.0 - TREE PROTECTION AND REMOVAL PLAN
L3.0 - DEMOLITION PLAN
L4.1 - MATERIALS PLAN
L5.1 - LAYOUT PLAN
L6.0 - GRADING PLAN
L7.1 - IRRIGATION PLAN
L8.1 - PLANTING PLAN



NORTH

SCALE: 1" = 20'-0"
0' 10' 20' 40'

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EXISTING CONDITIONS NOTES

SURVEY INFORMATION: THIS IS A SURVEY OF 8400 SW STEVE STREET, TIGARD OR 97223. THE FIELD WAS SURVEYED BY WESTLAKE ON FEBRUARY 13-14 AND 19, 2024.
HORIZONTAL DATUM: OCRS PORTLAND ZONE, NAD83 (2011)
VERTICAL DATUM: NGVD29
PROJECTION: NAD83 (2011)

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, DEPTHS AND ELEVATIONS PRIOR TO CONSTRUCTION AND ARRANGE FOR THE RELOCATION OF ANY IN CONFLICT WITH ALL CONSTRUCTION ACTIVITIES. THE LOCATIONS AND IDENTIFICATION OF UTILITIES WITHIN THIS DOCUMENT IS FOR INFORMATION ONLY AND IS NOT GUARANTEED TO BE ACCURATE. ANY DISCREPANCIES BETWEEN SURVEY INFORMATION AND FIELD CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY.

EXISTING FENCING LEGEND

SYMBOL	ITEM
	5FT CHAIN LINK FENCE
	6FT CHAINLINK FENCE
	CHAINLINK GATE
	6FT WOOD FENCE
	7FT WOOD FENCE
	8FT WOOD FENCE
	NEIGHBORING WOOD FENCE SIZE UNIDENTIFIED

GENERAL EXISTING CONDITIONS LEGEND

SYMBOL	ITEM
	EVERGREEN TREES
	DECIDUOUS TREES
	DECIDUOUS TREES ADDED BY ARBORIST (LOCATION APPROXIMATE)
	CONCRETE PAVING
	ROAD CENTERLINE
	CONCRETE WALL
X	TOPO MINOR
X	TOPO MAJOR
	PROPERTY LINE
UE	UTILITY EASEMENT
SDE	STORMWATER/ SANITARY SEWER EASEMENT
–EAS–	OTHER EASEMENTS
SD	STORMWATER
SS	SANITARY SEWER LINE
GAS	GAS LINE
W	WATER
E	POWER
	STORM SYMBOL
	SANITARY SEWER SYMBOL
GAS	GAS SYMBOL
W	WATER SYMBOLS
	POWER SYMBOL
	TREE STANDS (IDENTIFIED BY ARBORIST)

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Sheet Title: EXISTING CONDITIONS LEGEND AND NOTES

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Sheet No. 4 of 39

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SHEET NOTES

1. SEE SHEET G0.1 FOR GENERAL LEGEND AND NOTES.
2. LIMIT OF WORK LINE INDICATED FOR REFERENCE ONLY.

REFERENCE KEYNOTES

1. 4' CHAINLINK FENCE BEYOND WOOD FENCE OUTSIDE OF PROJECT SITE
2. EXISTING ASPHALT ROAD
3. DELINEATED WETLAND BOUNDARY
4. VEGETATED CORRIDOR (50' WETLAND BUFFER)
5. HOLE IN CHAIN LINK FENCE
6. RETAINING WALL BLOCKS
7. TREE STUMP
8. BARRICADE AT EDGE OF ASPHALT PAVING
9. TREE NUMBER. REFER TO THE TREE INVENTORY SCHEDULE FOR EXISTING TREE SPECIES AND COMMENTS

SCALE: 1" = 20'-0"

NORTH 0' 10' 20' 40'

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Sheet Title: EXISTING CONDITIONS PLAN

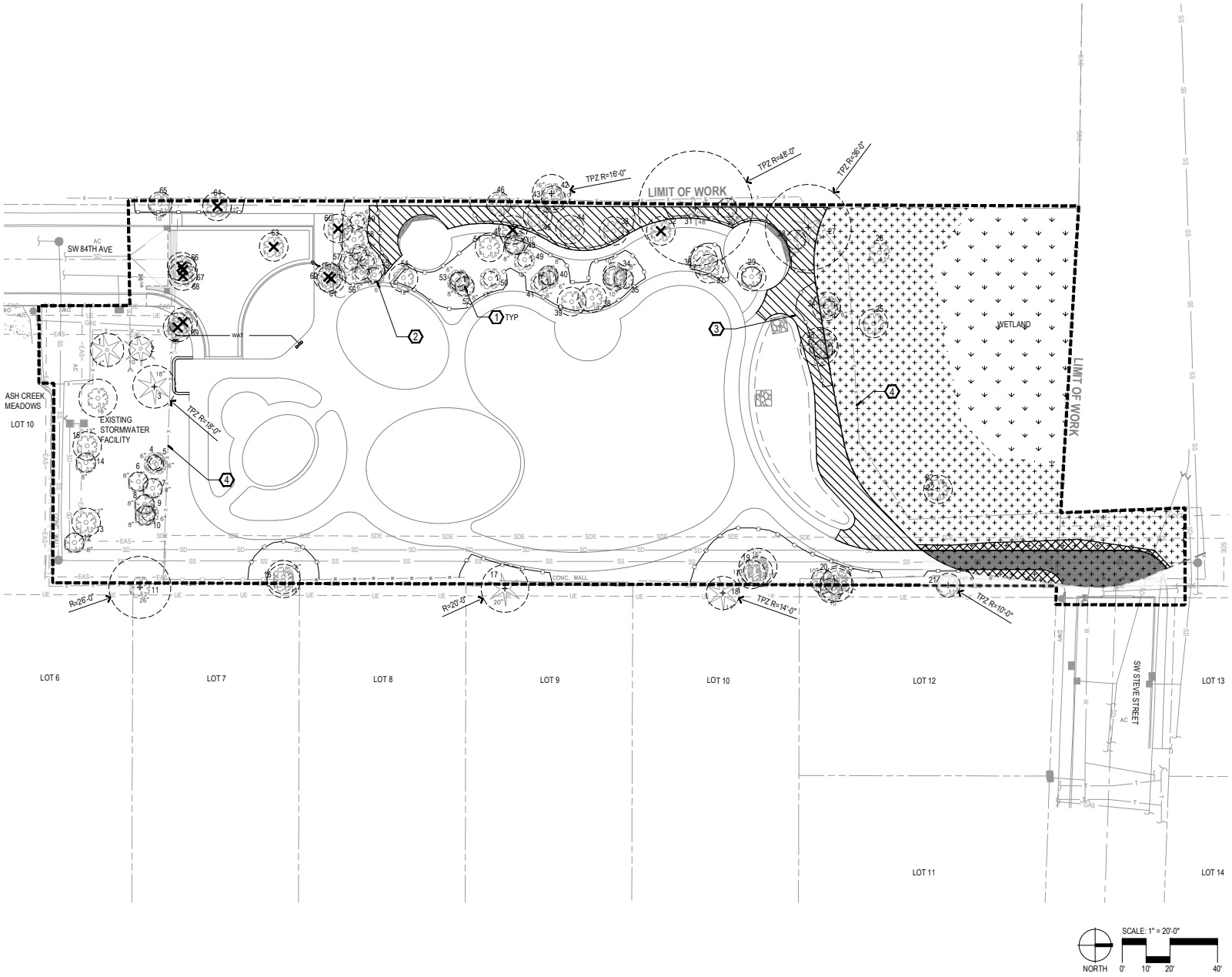
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TREE PROTECTION LEGEND

SYMBOL	ITEM
10" CONIFER 12" DECIDUOUS	EXISTING TREES TO REMAIN
	TREE PROTECTION FENCING
	CRITICAL ROOT ZONE
TPZ=10'	TREE PROTECTION ZONE DIAMETER

TREE REMOVAL LEGEND

SYMBOL	ITEM
12" DECIDUOUS	EXISTING TREES TO REMOVE

TREE PROTECTION NOTES

1. TRUNK PROTECTION AND SUPPLEMENTAL WATERING MAY BE REQUIRED AT THE DISCRETION OF THE PROJECT ARBORIST.
2. ANY CONSTRUCTION WORK INCLUDING BUT NOT LIMITED TO DEMOLITION, GRADING AND TRENCHING IN ANY TPZ SHALL ONLY BE DONE WITH WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE. CUT AND GRIND ALL STUMPS EXCEPT AS NOTED.
3. NO PARKING, EXCAVATION, TRENCHING, GRADING, ROOT PRUNING, STOCKPILING OF ANY MATERIALS OR OTHER ACTIVITIES SHALL OCCUR WITHIN THE TREE PROTECTION FENCING UNLESS APPROVED BY THE PROJECT ARBORIST.
4. TREE PROTECTION FENCING NOT TO BE MOVED WITHOUT PRIOR APPROVAL OF THE PROJECT ARBORIST.

SHEET NOTES

1. SEE SHEET L9.5 FOR TREE PROTECTION-ZONE FENCING DETAIL.

REFERENCE KEYNOTES

1. SALVAGE WOOD FROM REMOVED TREES FOR NATURE PLAY ELEMENTS
2. PROJECT ARBORIST OVERSIGHT MAY BE NECESSARY IF THERE IS A CURB BORDERING PLAY AREA
3. PROJECT ARBORIST OVERSIGHT MAY BE NECESSARY IF LARGE CUT CLOSE WITHIN 10 FT OF TREE 23
4. EXISTING CHAIN LINK FENCE TO REMAIN AND ACT AS TREE PROTECTION FENCING

VEGETATED CORRIDOR LEGEND

SYMBOL	ITEM
	AREA OF PATHWAY IMPACT TO WETLAND BUFFER: 982 SF
	AREA OF GRADING IMPACT TO WETLAND BUFFER: 455 SF
	AREA FOR VEGETATED CORRIDOR PLANTING: UP TO 3,790 SF AVAILABLE
	AREA OF EXISTING ONSITE VEGETATED CORRIDOR: 10,580 SF
	AREA OF EXISTING ONSITE WETLANDS: 5,262 SF

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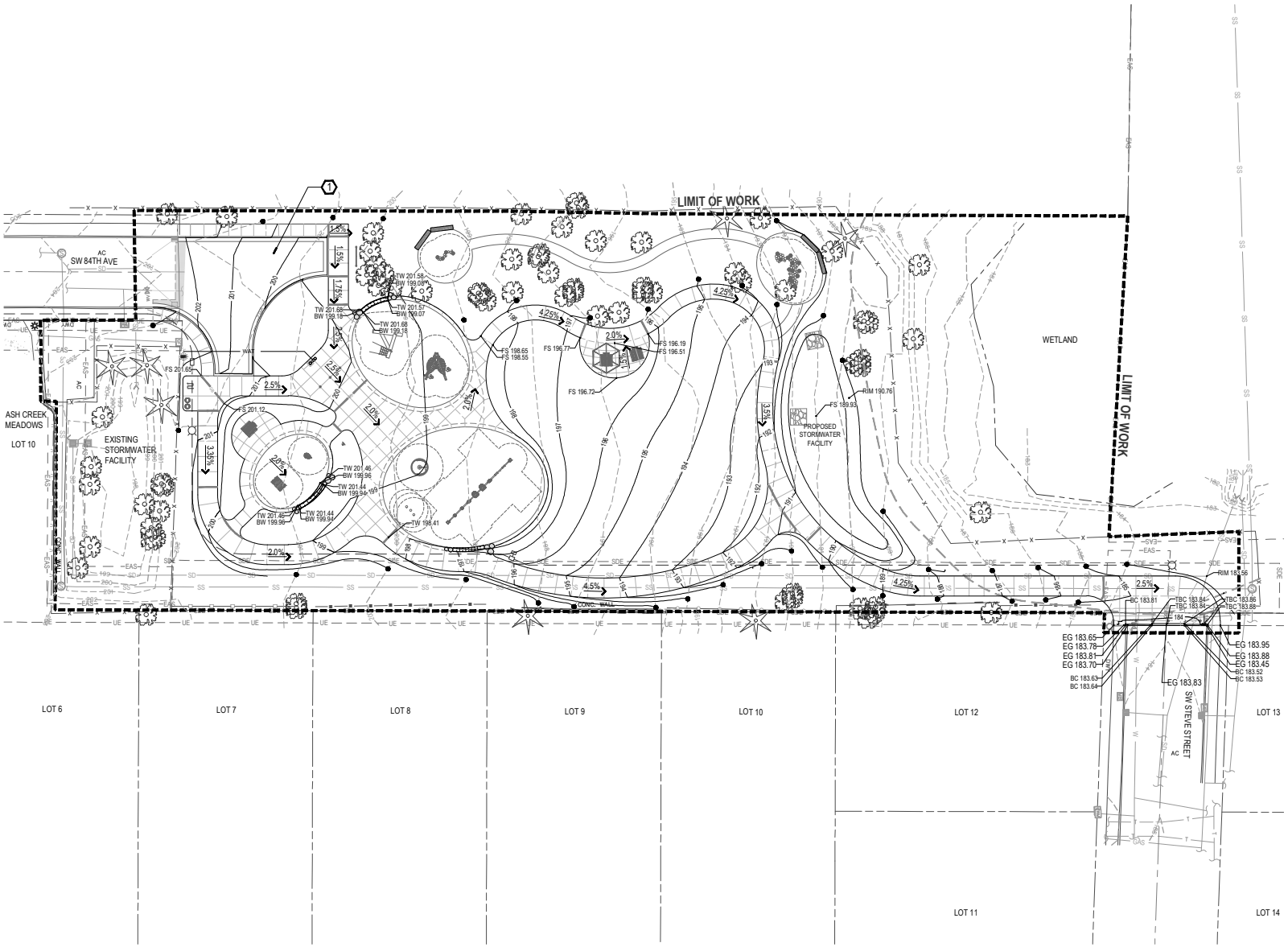
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LEGEND

SYMBOL	ITEM
205	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
GB	GRADE BREAK
FS XXX.XX	SPOT ELEVATION
XX%	SURFACE SLOPE PERCENTAGE
SD	STORM STORM DRAIN PIPE
PSD	SLOTTED STORM DRAIN PIPE
	AREA DRAIN
	CLEANOUT

SHEET NOTES

1. LIMIT OF WORK LINE INDICATED FOR REFERENCE ONLY.

REFERENCE KEYNOTES

1. ASPHALT TURNAROUND - SEE CIVIL FOR GRADING

GRADING NOTES

1. THE CONTRACTOR IS TO VERIFY ALL EXISTING GRADES IN THE FIELD PRIOR TO COMMENCING WORK AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE.
2. MAXIMUM SLOPES FOR WALKWAYS AND SIDEWALKS (WITHOUT HANDRAILS) TO BE 2% (CROSS SLOPE) AND 5% (LONGITUDINAL SLOPE) TO BE ADA ACCESSIBLE.
3. WHERE NEW FINISH GRADES TIE INTO EXISTING GRADES, EARTHWORK SHALL BE BLENDED SMOOTHLY WITH ROUNDED AND SEAMLESS TRANSITIONS.

SCALE: 1" = 20'-0"

NORTH 0' 10' 20' 40'

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PLANTING SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE AND TYPE	SPACING
TREES					
	ACGR	3	ACER GRISEUM / PAPERBARK MAPLE	4`-6` HT, B&B, 1.5" CALIPER	AS SHOWN
	ALRU	5	ALNUS RUBRA / RED ALDER	6`-8` HT B&B, 2" CALIPER	AS SHOWN
	LAIN	3	LAGERSTROEMIA INDICA / CRAPE MYRTLE	6'-8' HT B&B, 1.5" CALIPER	AS SHOWN
	PLBL	1	PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	6'-8' HT B&B, 2" CALIPER	AS SHOWN
	QUSU	1	QUERCUS SUBER/ CORK OAK	6`-8` HT B&B, 2" CALIPER	AS SHOWN
SHRUBS					
	AMAL	19	AMELANCHIER ALNIFOLIA / SERVICEBERRY	#2 CONT	AS SHOWN
	CEGL	21	CEANOTHUS GLORIOSUS / POINT REYES CEANOTHUS	#2 CONT	AS SHOWN
	COKE	50	CORNUS SERICEA 'KELSEYI' / KELSEY'S DWARF RED TWIG DOGWOOD	#1 CONT	AS SHOWN
	MAAQ	29	MAHONIA AQUIFOLIUM / OREGON GRAPE	#1 CONT	AS SHOWN
	MARE	61	MAHONIA REPENS / CREEPING MAHONIA	#1 CONT	AS SHOWN
	PAMY	10	PAXISTIMA MYRSINITES / OREGON BOXWOOD	#1 CONT	AS SHOWN
	PHPU	27	PHILADELPHUS PUBESCENS / BROADLEAF MOCK ORANGE	#1 CONT	AS SHOWN
	RISA	25	RIBES SANGUINEUM / RED FLOWERING CURRANT	#1 CONT	AS SHOWN
	SPTO	94	SPIRAEA BETULIFOLIA 'TOR' / WHITE FROST™ BIRCHLEAF SPIREA	#1 CONT	AS SHOWN
GRASSES, GRASSLIKE AND PERENNIALS					
	AQFO	23	AQUILEGIA FORMOSA / WESTERN COLUMBINE	#1 CONT	AS SHOWN
	GEMA	65	GERANIUM MACRORRHIZUM 'PURPURASCENS' / PURPLE BIGROOT GERANIUM	#1 CONT	AS SHOWN
	MUCA	5	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	#1 CONT	AS SHOWN
	PEAL	38	PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS	#1 CONT	AS SHOWN
	POMU	18	POLYSTICHUM MUNITUM / WESTERN SWORD FERN	#1 CONT	AS SHOWN
GRASS AREAS					
		1,422 SF	EMERGENT		
	CAOB	131	CAREX OBNUPTA / SLOUGH SEDGE	#1 CONT	20% @ 18" OC
	DECE	111	DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS	#1 CONT	30% @ 24" OC
	ELPA	131	ELEOCHARIS PALUSTRIS / GREAT SPIKE RUSH	#1 CONT	20% @ 18" OC
	JUEF	98	JUNCUS EFFUSUS / SOFT RUSH	4" POT	15% @ 18" OC
	JUEN	98	JUNCUS ENSIFOLIUS / SWORDLEAF RUSH	4" POT	15% @ 18" OC
GROUNDCOVERS					
	ALCE	286	ALLIUM CERNUUM / NODDING ONION	#1 CONT	24" OC
	ARUV	206	ARCTOSTAPHYLOS UVA-URSI / KINNIKINNICK	4" POT	18" OC
	ERGL	419	ERIGERON GLAUCUS 'ARTHUR MENZIES' / ARTHUR MENZIES SEASIDE DAISY	4" POT	18" OC
	GASH	174	GAULTHERIA SHALLON / SALAL	BULB	30" OC

MISC SCHEDULE

SYMBOL / ID	QTY	DESCRIPTION	REMARKS
	123 LF	8' LONG ROOT BARRIER	PLACE AT EDGE OF PAVING ONLY.
	3,909 SF	VEGETATED CORRIDOR ENHANCEMENT	
	11,181	SOD	

PLANTING NOTES

1. PROVIDE PLANTING SOIL AND BARK MULCH TO THE COMPOSITION AND DEPTHS IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
2. INSTALL PLANTS IN ACCORDANCE WITH THE DRAWINGS AND THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
3. PLANTING COUNTS MUST BE VERIFIED PRIOR TO INSTALLATION. IN THE CASE OF A DISCREPANCY BETWEEN THE LEGEND AND THE PLAN, PLANTS INDICATED ON THE PLAN SHALL SUPERCEDE QUANTITIES LISTED IN THE LEGEND.
4. UTILITY LOCATIONS SHOWN ON PLANS MAY DIFFER FROM FIELD CONDITIONS. CONTRACTOR TO FIELD VERIFY ALL UTILITIES BEFORE INSTALLATION. CONFLICTS BETWEEN ANY EXISTING AND PROPOSED UTILITIES ARE TO BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY.
5. PLANTS INDICATED TO BE INSTALLED IN STORMWATER FACILITIES DESIGNED WITH PERMANENT POOLS OF WATER OR FACILITIES ANTICIPATED TO BE FREQUENTLY INUNDATED (TO WATER DEPTHS ABOVE THE SMALLEST INSTALLED PLANT HEIGHT) SHALL BE ENTIRELY DEWATERED PRIOR TO PLANT INSTALLATION. PLANTS INSTALLED IN STORMWATER FACILITIES WITH ANTICIPATED HIGH WATER LEVELS MAY BE INSTALLED OUTSIDE THE SPECIFIED PLANT INSTALLATION WINDOW IF ADDITIONAL SUPPLEMENTAL IRRIGATION IS PROVIDED.

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VERIFY SCALE: DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park
City of Tigard
8400 SW STEVE STREET
TIGARD, OR 97223
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Submittal: LAND USE APPLICATION
Sheet Title: PLANTING SCHEDULE AND NOTES

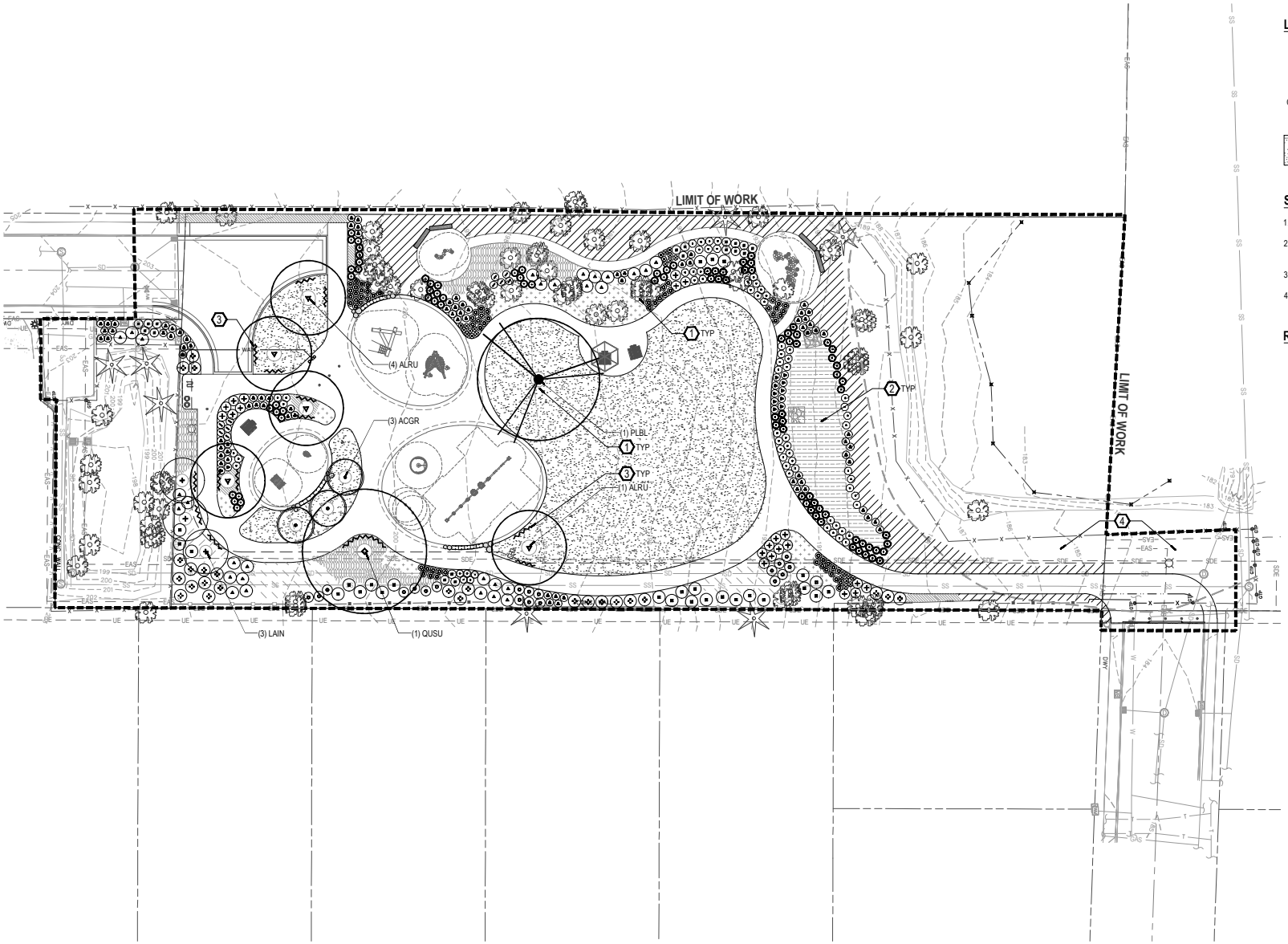
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Date: 09/02/2025
Revisions:

Drawn By: SS/MM/MPL
Checked By: PG
Job No. 200249.5
Approved: BJ

L8.0
Sheet No. 17 of 39

G:\PROJECTS\200249.5 STEVE_STREET_PARK\02_PRODUCTION\01_CAD\01_PLOT SHEETS\200249_PLANTING



LEGEND

SYMBOL	ITEM
CONIFER DECIDUOUS	EXISTING TREES
	SOD

SHEET NOTES

1. SEE SHEET L4.0 FOR DETAIL KEYNOTES.
2. SEE SHEET L8.0 FOR PLANTING SCHEDULE AND NOTES.
3. SEE SHEET L9.5 FOR PLANTING DETAILS.
4. LIMIT OF WORK LINE INDICATED FOR REFERENCE ONLY.

REFERENCE KEYNOTES

1. PROPOSED 5' MULCH RING FOR TREES.
2. STORMWATER FACILITY.
3. 8' LONG TREE ROOT BARRIER BACK OF SIDEWALK AND CURB.
4. EXISTING LAWN AREA TO REMAIN

SCALE: 1" = 20'-0"

NORTH 0' 10' 20' 40'

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Sheet Title: PLANTING PLAN

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Sheet No. 18 of 39

G:\PROJECTS\200249.5_STEVE_STREET_PARK\02_PRODUCTION\1_CAD\01_PLOT_SHEETS\200249_PLANTING

STEVE STREET PARK
TIGARD, OREGON
90% SET - CIVIL SET

GENERAL NOTES

1. SURVEY PROVIDED BY WESTLAKE CONSULTANTS INC., DATED JANUARY 31, 2024, ELEVATIONS ARE BASED ON WASHINGTON COUNTY, OR VERTICAL DATUM NGVD29 ESTABLISHED PER BENCH MARK NO. 401 WITH AN ELEVATION OF 229.687'.
2. CONSTRUCTION LAYOUT (ALL ACTUAL LINES AND GRADES) SHALL BE STAKED BY A PROFESSIONAL SURVEYOR, REGISTERED IN THE STATE OF OREGON, BASED ON COORDINATES, DIMENSIONS, BEARINGS, AND ELEVATIONS, AS SHOWN, ON THE PLANS.
3. PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE HORIZONTAL POSITION PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
4. PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE VERTICAL POSITION BASED ON THE BENCHMARK STATED HEREON, PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
5. WHEN DIMENSIONS AND COORDINATE LOCATIONS ARE REPRESENTED - DIMENSIONS SHALL HOLD OVER COORDINATE LOCATION, NOTIFY THE CIVIL ENGINEER OF RECORD IMMEDIATELY UPON DISCOVERY OF ANY DISCREPANCIES.
6. BUILDING SETBACK DIMENSIONS FROM PROPERTY LINES SHALL HOLD OVER ALL OTHER CALLOUTS, PROPERTY LINES AND ASSOCIATED BUILDING SETBACKS SHALL BE VERIFIED PRIOR TO CONSTRUCTION LAYOUT.
7. CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING MONUMENTATION DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT OF ANY MONUMENTS DAMAGED OR REMOVED DURING CONSTRUCTION. NEW MONUMENTS SHALL BE REESTABLISHED BY A LICENSED SURVEYOR.
8. CONTRACTOR TO REFERENCE GEOTECHNICAL ENGINEERING REPORT BY GEOTECHNICS LLC DATED DECEMBER 5, 2024 FOR THE SITE SOILS CONDITIONS.
9. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, THE PROJECT SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF THE2024 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2023 OREGON PLUMBING SPECIALTY CODE AND REQUIREMENTS OF THE CITY OF TIGARD.
10. THE COMPLETED INSTALLATION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES, ORDINANCES AND REGULATIONS. ALL PERMITS, LICENSES AND INSPECTIONS REQUIRED BY THE GOVERNING AUTHORITIES FOR THE EXECUTION AND COMPLETION OF WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.
11. ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987). EXCAVATORS MUST NOTIFY ALL PERTINENT COMPANIES OR AGENCIES WITH UNDERGROUND UTILITIES IN THE PROJECT AREA AT LEAST 48 BUSINESS-DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO COMMENCING AN EXCAVATION, SO UTILITIES MAY BE ACCURATELY LOCATED.
12. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY ELEVATIONS, PIPE SIZE, AND MATERIAL TYPES OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WITH CONSTRUCTION AND SHALL BRING ANY DISCREPANCIES TO THE ATTENTION OF KPFF CONSULTING ENGINEERS, 72 HOURS PRIOR TO START OF CONSTRUCTION TO PREVENT GRADE AND ALIGNMENT CONFLICTS.
13. THE ENGINEER OR OWNER IS NOT RESPONSIBLE FOR THE SAFETY OF THE CONTRACTOR OR HIS CREW, ALL O.S.H.A. REGULATIONS SHALL BE STRICTLY ADHERED TO IN THE PERFORMANCE OF THE WORK.
14. TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IMPLEMENTED. THE CONTRACTOR SHALL ADHERE TO CITY OF TIGARD AND DEQ FOR MINIMUM EROSION CONTROL MEASURES. THE ESC FACILITIES SHOWN IN THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
15. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ROADWAYS, KEEPING THEM CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, AND PROVIDING DUST CONTROL AS REQUIRED.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND SCHEDULING ALL WORK WITH THE OWNER.
17. NOTIFY CITY OF TIGARD INSPECTOR 72 HOURS BEFORE STARTING WORK. A PRECONSTRUCTION MEETING WITH THE OWNER, THE OWNER'S ENGINEER, CONTRACTOR AND THE CITY OF TIGARD REPRESENTATIVE SHALL BE REQUIRED.

CONSTRUCTION NOTES

EARTHWORKS

1. SUBGRADE AND TRENCH BACKFILL SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698, FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER IS NOT PERMITTED.
2. TRENCH BEDDING AND BACKFILL SHALL BE AS SHOWN ON THE PIPE BEDDING AND BACKFILL DETAIL, THE PROJECT SPECIFICATIONS AND AS REQUIRED IN THE SOILS REPORT.
3. WITH THE APPROVAL OF THE ENGINEER, PROOF-ROLL TESTING OF SUBGRADE AND/OR AGGREGATE BASE MAY BE SUBSTITUTED FOR OTHER COMPACTION TESTING.
4. CONTRACTOR SHALL PREVENT SEDIMENTS AND SEDIMENT LADEN WATER FROM ENTERING THE STORM DRAINAGE SYSTEM.

DEMOLITION

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF EXISTING AC, CURBS, SIDEWALKS AND OTHER SITE ELEMENTS WITHIN THE SITE AREA IDENTIFIED IN THE PLANS.
2. EXCEPT FOR MATERIALS INDICATED TO BE STOCKPILED OR TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY, REMOVED FROM THE SITE, AND DISPOSED OF PROPERLY.
3. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND DELIVERED STORED AT THE PROJECT SITE AS DIRECTED BY THE OWNER.
4. ALL LANDSCAPING, PAVEMENT, CURBS AND SIDEWALKS, BEYOND THE IDENTIFIED SITE AREA, DAMAGED DURING THE CONSTRUCTION SHALL BE REPLACED TO THEIR ORIGINAL CONDITION OR BETTER.
5. CONCRETE SIDEWALKS SHOWN FOR DEMOLITION SHALL BE REMOVED TO THE NEAREST EXISTING CONSTRUCTION JOINT.
6. SAWCUT STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING AND NEW PAVEMENT.

UTILITIES

1. ADJUST ALL INCIDENTAL STRUCTURES, MANHOLES, VALVE BOXES, CATCH BASINS, FRAMES AND COVERS, ETC. TO FINISHED GRADE.
2. CONTRACTOR SHALL ADJUST ALL EXISTING AND/OR NEW FLEXIBLE UTILITIES (WATER, TV, TELEPHONE, ELEC., ETC.) TO CLEAR ANY EXISTING OR NEW GRAVITY DRAIN UTILITIES (STORM DRAIN, SANITARY SEWER, ETC.) IF CONFLICT OCCURS.
3. CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE INSTALLATION OF OR ADJUSTMENT TO GAS, ELECTRICAL, POWER AND TELEPHONE SERVICE.
4. BEFORE BACKFILLING ANY SUBGRADE UTILITY IMPROVEMENTS, CONTRACTOR SHALL SURVEY OR RECORD MEASUREMENTS OF EXACT LOCATION AND DEPTH AND SUBMIT TO ENGINEER AND OWNER FOR RECORD DRAWINGS.
5. ALL WORK TO CONFORM TO THE 2023 OREGON PLUMBING SPECIALTY CODE.

STORM AND SANITARY

1. CONNECTIONS TO EXISTING STORM SHALL CONFORM TO THE 2024 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 00490, "WORK ON EXISTING SEWERS AND STRUCTURES".
2. BEGIN LAYING STORM DRAIN AT THE LOW POINT OF THE SYSTEM, TRUE TO GRADE AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERT. THE CONTRACTOR SHALL ESTABLISH LINE AND GRADE FOR THE STORM PIPE USING A LASER.
3. ALL CATCH BASIN LEADERS SHALL HAVE A MINIMUM SLOPE OF 2 PERCENT UNLESS NOTED OTHERWISE IN THE PLANS.
4. ALL HORIZONTAL CONNECTIONS TO THE STORM SEWERS SHALL BE OF THE 'WYE' BRANCH TYPE.

PAVING

1. SEE LANDSCAPE ARCHITECTURAL PLANS FOR SIDEWALK FINISHING AND SCORING PATTERNS.

SEPARATION STATEMENT

ALL WATER MAIN CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT, CHAPTER 333, WATER MAINS SHALL CROSS OVER SANITARY SEWERS WITH A 18" MINIMUM CLEARANCE BETWEEN OUTSIDE DIAMETERS OF PIPE WITH ALL PIPE JOINTS EQUIDISTANT FROM CROSSING. HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWERS IN PARALLEL INSTALLATIONS SHALL BE 10', MAINTAIN 12" MINIMUM VERTICAL DISTANCE FOR ALL OTHER UTILITY CROSSINGS AND 12" HORIZONTAL PARALLEL DISTANCE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN THE MINIMUM 10' HORIZONTAL SEPARATION, THE WATER MAIN SHALL BE LAID ON A SEPARATE SHELF IN THE TRENCH 18" INCHES ABOVE THE SEWER.

MATERIAL NOTES

1. GENERAL: MATERIALS SHALL BE NEW. THE USE OF MANUFACTURER'S NAMES, MODELS, AND NUMBERS IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, AND USEFULNESS. PROPOSED SUBSTITUTIONS WILL REQUIRE WRITTEN APPROVAL FROM ENGINEER PRIOR TO INSTALLATION.
2. STORM PIPING SHALL BE PVC PIPE CONFORMING TO THE PROJECT SPECIFICATIONS; AS INDICATED IN THE PLANS.
3. CONCRETE FOR CURBS AND SIDEWALK SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS.

ABBREVIATIONS

AC	ASPHALT CONCRETE	PVC	POLYVINYL CHLORIDE
A.	APPROXIMATE	PVMT	PAVEMENT
BOW	BACK OF WALK	R	RIM
CB	CATCH BASIN	S	SLOPE (FT/FT)
CL	CENTERLINE	SD	STORM DRAIN
CONC.	CONCRETE	SDMH	STORM DRAIN MANHOLE
DIA,.Ø	DIAMETER	SHT	SHEET
E	EASTING	ST	STREET
EXIST./EX.	EXISTING	STD	STANDARD
FG	FINISH GRADE	S/W	SIDEWALK
GB	GRADE BREAK	TC	TOP OF CURB
IE	INVERT ELEVATION	TP	TOP OF PAVEMENT
IRR.	IRRIGATION	TW	TOP OF WALK
MH	MANHOLE	TYP	TYPICAL
MIN	MINIMUM	W	WATER
N	NORTHING	W/	WITH
OF	OUTFALL		
P/L	PROPERTY LINE		

SHEET INDEX

SHEET NUMBER	SHEET NAME
C0,1	CIVIL NOTES AND COVER SHEET
C1,0	SITE PLAN
C2,0	GRADING PLAN
C3,0	STORM PLAN
C4,0	CIVIL DETAILS
C4,1	CIVIL DETAILS
C4,2	CIVIL DETAILS
EC1,0	ESCP COVER SHEET
EC2,0	ESCP EXISTING CONDITIONS
EC3,0	ESCP CLEARING AND GRADING
EC4,0	ESCP UTILITY AND ROAD CONSTRUCTION
EC5,0	ESCP FINAL STABILIZATION
EC6,0	ESCP DETAILS



VICINITY MAP
SCALE: NTS

PROJECT CONTACTS

OWNER:
CITY OF TIGARD
13125 SW HALL BLVD.
TIGARD, OREGON 97232
TEL: 503-718-2788
CONTACT: CARLA STAEDTER

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110 SE MAIN ST., SUITE 100
PORTLAND, OR 97214
TEL: 503-222-5612
CONTACT: BEN JOHNSON, LA

CIVIL ENGINEER:
KPFF CONSULTING ENGINEERS
111 SW FIFTH AVENUE, SUITE 2600
PORTLAND, OREGON 97204
TEL: 503-542-3860
CONTACT: JESSICA ZINK, PE

ELECTRICAL ENGINEER:
R&W ENGINEERING
9615 SW ALLEN BLVD, SUITE 107
BEAVERTON, OR 97005
TEL: 503-292-6000
CONTACT: SAM RUSSUM

GEOTECHNICAL ENGINEER:
GEOTECHNICS LLC
30110 E WOODWARD RD
TROUTDALE, OREGON 97060
TEL: 503-730-2469
CONTACT: ANDRE MARE, PE, GE

ARBORIST:
TODD PRAGER AND ASSOCIATES
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LAKE OSWEGO, OR 97034
TEL: 971-295-4835
CONTACT: TODD PRAGER

NOTICE TO EXCAVATORS:
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(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS
Call before you dig.
Oregon 811 or 800-332-2344

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Submittal: LAND USE APPLICATION

Sheet Title: CIVIL NOTES AND COVER SHEET

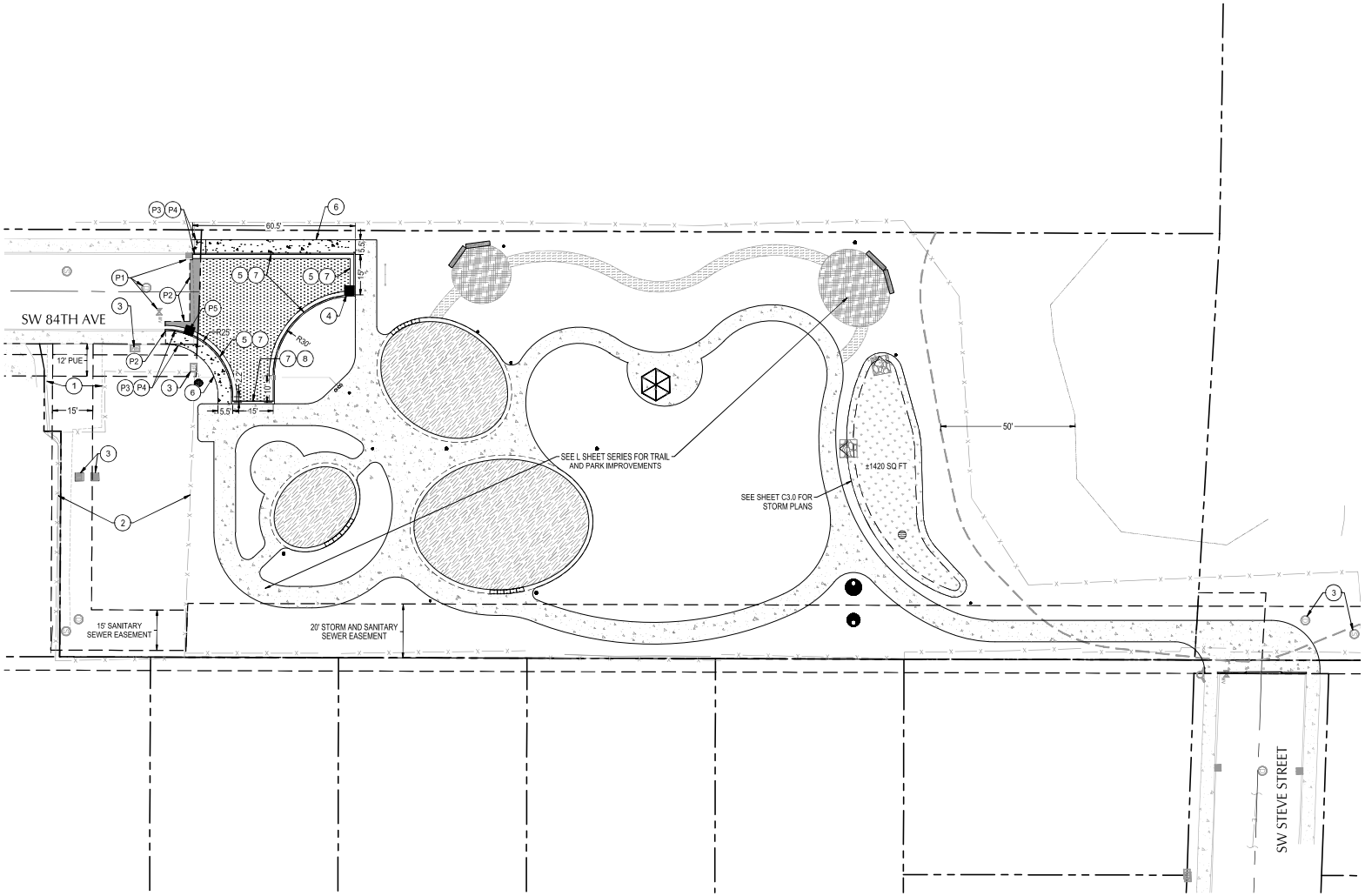
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Sheet No. 23 of 39

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SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB OR UNLESS OTHERWISE NOTED.
2. ALL SIDEWALK PAVEMENT JOINTS SHALL BE CONSTRUCTED PER L9.X SHEET SERIES.
3. PROPOSED FRONTAGE IMPROVEMENTS IN RIGHT-OF-WAY SHOWN FOR REFERENCE ONLY. TO BE PERMITTED UNDER SEPARATE PUBLIC FACILITY IMPROVEMENTS PERMIT.

(X) KEY NOTES

#	DESCRIPTION	DETAIL
1	PROTECT EXISTING MAINTENANCE ACCESS	
2	PROTECT EXISTING FENCE AND WATER QUALITY FACILITY	
3	EXISTING UTILITY TO REMAIN	
4	PROPOSED CG-2 INLET, SEE SHEET C3.0	
5	INSTALL CURB AND GUTTER	3/C4.2
6	INSTALL CONCRETE SIDEWALK	2/C4.2
7	PAINT CURB RED FOR 'NO PARKING' ZONE	
8	INSTALL MOUNTABLE CURB	6/C4.2

(X) PUBLIC IMPROVEMENTS

(SHOWN FOR REFERENCE ONLY, SEE SEPARATE PFI PLANSET)

P1	EXISTING UTILITY TO REMAIN
P2	SAWCUT LINE
P3	INSTALL CURB AND GUTTER
P4	INSTALL CONCRETE SIDEWALK
P5	PROPOSED CG-2 INLET

SHEET LEGEND

- PROPERTY LINE
- 50 FT WETLAND BUFFER LINE
- WETLAND FENCE BOUNDARY
- SAWCUT LINE
- EASEMENT
- EXISTING FENCE
- ASPHALT CONCRETE PAVEMENT (1/C4.1)
- CONCRETE SIDEWALK (2/C4.2)
- STORMWATER FACILITY (4.1/C4.1)
- CONCRETE TRAIL, SEE LANDSCAPING PLANS
- SYNTHETIC TURF, SEE LANDSCAPING PLANS
- WOODCHIP, SEE LANDSCAPING PLANS
- ENGINEERED WOOD FIBER SEE LANDSCAPING PLANS

SCALE 1 INCH = 20 FEET
20 0 20 40

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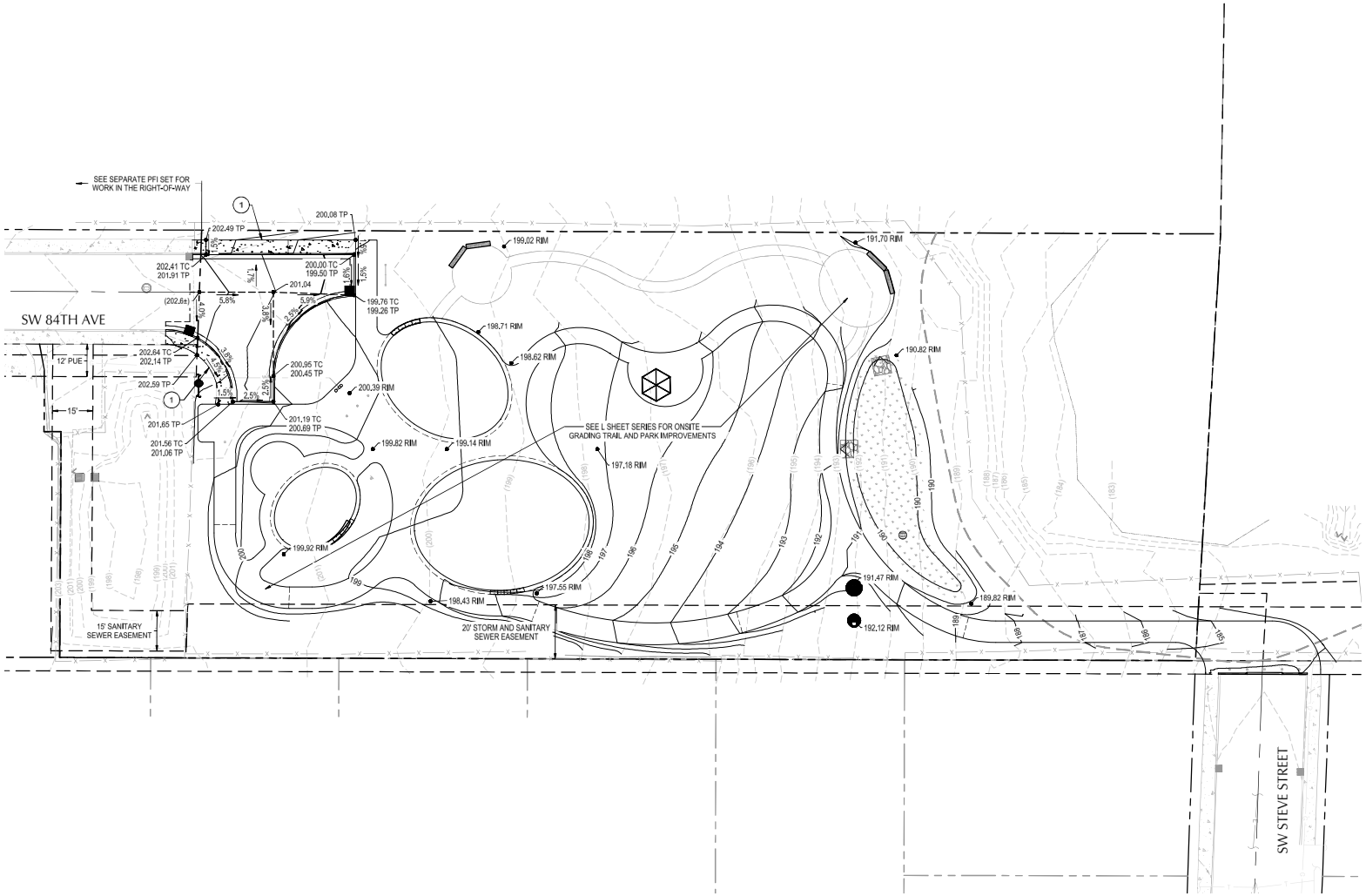
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C1.0
Sheet No. 24 of 39



SHEET NOTES

1. SLOPES PROVIDED ON SLOPE ARROW ARE FOR REFERENCE ONLY.
2. LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
3. ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAAG).
4. REFER TO SHEET L6.0 FOR ON SITE GRADING PLAN.
5. PROPOSED FRONTAGE IMPROVEMENTS IN RIGHT-OF-WAY SHOWN FOR REFERENCE ONLY. TO BE PERMITTED UNDER SEPARATE PUBLIC FACILITY IMPROVEMENTS PERMIT.

KEY NOTES

NOTE	DESCRIPTION
1	GRADE BACK OF SIDEWALK TO EXISTING GRADE AT A 3:1 SLOPE

GRADING LABEL LEGEND

CALLOUT	DESCRIPTION
X.X%	GRADING SLOPE AND DIRECTION (DOWNHILL)
XX.XX XX	SPOT ELEVATION DESCRIPTION LISTED BELOW. NO DESCRIPTION MEANS TP OR TG
RIM TC TP	RIM OF STRUCTURE TOP OF CURB TOP OF PAVEMENT
(XXX.X±)	EXISTING GRADE (MATCH WHERE APPLICABLE)

SHEET LEGEND

- PROPERTY LINE
- GRADE BREAK
- 50 FT WETLAND BUFFER LINE
- SAWCUT LINE
- EASEMENT
- (49) EX. CONTOUR MINOR
- (50) EX. CONTOUR MAJOR
- 49 PROPOSED CONTOUR MINOR
- 50 PROPOSED CONTOUR MAJOR
- STORMWATER FACILITY (735 / 740)

SCALE 1 INCH = 20 FEET

20 0 20 40

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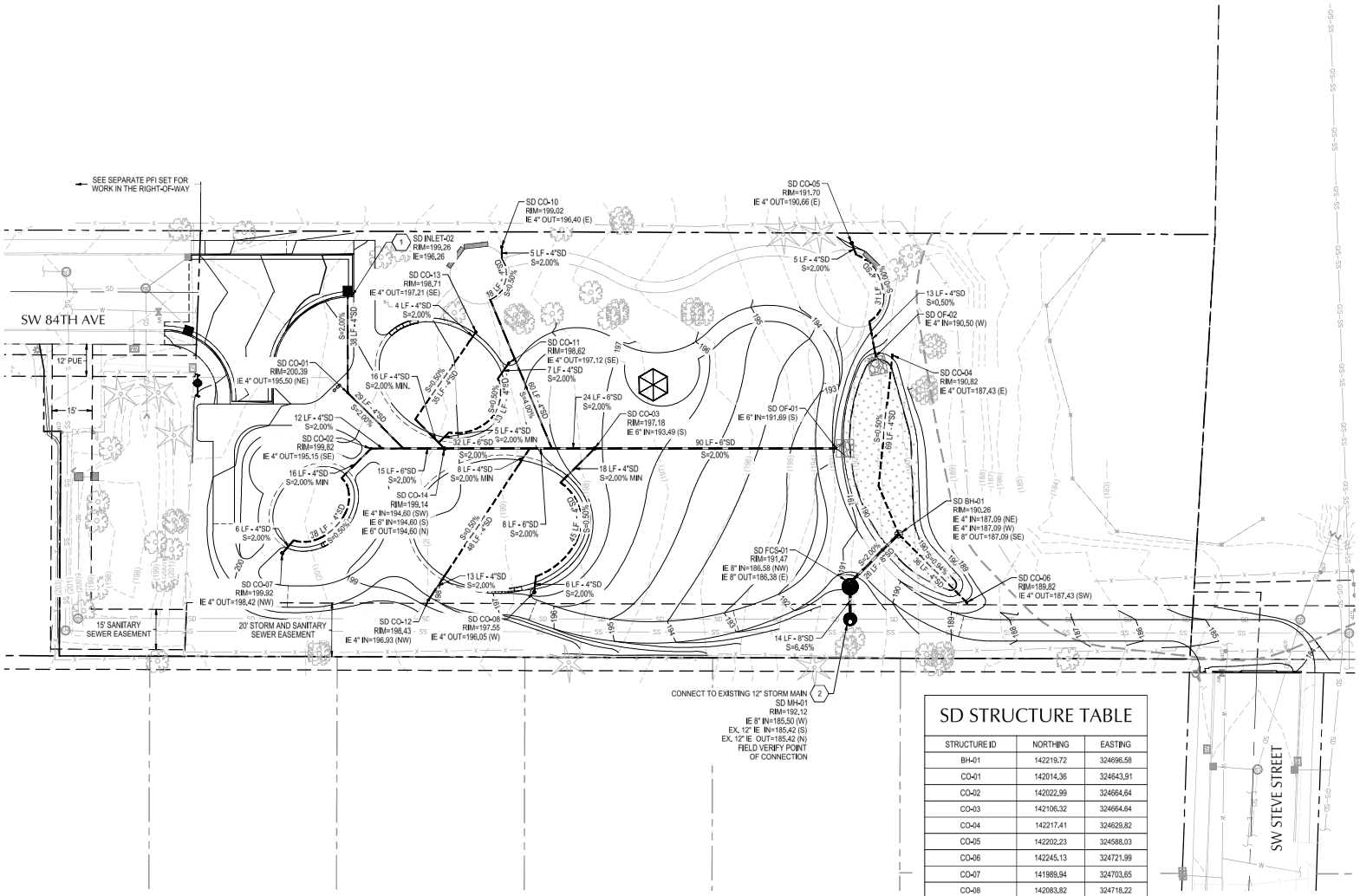
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Job No.	200249.5
Approved:	JZ

C2.0

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SD STRUCTURE TABLE

STRUCTURE ID	NORTHING	EASTING
BH-01	142219.72	324696.58
CO-01	142014.36	324643.91
CO-02	142022.99	324664.64
CO-03	142106.32	324664.64
CO-04	142217.41	324629.82
CO-05	142202.23	324588.03
CO-06	142245.13	324721.99
CO-07	141989.94	324703.65
CO-08	142083.82	324718.22
CO-10	142071.69	324589.43
CO-11	142074.42	324632.72
CO-12	142044.39	324721.16
CO-13	142062.13	324621.18
CO-14	142050.44	324664.64
FCS-01	142201.64	324714.63
INLET-02	142016.07	324607.52
MH-01	142201.63	324728.28
OF-01	142196.51	324664.61
OF-02	142211.19	324630.25

SHEET NOTES

1. ON-SITE PIPE BEDDING AND BACKFILL FOR ALL UTILITIES PER CWS DRAWING NO. 590.
2. STRUCTURES LOCATIONS ARE BASED ON CENTER OF STRUCTURE.
3. REFER TO SHEET L6.0 FOR ON SITE GRADING PLAN.
5. PROPOSED FRONTAGE IMRPOVEMENTS IN RIGHT-OF-WAY SHOWN FOR REFERENCE ONLY. TO BE PERMITTED UNDER SEPARATE PUBLIC FACILITY IMPROVEMENTS PERMIT.

UTILITY KEY NOTES

NOTE	DESCRIPTION
1	INSTALL CG-2 INLET PER ODOT STANDARD DRAWING RD366.
2	CONTRACTOR SHALL FIELD VERIFY POINT OF CONNECTION PRIOR TO ORDERING MATERIALS. NOTIFY ENGINEER OF ANY DISCREPANCIES.

UTILITY LABEL LEGEND

STRUCTURE LABEL

UTILITY TYPE (SD=STORM DRAINAGE, S=SANITARY SEWER, W=WATER, FP=FIRE PROTECTION)
STRUCTURE TYPE CALLOUT
ID NUMBER (WHERE APPLICABLE)
XX.XX-XX
RIM=
IE IN = XX.X
IE OUT = XX.X
STRUCTURE INFO (WHERE APPLICABLE)

PIPE LABEL

UTILITY LENGTH
UTILITY SIZE
XXLF - XX" XX
UTILITY TYPE
S=X.XX%
SLOPE (WHERE APPLICABLE)

STRUCTURE TYPE

CALLOUT	DESCRIPTION	DETAIL
CO	CLEANOUT TO GRADE	500 & 510/C4.0
FCS	FLOW CONTROL STRUCTURE	270/C4.0
OF	OUTFALL	4/C4.2 & 5/C4.2
BH	BEEHIVE INLET	405/C4.0

UTILITY LEGEND

PROPERTY LINE
50 FT WETLAND BUFFER LINE
EASEMENT
(49) EX. CONTOUR MINOR
(50) EX. CONTOUR MAJOR
49 PROPOSED CONTOUR MINOR
50 PROPOSED CONTOUR MAJOR
STORM PIPE
PERFORATED STORM PIPE
STORMWATER FACILITY (F33 / F40)

SCALE 1 INCH = 20 FEET
20 0 20 40

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VERIFY SCALE DRAWINGS ARE TO SCALE BY BAR MEASURES !!
0" 1/2" 1"

CITY OF Tigard

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Submittal: LAND USE APPLICATION
Sheet Title: STORM PLAN

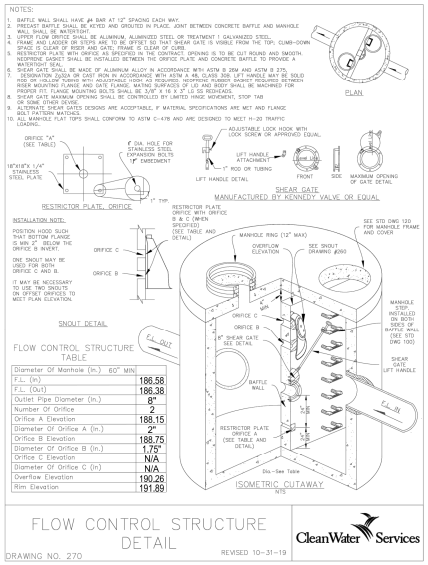
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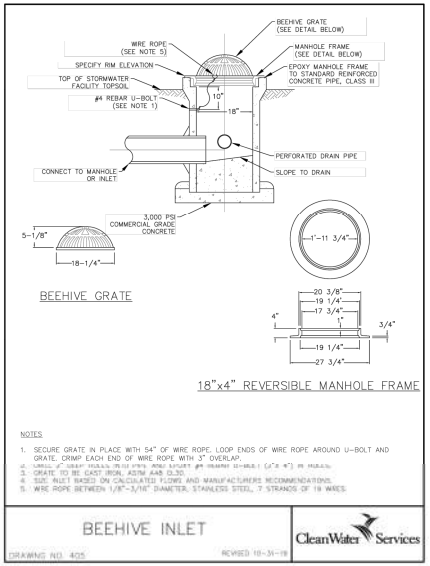
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Revisions:

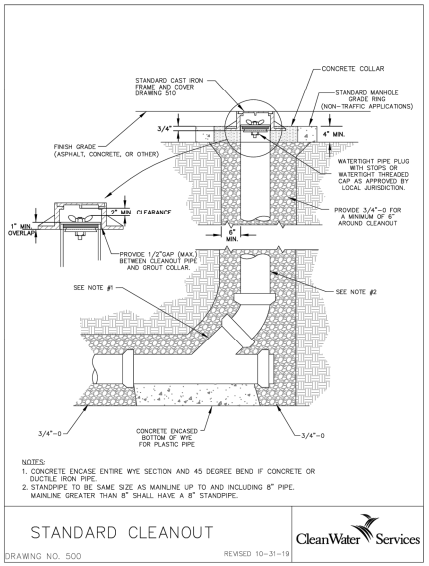
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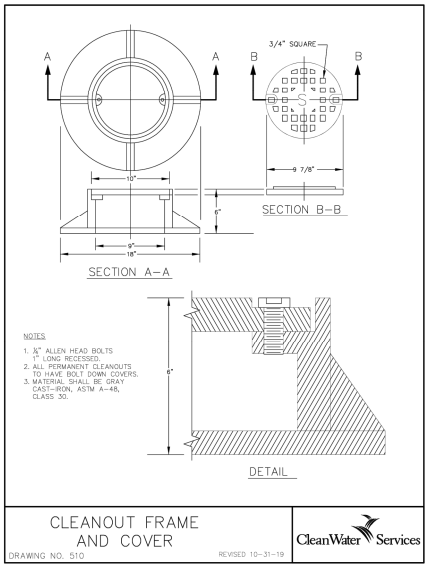
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Sheet No. 26 of 39

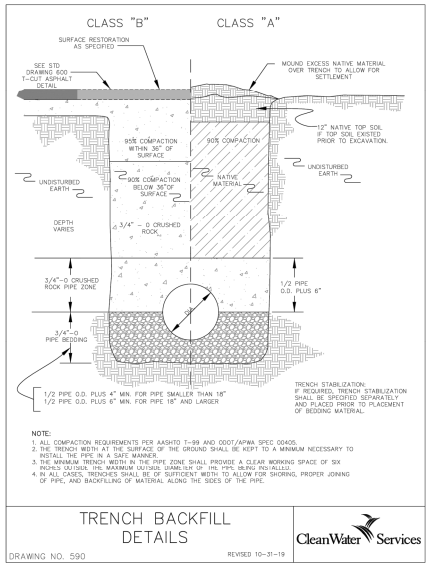
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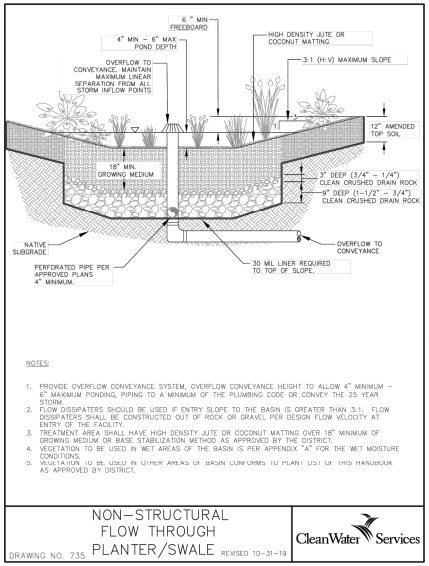












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VERIFY SCALE DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

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Submittal: LAND USE APPLICATION

Sheet Title: CIVIL DETAILS

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Sheet No. 27 of 39

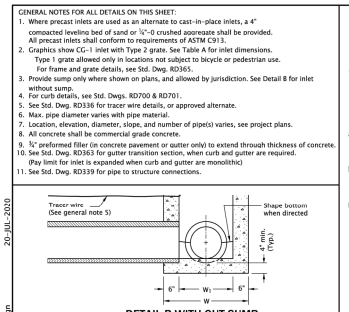
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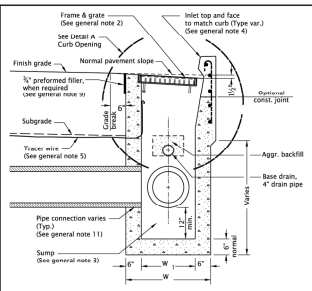
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GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

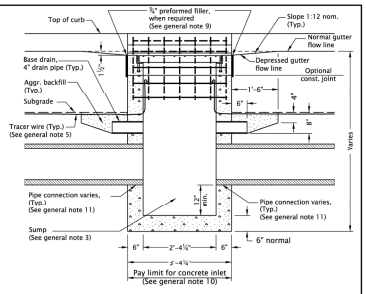
1. Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or ¼"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
2. Graphics show CG-1 inlet with Type 2 grate. See Table A for inlet dimensions. Type 1 grate allowed only in locations not subject to bicycle or pedestrian use. For frame and grate details, see Std. Dwg. RD365.
3. Provide sump only where shown on plans, and allowed by jurisdiction. See Detail B for inlet without sump.
4. For curb details, see Std. Dwgs. RD700 & RD701.
5. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
6. Max. pipe diameter varies with pipe material.
7. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
8. All concrete shall be commercial grade concrete.
9. ¾" preformed filler (in concrete pavement or gutter only) to extend through thickness of concrete.
10. See Std. Dwg. RD363 for gutter transition section, when curb and gutter are required. (Pay limit for inlet is expanded when curb and gutter are monolithic)
11. See Std. Dwg. RD339 for pipe to structure connections.



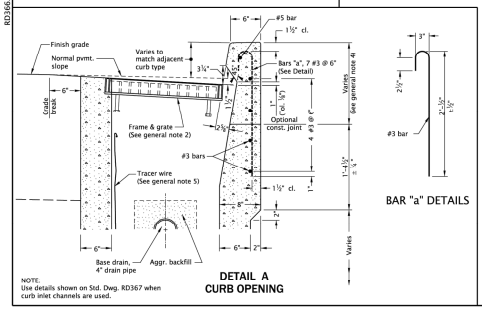
DETAIL B WITH-OUT SUMP



SECTION B - B



SECTION A - A



NOTE
Use details shown on Std. Dwg. RD367 when curb inlet channels are used.

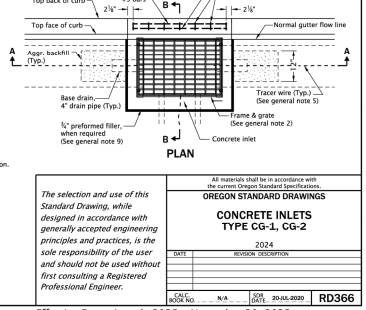
DETAIL A CURB OPENING

BAR "a" DETAILS

TABLE A		
INLET TYPE	W	W_1
CG-1	2'-8⅞"	1'-8⅞"
CG-2	3'-3⅛"	2'-3⅛"

NOTES:

1. #3 "a" bars to be placed during curb construction.
2. All bars to be placed 1½" clear of nearest face of concrete unless shown or noted otherwise.
3. All bars shall be full length.



PLAN

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

CONCRETE INLETS TYPE CG-1, CG-2

2024

DATE	REVISION DESCRIPTION

CAD WORK NO. N/A | DGN DATE: 20-JUL-2020 | **RD366**

Effective Date: June 1, 2025 – November 30, 2025

20-JUL-2020
RD366.dgn

VERIFY SCALE DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

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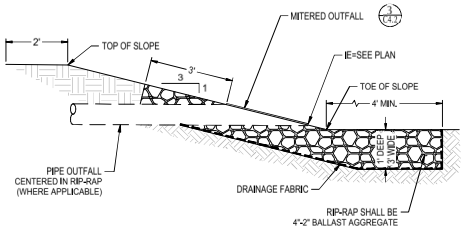
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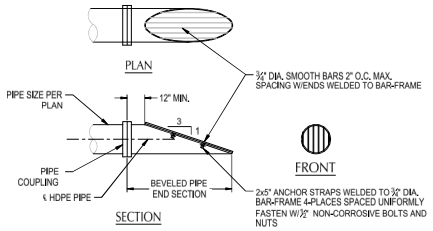
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4 OUTFALL RIP-RAP PROTECTION

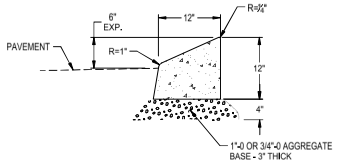
SCALE: NTS



NOTES:
1. ALL TRASH RACK PARTS AND CONNECTORS MUST BE ALUMINUM, OR ASPHALT COATED GALVANIZED STEEL (TREATMENT 1 OR BETTER).
2. WELD AT ALL JOINTS.
3. SHOP DRAWINGS REQUIRED.

5 MITERED OUTFALL W/ TRASH RACK

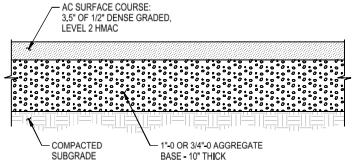
SCALE: NTS



NOTES:
1. CONCRETE SHALL BE 3000 PSI.
2. INSTALL CONTRACTION AND EXPANSION JOINTS AT SPECIFIED DISTANCE.

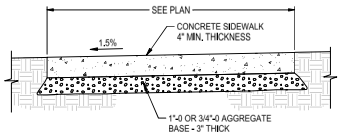
6 CONCRETE CURB - MOUNTABLE

SCALE: NTS



1 ASPHALT CONCRETE PAVEMENT SECTION

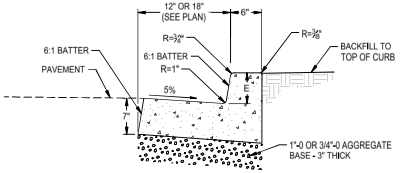
SCALE: NTS



NOTES:
1. CONSTRUCT JOINTS PER SIDEWALK JOINTS DETAIL ON L9.X SHEET SERIES.
2. SEE SHEET C0.1 FOR MINIMUM COMPRESSIVE STRENGTH.

2 CONCRETE SIDEWALK

SCALE: NTS



NOTES:
1. CURB EXPOSURE 'E' = 6", TYP. VARY AS SHOWN ON PLANS OR AS DIRECTED.
2. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACING AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.
3. TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% UNLESS OTHERWISE SHOWN OR AS DIRECTED.
4. DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM WITH CURB MACHINE AS APPROVED BY THE ENGINEER.

3 CURB AND GUTTER

SCALE: NTS

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ABBREVIATIONS

A	AMPERE, AMP	DC	DIRECT CURRENT	HH	HANDHOLE	MCB	MAIN CIRCUIT BREAKER		
AC	ALTERNATING CURRENT	DED	DEDICATED	HT, HGT	HEIGHT	MDP	MAIN DISTRIBUTION PANEL	RGS	RIGID GALVANIZED STEEL
AF	AMP FRAME	DIV	DIVISION	HV	HIGH VOLTAGE	MFR	MANUFACTURER	RM	ROOM
AFCI	ARC-FAULT CIRCUIT INTERRUPTER	DN	DOWN	Hz	HERTZ (CYCLE) PER SECOND	MIN	MINIMUM	RMC	RIGID METALLIC CONDUIT
AFF	ABOVE FINISHED FLOOR	DWG	DRAWING	IG	ISOLATED GROUND	MISC	MISCELLANEOUS	RNC	RIGID NON-METALLIC CONDUIT
AIC	AMPERE INTERRUPTING CAPACITY	DTL	DETAIL	IMC	INTERMEDIATE METAL CONDUIT	MLO	MAIN LUGS ONLY	RSC	RIGID STEEL CONDUIT
AL	ALUMINUM	(E)	EXISTING, EXISTING TO REMAIN	NC	INTERMEDIATE NON-METTALIC CONDUIT	MTD	MOUNTED	RSC	RIGID STEEL CONDUIT
ALC	AUTOMATIC LIGHTING CONTROL	E	EMERGENCY, WIRED ON EMERGENCY CIRCUIT	INT	INTERIOR	TG	MOUNTING	SCH	SCHEDULE
ARCH	ARCHITECT, ARCHITECTURAL	EA	EACH	J, JB	JUNCTION BOX	(N)	NEW	SEC	SECONDARY
AS	AMP SWITCH	EF	EXHAUST FAN	KAIC	THOUSAND AMPERE INTERRUPTING CAPACITY	N, NEUT	NEUTRAL	SIM	SIMILAR
AT	AMP TRIP	EL	ELEVATION, ELEVATOR	KCMIL	THOUSAND CIRCULAR MILS	N/A	NOT APPLICABLE	SN, S/N	SOLID NEUTRAL
ATS	AUTOMATIC TRANSFER SWITCH	ELECT	ELECTRIC(AL)	K/O	KNOCK-OUT	NEC	NATIONAL ELECTRICAL CODE	SP	SPARE
AUX	AUXILIARY	EMT	ELECTRIC METALLIC TUBING	KVA	KILOVOLT AMPERE	NF	NON-FUSED	SUSP	SUSPENDED
A/V	AUDIO/VISUAL	EQUIP	EQUIPMENT	KVAR	KILOVOLT AMPERE REACTIVE	NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	SWGR	SWITCHGEAR
AWG	AMERICAN WIRE GAUGE	EXT	EXTERIOR	KW	KILOWATT	NIC	NOT IN CONTRACT	TEL	TELEPHONE
BFF	BELOW FINISHED FLOOR	(F)	FUTURE	LCP	LIGHTING CONTROL PANEL	NMC	NON-METALLIC SHEATHED CABLE	TEMP	TEMPORARY
BFG	BELOW FINISHED GRADE	F	FUSE	LFMC	LIQUIDTIGHT FLEX METAL CONDUIT	NTS	NOT TO SCALE	TV	TELEVISION
BLDG	BUILDING	FBO	FURNISHED BY OTHERS	LFNC	LIQUIDTIGHT FLEX NONMETAL CONDUIT	#	NUMBER	TVSS	TRANSIENT VOLTAGE SURGE SUPPRESOR
C	CONDUIT, CONTROL, CONTINUOUS	FDR	FEEDER	LP	LIGHTING PANEL(BOARD)	OP	OVERHEAD POWER	TYP	TYPICAL
CAT	CATALOG	FLA	FULL LOAD AMPS	LTG	LIGHTING	OT	OVERHEAD TELCO	UG	UNDERGROUND
CATV	CABLE TELEVISION	FLEX	FLEXIBLE	LV	LOW VOLTAGE	P	POLE	UON	UNLESS OTHERWISE NOTED
CB	CIRCUIT BREAKER	FLR	FLOOR	MAU	MAKE-UP AIR UNIT	PB	PULL BOX, PUSHBUTTON	UPS	UNINTERRUPTIBLE POWER SUPPLY
CKT	CIRCUIT	FMC	FLEXIBLE METALLIC CONDUIT	MAX	MAXIMUM	PC	PHOTOCELL, PLUMBING SYSTEM CONTRACTOR	UTL	UTILITY
CO	CONDUIT ONLY	FNC	FLEXIBLE NON-METALLIC CONDUIT	MB	METER BASE	PH, ø	PHASE	V	VOLT
CT	CURRENT TRANSFORMER	FURN	FURNITURE G,	MC	METAL CLAD CABLE	PNL	PANEL(BOARD)	VA	VOLT-AMPERE
CU	COPPER	GND	GROUND, GROUNDED			PRI	PRIMARY	W	WATT, WIRE
D, DISC	DISCONNECT	GC	GENERAL CONTRACTOR			PSI	PRESSURE, POUNDS PER SQUARE-INCH	W/	WITH
DB	DIRECT BURIED	GEN	GENERATOR			PV	PULL VAULT	WP	WEATHERPROOF
		GFCI	GROUND FAULT CURRENT INTERRUPTER			PVC	POLYVINYL CHLORIDE CONDUIT	XFMR	TRANSFORMER
		GFI	GROUND FAULT INTERRUPTER			PWR	POWER	Y	WYE
		GRC	GALVANIZED RIGID CONDUIT			RCPT	RECEPTACLE	+72	MOUNTING UNITS TO CENTERLINE 72-INCHES ABOVE FINISHED FLOOR OR GRADE
		GRS	GALVANIZED RIGID STEEL (CONDUIT)						

RACEWAYS

- CONDUIT – CONCEALED IN CONSTRUCTION IN FINISHED AREAS, EXPOSED IN UNFINISHED AREAS
- CONDUIT – CONCEALED IN, UNDER FLOOR SLAB OR BELOW GRADE
- CONDUIT – FLEXIBLE
- –XX– CIRCUIT TYPE AS INDICATED:
  "P" = OVERHEAD POWER
  "T" = OVERHEAD TELCO
  "B" = BROADBAND
- HOME RUN. HASH MARKS INDICATE (2) #12 WIRE UNLESS NOTED OTHERWISE
- CONDUCTORS IN CONDUIT, (2) #12 OR AS NOTED (QUANTITY AS INDICATED BY HASH MARKS)
- GROUND WIRE

NOTES:
1. RUNS MARKED WITH CROSS-HATCHES INDICATE QUANTITY OF #12 WIRE. LARGER GAUGES ARE SHOWN OR NOTED ELSEWHERE. LONG PERPENDICULAR CROSS-HATCH INDICATES NEUTRAL, REVERSE SLANT OR LONG CROSS-HATCH WITH DOT INDICATES GREEN GROUND WIRE.
2. FOR UNMARKED CONDUIT RUNS, CONTRACTOR SHALL INSTALL REQUIRED NUMBER OF WIRES FOR POWER AND/OR CONTROL OF ELEMENTS IN CIRCUIT(S) SHOWN. SIZE OF WIRES SHALL BE #12 UON OR REQUIRED BY CODE.
3. SIZE CONDUIT ACCORDING TO SPECIFICATIONS AND APPLICABLE CODE.

- GROUND CONNECTION PER NEC 250

RACEWAYS - INDICATORS

- CONDUIT – STUB. TERMINATE WITH BUSHING, OR PROVIDE CAP IF UNDERGROUND
- CONDUIT – STUB-UP
- CONDUIT – STUB-DOWN

MISCELLANEOUS

- SPECIAL PURPOSE CONNECTION
- J JUNCTION BOX – CEILING MOUNTED, UON
- J JUNCTION BOX – WALL-MOUNTED
- J JUNCTION BOX – IN GROUND
- 1 SHEET NOTE DESIGNATION
- 1 REVISION DELTA
- MECHANICAL EQUIPMENT TAG NUMBER, REFER TO MECHANICAL EQUIPMENT SCHEDULE

  EQUIPMENT TAG NUMBER, REFER TO MECHANICAL EQUIPMENT SCHEDULE
  "K" = KITCHEN,
  "C" = COMPUTER
  *NOTE SYMBOL, REFER TO NOTE AS INDICATED
- GROUND BAR, LENGTH TO BE NOTED
- DETAIL HEADER (TITLE / SCALE)
- SECTION IDENTIFIER
- DETAIL IDENTIFIER
- T TRANSFORMER
- PLYWOOD BACKBOARD
- PC PHOTOCELL
- M METER – SINGLE
- G N GROUND-NEUTRAL BOND STRAP

SWITCHES

- $ SINGLE-POLE
- $a SWITCH CONTROL (LOWER CASE LETTER DENOTES LUMINAIRES TO BE CONTROLLED PER CORRESPONDING LETTER NEXT TO INDIVIDUAL LUMINAIRES)
- $D DIMMER
- $LV LOW VOLTAGE
- $M MOTOR STARTER SWITCH

NOTE:
STANDARD SWITCH MOUNTING HEIGHT SHALL BE 48" AFF UON.

RECEPTACLES

- FLUSH GRADE, RECEPTACLE TYPE AS SHOWN

LIGHTING

- POST TOP POLE MOUNTED LIGHT, SEE RELATED NOTES INDICATED ON PLANS.
- ARM MOUNTED POLE LIGHT, SEE RELATED NOTES INDICATED ON PLANS.

GENERAL NOTES

A. NOT ALL ABBREVIATIONS ARE USED. ABBREVIATIONS LISTED APPLY TO ELECTRICAL AND INSTRUMENTATION DRAWINGS AND DETAILS.

B. COMMON NON-ELECTRICAL ABBREVIATIONS SUCH AS COMPASS DIRECTIONS (N, S, E, W, ETC.) AND CHEMICAL COMPOUNDS (O2, CL2, ETC.) ARE NOT INCLUDED.

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SAMUEL M. RUSSUM
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EXPIRES 12/31/26

VERIFY SCALE: DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park

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Submittal: LAND USE APPLICATION

Sheet Title: LEGEND & ABBREVIATIONS

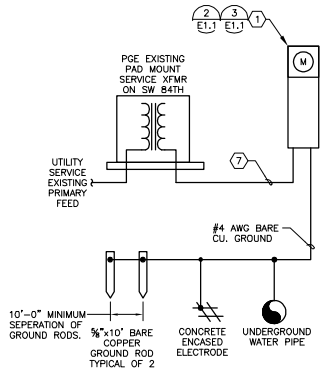
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Sheet No. 39 of 43

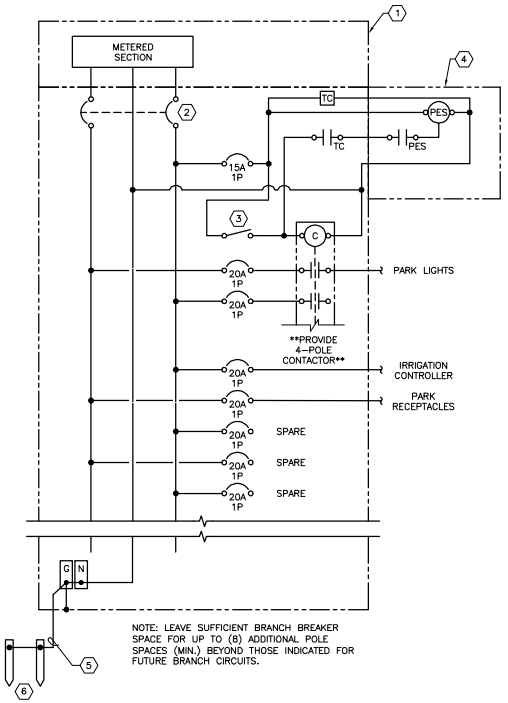
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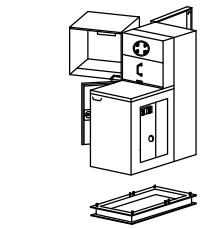
NOTE: SEE SITE PLAN DRAWINGS FOR LOCATIONS OF LUMINAIRES, SERVICE PEDESTAL AND ELECTRICAL EQUIPMENT.

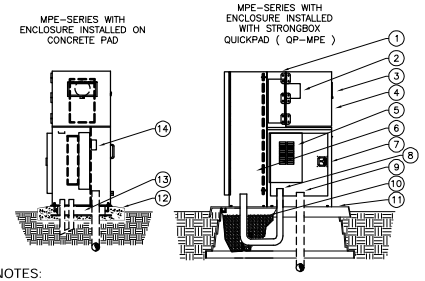
1 E1.1 ONE-LINE DIAGRAM
NOT TO SCALE



NOTE: LEAVE SUFFICIENT BRANCH BREAKER SPACE FOR UP TO (8) ADDITIONAL POLE SPACES (MIN.) BEYOND THOSE INDICATED FOR FUTURE BRANCH CIRCUITS.

2 E1.1 CIRCUIT DIAGRAM
SCALE: NONE





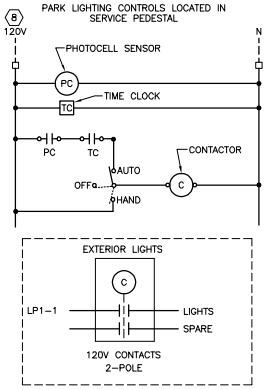
DETAIL NOTES:

1. STRONGBOX METER ENCLOSURE STAINLESS STEEL NEMA TYPE 3R MPE-SERIES 0-200AMP SERVICE.
2. COMMERCIAL METER SOCKET 100A WITH TEST BLOCKS.
3. SERVICE METER VIEWING WINDOW.
4. SIDE HINGED REMOVABLE FRONT LID.
5. LOAD CENTER WITH MAIN BREAKER.
6. STRONGBOX CONTROL ENCLOSURE FULL LENGTH FRONT DOOR, PADLOCKABLE, PART NO. SB-1852SS 18" x 52" x 32".
7. LOAD CENTER COMPARTMENT, GASKETED DOOR WITH T-HANDLE, PADLOCKABLE.
8. LOAD CONDUIT FROM LOAD CENTER SECTION INTO CUSTOMER ENCLOSURE SB-1852SS. MIN. 2" AS PER NEEDED.
9. SERVICE LINE CONDUIT 3" FROM UTILITY TRANSFORMER. WIRE SIZE PER NEC STANDARDS FOR AMPERAGE LOAD.
10. PEA GRAVEL ¾ FULL INSIDE QUICKPAD BASE.
11. QUICKPAD MOUNTING PAD. POWDER COATED ALUMINUM LID WITH MOUNTING BOLTS ATTACHED TO POLY BASE TO SECURE IN SOIL. PART NOS. QP-MPE.
12. POURED CONCRETE BASE - 6" MIN. THICKNESS - EXTEND CONCRETE 6" BEYOND OUTSIDE DIMENSION OF ENCLOSURE WITH ½% SLOPE AWAY FOR DRAINAGE.
13. STAINLESS ANCHOR BASE INSTALLED DURING CONCRETE POUR AND CONDUIT PLACEMENT.
14. UTILITY LANDING LUG COMPARTMENT.

3 E1.1 SERVICE METERED POWER PEDESTAL DETAIL
SCALE: NONE

NOTES THIS SHEET

1. POWER PEDESTAL. PEDESTAL SHALL PROVIDE 120/240V BRANCH CIRCUITS SHOWN ON CONTROL DIAGRAM AND PANEL SCHEDULE. LIGHTING CIRCUITS SHALL BE CONTROLLED BY INTEGRAL PHOTOCELL TO BE PROVIDED WITH POWER PEDESTAL.
2. POWER PEDESTAL MAIN BREAKER. PROVIDE 100A, 2-POLE, 1ø, 240V RATED BREAKER FOR SERVICE MAIN DISCONNECT.
3. LIGHTING SYSTEM TEST SWITCH TO BE PROVIDED WITH POWER PEDESTAL. SWITCH SHALL BE SPDT AND 15A RATED, MINIMUM.
4. INTEGRAL PHOTOCELL TO BE PROVIDED WITH POWER PEDESTAL. SEE DETAIL 4/E1.1 FOR MORE INFORMATION.
5. POWER PEDESTAL SERVICE GROUND. PROVIDE #4 AWG BARE COPPER GROUND CONDUCTOR FOR BONDING OF ALL SERVICE GROUND ELECTRODES.
6. PROVIDE COPPER GROUND RODS FOR SYSTEM GROUND TO EARTH SPACED 10'-0" APART, MINIMUM. GROUND RODS SHALL BE 8'x5/8" BARE COPPER-CLAD, MINIMUM. QUANTITY AS SHOWN ON ONE-LINE DIAGRAM.
7. PROVIDE (1) 3" SCHEDULE 40 PVC CONDUIT WITH PULL STRING FOR UTILITY SERVICE FEED. COORDINATE ALL REQUIREMENTS WITH PGE PRIOR TO INSTALLATION. FIELD COORDINATE EXACT ROUTING FROM EXISTING SERVICE TRANSFORMER WITH PGE.
8. SEE DETAIL 2/E1.1 FOR BRANCH CIRCUIT.



4 E1.1 LIGHTING CONTROL DIAGRAM
NOT TO SCALE

GENERAL NOTES

A. SEE DRAWING E1.0 FOR SYMBOLS AND ABBREVIATIONS.

B. CONTRACTOR TO FIELD COORDINATE NEW UTILITY POWER SERVICE WITH PGE PRIOR TO CONSTRUCTION.

C. SEE PGE ELECTRIC SERVICE REQUIREMENTS (ESR) HANDBOOK FOR SPECIFIC UTILITY REQUIREMENTS RELATED TO SERVICE INSTALLATION. COORDINATE ALL UTILITY SERVICE REQUIREMENTS WITH PGE PRIOR TO COMMENCEMENT OF CONSTRUCTION.

D. ALL SWEEPS TO HAVE MINIMUM 24" RADIUS.

E. MAINTAIN A MINIMUM OF 1-FOOT SEPARATION BETWEEN ELECTRICAL CIRCUITS AND ALL OTHER UTILITIES ROUTED IN COMMON AREAS AND TRENCHES.

F. UTILITY SERVICE CALCULATED FAULT CURRENT AT METER BASE IS 4,211A. PROVIDE SERVICE EQUIPMENT RATED FOR 10KA, MINIMUM.

PANEL: SERVICE CABINET PANEL "SP-1"				BUS: 100 A		DATE: 06/02/25			VOLTAGE: 120 / 240 VOLTS, 1 PHASE, 3 WIRE			
FEEDER: SEE ONE-LINE DIAGRAM				MAIN BRKR: 100 A					MOUNTING: SURFACE			
CKT NO.	CIRCUIT DESCRIPTION	CKT BKR AMPS/POLE	LOAD TYPE	LOAD VA	PHASE	LOAD VA	LOAD TYPE	CKT BKR AMPS/POLE	CIRCUIT DESCRIPTION	CKT NO.		
1	PARK LIGHTS	20/1	L	150	A	360	R	20/1	PARK IN-GRADE RECPTACLES	2		
3	IRRIGATION CONTROLLER	20/1	Z	100	B			20/1	SPARE	4		
5	CABINET LIGHTING CONTROL	15/1	Z	25	A			20/1	SPARE	6		
7	SPARE	20/1			B			20/1	SPARE	8		
9	SPACE				A				SPACE	10		
11	SPACE				B				SPACE	12		
13	SPACE				A				SPACE	14		
15	SPACE				B				SPACE	16		
17	SPACE				A				SPACE	18		

CONNECTED LOAD				.....NOTES.....
LOAD PER PHASE (VA)	A=	535	VA	1.
	B=	100	VA	2.
LOAD PER PHASE (AMPS)	A=	4.5	A	3.
	B=	0.8	A	4.
TOTAL LOAD (KVA)		0.6	KVA	5.
TOTAL LOAD AMPS		2.6	A	

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Sheet Title: ONE-LINE DIAGRAM & ELECTRICAL DETAILS

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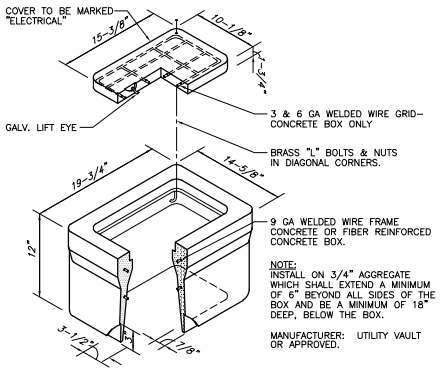
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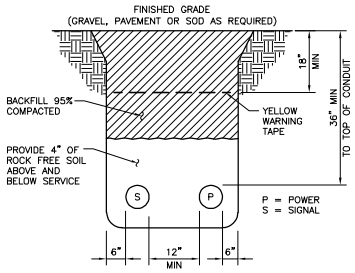
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1 E1.2 FLUSH HANDHOLE/SPLICE BOX DETAIL

NOT TO SCALE



DETAIL NOTES:
1. REFERENCE AND ADHERE TO PGE TRENCHING REQUIREMENTS FOR UTILITY TRENCHING. FIELD COORDINATE WITH ENGINEER WHERE CONFLICTS EXIST.

3 E1.2 PARK CONDUIT TRENCH DETAIL

NOT TO SCALE

GENERAL NOTES

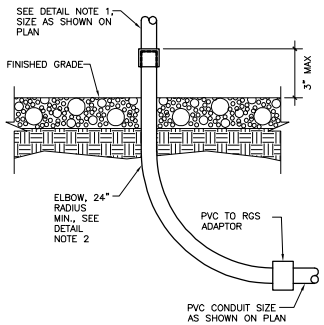
A. SEE DRAWING E1.0 FOR SYMBOLS AND ABBREVIATIONS.

B. CONTRACTOR TO FIELD COORDINATE NEW UTILITY POWER SERVICE WITH PGE PRIOR TO CONSTRUCTION.

C. SEE PGE ELECTRIC SERVICE REQUIREMENTS (ESR) HANDBOOK FOR SPECIFIC UTILITY REQUIREMENTS RELATED TO SERVICE INSTALLATION. COORDINATE ALL UTILITY SERVICE REQUIREMENTS WITH PGE PRIOR TO COMMENCEMENT OF CONSTRUCTION.

D. ALL SWEEPS TO HAVE MINIMUM 24" RADIUS.

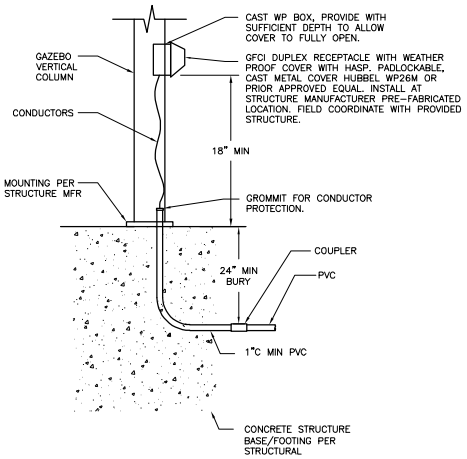
E. MAINTAIN A MINIMUM OF 1-FOOT SEPARATION BETWEEN ELECTRICAL CIRCUITS AND ALL OTHER UTILITIES ROUTED IN COMMON AREAS AND TRENCHES.



NOTE:
1. PROVIDE RGS FOR EXTERIOR EXPOSED LOCATIONS.
2. PROVIDE PVC SCHEDULE 80 ELBOWS FOR STUB-UPS INTO ENCLOSURES OR LIGHT POLES. PROVIDE PVC-RGS OR FIBERGLASS FOR UTILITY ELBOWS AS REQUIRED BY UTILITY.
3. PROVIDE 36" MINIMUM RADIUS ELBOW AS REQUIRED BY POWER UTILITY FOR ALL POWER UTILITY CONDUIT RUNS AND TERMINATIONS.

2 E1.2 CONDUIT GRADE TRANSITION DETAIL

NOT TO SCALE



4 E1.2 COLUMN MOUNTED RECEPTACLE DETAIL

SCALE: NONE

LUMINAIRE SCHEDULE

LUMINAIRE TYPE	DESCRIPTION	LAMP TYPE	INPUT WATTS	DRIVER/ BALLAST	COLOR TEMP	MANUFACTURER AND MODEL SERIES
'A'	POST TOP POLE MOUNTED LED AREA LUMINAIRE, TYPE 2 DISTRIBUTION, BLACK FINISH, DIMMABLE. POLE: PROVIDE DIRECT BURY ALUMINUM POLE, BLACK ANNODIZED FINISH. NOMINAL LUMINAIRE MOUTNING HEIGHT ON POLE SHALL BE 20-FT. PROVIDE POLE WITH HANDHOLE.	LED 2,690 LUMENS	30W	STANDARD DIMMABLE	3,000K	LIGMAN LIGHTING USA: MACARON 1 POST TOP PART #: LMC-20001-30W-T2-W30-01-120/277-DIM BUG RATING: B1-U0-G1 VALMONT POLE#1708-30-50-4-T-E-P9 (2.99"DIA.x3.5"OD) 335, OR EQUAL. PROVIDE WITH ALL NECESSARY REDUCERS, ADAPTERS, AND ANTI-ROTATION ACCESSORIES.

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0" 1/2" 1"

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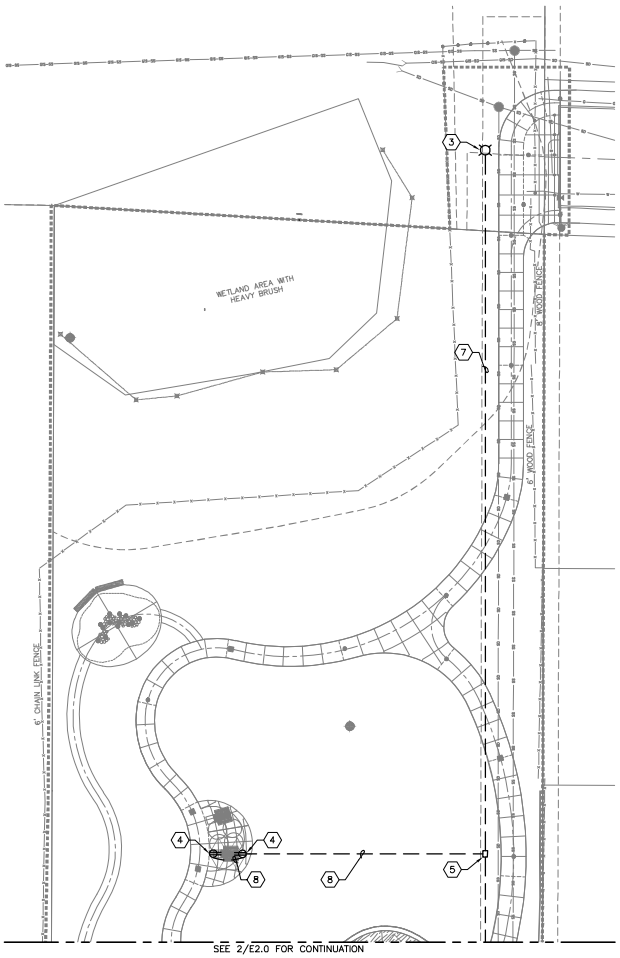
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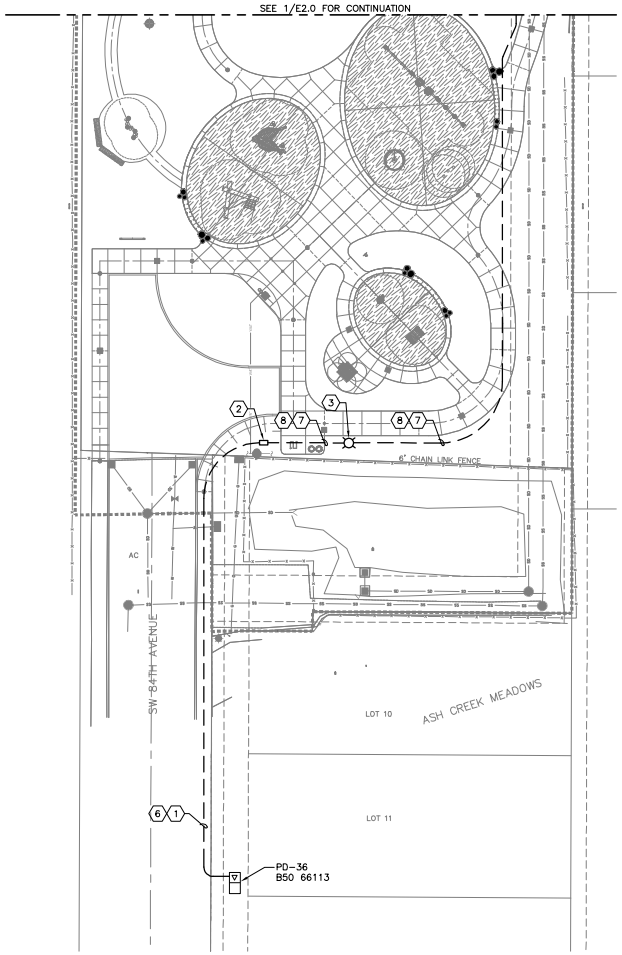
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1 E2.0 SITE PLAN - ELECTRICAL
1" = 20'



2 E2.0 SITE PLAN - ELECTRICAL
1" = 20'

GENERAL NOTES

A. SEE DRAWING E1.0 FOR SYMBOLS AND ABBREVIATIONS.

B. CONTRACTOR TO FIELD COORDINATE NEW UTILITY POWER SERVICE WITH PGE PRIOR TO CONSTRUCTION.

C. SEE PGE ELECTRIC SERVICE REQUIREMENTS (ESR) HANDBOOK FOR SPECIFIC UTILITY REQUIREMENTS RELATED TO SERVICE INSTALLATION. COORDINATE ALL UTILITY SERVICE REQUIREMENTS WITH PGE PRIOR TO COMMENCEMENT OF CONSTRUCTION.

D. ALL SWEEPS TO HAVE MINIMUM 24" RADIUS.

E. MAINTAIN A MINIMUM OF 1-FOOT SEPARATION BETWEEN ELECTRICAL CIRCUITS AND ALL OTHER UTILITIES ROUTED IN COMMON AREAS AND TRENCHES.

NOTES THIS SHEET

1. SEE PGE UTILITY SERVICE DESIGN FOR ADDITIONAL INFORMATION. FIELD COORDINATE SPECIFIC SERVICE FEED ROUTING BACK TO EXISTING SERVICE TRANSFORMER ON SW 84TH AVE. TOTAL DISTANCE AS SHOWN IS APPROXIMATELY 230FT.
2. NEW METERED SERVICE CABINET. SEE DETAILS ON SHEET E1.1.
3. TYPE A LUMINAIRE, SEE LUMINAIRE SCHEDULE ON SHEET E1.2 FOR ADDITIONAL INFORMATION.
4. IN-STRUCTURE COLUMN RECEPTACLE WITH METAL LOCKABLE WEATHERPROOF COVER, SEE GENERAL DETAIL ON SHEET E1.2. COORDINATE INSTALLATION WITH STRUCTURE MANUFACTURER'S INSTALLATION REQUIREMENTS.
5. HANDHOLE, SEE DETAIL 1 ON SHEET E1.2.
6. PROVIDE (1) 3" SCHEDULE 40 PVC CONDUIT WITH PULL STRING FOR UTILITY SERVICE FEED. COORDINATE ALL REQUIREMENTS WITH PGE PRIOR TO INSTALLATION. FIELD COORDINATE EXACT ROUTING FROM EXISTING SERVICE TRANSFORMER WITH PGE.
7. PROVIDE (1) 1" SCHEDULE 40 PVC CONDUIT WITH (3) #10 AWG CONDUCTORS FOR LIGHTING POWER.
8. PROVIDE (1) 1" SCHEDULE 40 PVC CONDUIT WITH (3) #10 AWG CONDUCTORS FOR RECEPTACLE POWER.

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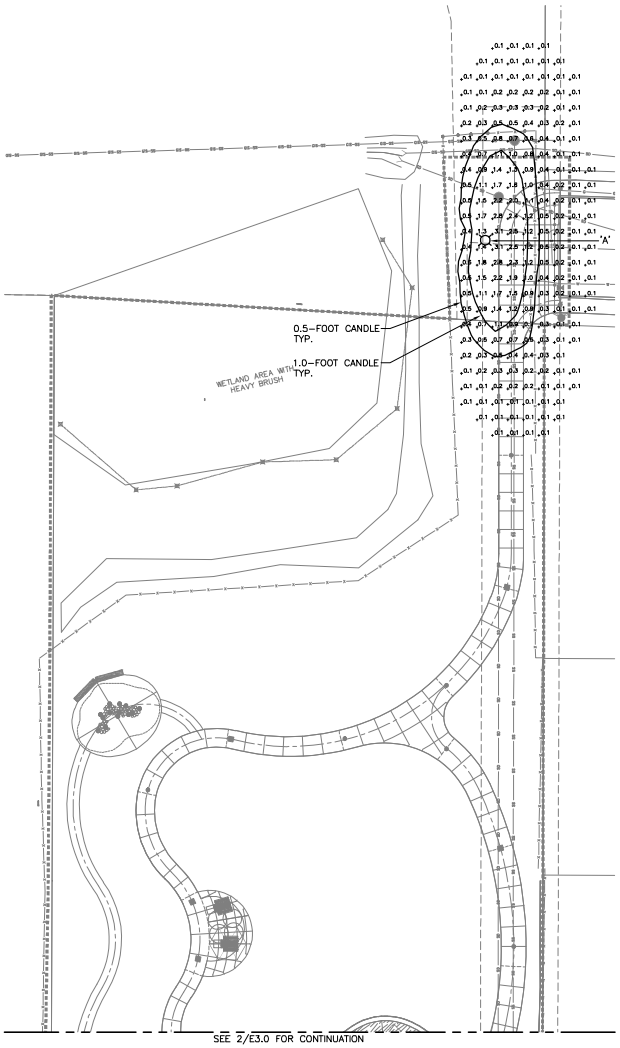
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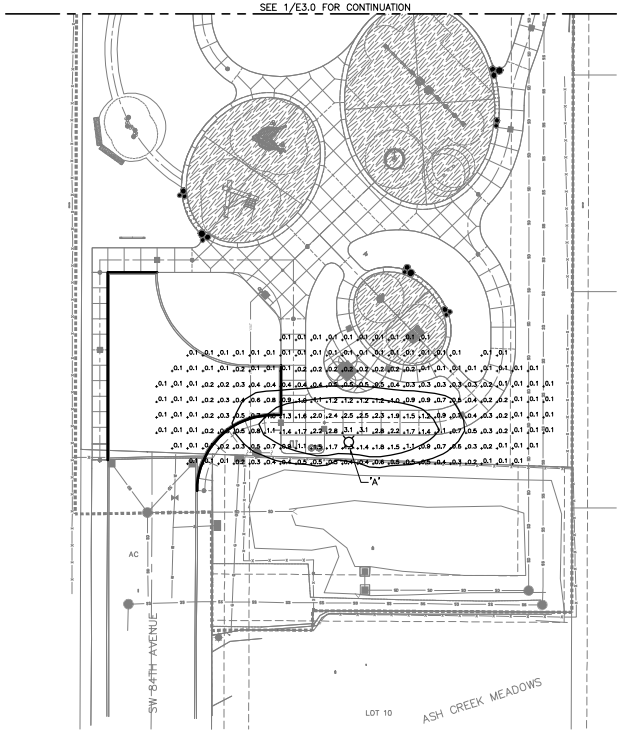
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1 E3.0 SITE PLAN - PHOTOMETRIC
1" = 20'



2 E3.0 SITE PLAN - PHOTOMETRIC
1" = 20'

GENERAL NOTES

A. SEE DRAWING E1.0 FOR SYMBOLS AND ABBREVIATIONS.

B. ILLUMINATION DATA POINTS THAT CALCULATE 0.0 ARE NOT SHOWN.

C. INNER LUMINAIRE ISO CURVE INDICATES 1 FOOT CANDLE. OUTER LUMINAIRE ISO CURVE INDICATES 0.5 FOOT CANDLE.

D. FOOT CANDLE ISO CURVES ARE SHOWN AS A SINGLE FIXTURE CONTRIBUTION WITH SET VALUES. THE ISO CURVE VALUES MAY NOT MATCH THE CALCULATION PLANE POINT VALUES, SINCE THE CALCULATION PLANE CAN BE A CONTRIBUTION FROM MORE THAN ONE LUMINAIRE.

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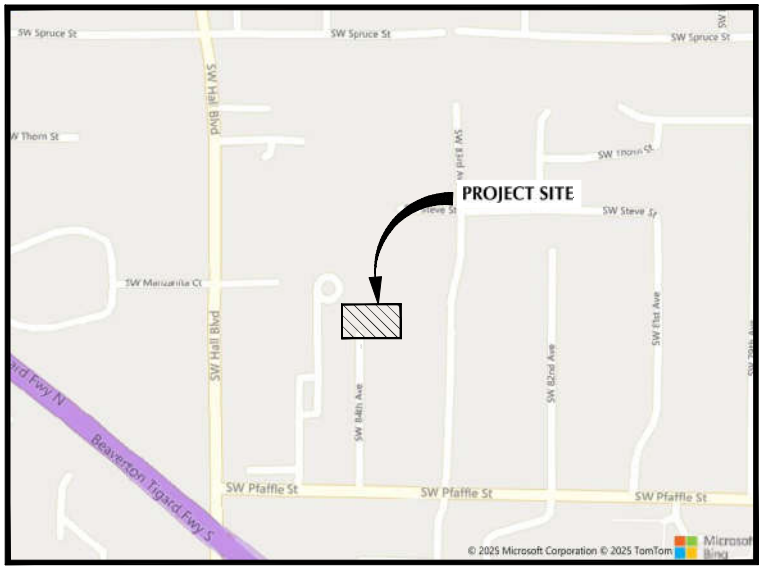
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STEVE STREET PARK
TIGARD, OREGON
DEVELOPMENT PACKAGE - CIVIL SET

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	RIGHT OF WAY/PROPERTY LINE	
	EASEMENT LINE	
	CENTERLINE	
	SIDEWALK/CONCRETE	
	CURB	
	CURB & GUTTER	
	EDGE OF ASPHALT	
	SAWCUT	
	CHAIN LINK FENCE	
	AC PAVEMENT	
255	CONTOUR	245
SD	STORM DRAIN	SD
	SANITARY SEWER	SS
	WATER MAIN	W
	CATCH BASIN	
	LIGHT POLE	
	MANHOLE	S D
	WATER METER	WM
	FIRE HYDRANT	
	WATER VALVE	WV
	GAS METER	GF
	SIGN	
	TREE	



SITE MAP
SCALE: NTS

NOTICE TO EXCAVATORS:
ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0100. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS
Call before you dig.
Oregon811 or 800-332-2344

PROJECT CONTACTS

OWNER:
CITY OF TIGARD
13125 SW HALL BLVD.
TIGARD, OREGON 97232
TEL: 503-718-2788
CONTACT: CARLA STAEDTER

CIVIL ENGINEER:
KPFF CONSULTING ENGINEERS
111 SW FIFTH AVENUE, SUITE 2600
PORTLAND, OREGON 97204
TEL: 503-542-3860
CONTACT: JESSICA ZINK, PE

GEOTECHNICAL ENGINEER:
GEOTECHNICS LLC
30110 E WOODWARD RD
TROUTDALE, OREGON 97060
TEL: 503-730-2469
CONTACT: ANDRE MARE, PE, GE

LANDSCAPE ARCHITECT:
GREENWORKS, P.C.
110 SE MAIN ST., SUITE 100
PORTLAND, OR 97214
TEL: 503-222-5612
CONTACT: BEN JOHNSON, LA

ELECTRICAL ENGINEER:
R&W ENGINEERING
9615 SW ALLEN BLVD, SUITE 107
BEAVERTON, OR 97005
TEL: 503-292-6000
CONTACT: SAM RUSSUM

ARBORIST:
TODD PRAGER AND ASSOCIATES
601 ATWATER ROAD
LAKE OSWEGO, OR 97034
TEL: 971-295-4835
CONTACT: TODD PRAGER

ABBREVIATIONS

AC	ASPHALT CONCRETE	OF	OUTFALL
AVE	AVENUE	P/L	PROPERTY LINE
BW	BACK OF WALK	PVC	POLYVINYL CHLORIDE
CB	CATCH BASIN	PVMT	PAVEMENT
CL	CENTERLINE	R	RADIUS
CONC.	CONCRETE	S	SLOPE (FT/FT)
DIA. Ø	DIAMETER	SD	STORM DRAIN
DWG	DRAWING	SDMH	STORM DRAIN MANHOLE
E	EASTING	SHT	SHEET
EAS	EASEMENT	ST	STREET
EXIST./EX.	EXISTING	STD	STANDARD
FG	FINISH GRADE	TC	TOP OF CURB
GB	GRADE BREAK	TP	TOP OF PAVEMENT
GTP	GATE POST	TW	TOP OF WALK
IE	INVERT ELEVATION	TYP	TYPICAL
MH	MANHOLE	W	WATER
MIN	MINIMUM	W/	WITH
N	NORTHING	WM	WATER METER

SHEET INDEX

SHEET NUMBER	SHEET NAME
C0.1	COVER SHEET
C0.2	NOTES
C0.3	EXISTING CONDITIONS
C1.0	FRONTAGE IMPROVEMENT PLAN
C2.0	CIVIL DETAILS
C3.0	EROSION CONTROL PLAN
C3.1	EROSION CONTROL DETAILS

REVISIONS

NO.	DATE	DESCRIPTION
1	04/10/25	1ST SUBMITTAL

DESIGNED BY: ___
DRAWN BY: ___
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OR TAX LOT 1S136CB04402

CITY OF Tigard

PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI____-_____
LAND USE NO.:
____-____-_____
SITE WORKS PERMIT NO.:
____-____-_____
BUILDING PERMIT NO.:
____-____-_____

COVER SHEET

C0.1

NOT FOR CONSTRUCTION

FILE: \\civilpdx\ civil-projects\ p\ 2024\ 240268-steve-st-park\ CAD\ PLOT\ PFI\ 240268-COVER, Layout: C0.1, Plot Date: 9/10/2025 10:12 AM, by: Cami Lamont

CITY OF TIGARD GENERAL NOTES

1. THE CITY'S STANDARD SPECIFICATION FOR TRAFFIC CONTROL IS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S. DEPT. OF TRANSPORTATION, FHWA, 1988 ED.
2. TRAFFIC CONTROL SHALL BE PROVIDED FOR BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY'S STANDARD SPECIFICATION AND, ALSO, IN ACCORDANCE WITH A CITY (JOB SPECIFIC) APPROVED TRAFFIC CONTROL PLAN. A COPY OF THE APPROVED TRAFFIC CONTROL PLAN SHALL BE AVAILABLE AT THE WORK AREA.
3. PUBLIC ROADWAY SHALL NOT BE CLOSED TO TRAFFIC, AT ANY TIME, WITHOUT HAVING FIRST OBTAINED WRITTEN APPROVAL FROM THE CITY ENGINEER. THE PERMIT HOLDER IS RESPONSIBLE FOR PROVISION OF TIMELY NOTIFICATION OF TRAFFIC FLOW DISRUPTIONS TO AREA WIDE EMERGENCY SERVICES (TIGARD POLICE DEPT., TUALATIN FIRE & RESCUE) AND TO TRI-MET AND TIGARD AND BEAVERTON SCHOOL DISTRICT.
4. ADVANCE WARNING OF IMMINENT TRAFFIC DISRUPTION SHALL BE PROVIDED TO THE GENERAL MOTORING PUBLIC BY PLACEMENT OF AN ADVANCE NOTIFICATION SIGN AT EACH END OF THE CONSTRUCTION AREA 72 HOURS (MIN.) BEFORE INITIATION OF CONSTRUCTION WORK.
5. ACCESS TO EXISTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING NORMAL DELIVERY SERVICE AND MAIL SERVICE AND IF NOT, SHALL BE CAUSE FOR WORK STOPPAGE UNTIL EFFECTIVE ACCESS IS ESTABLISHED.
6. TRAFFIC CONTROL DEVICES, FLAGPERSONS, ETC., SHALL BE IN PLACE PRIOR TO INITIATION OF CONSTRUCTION WORK AND SHALL BE EFFECTIVELY MAINTAINED.
7. NO WORK WILL BE PERMITTED DURING THE HOURS OF DARKNESS, NOR BETWEEN 9:00 P.M. TO 7:00 A.M., MONDAY THROUGH FRIDAY NOR BETWEEN 9:00 P.M. TO 8:00 A.M. SATURDAY, NOR BETWEEN 9:00 P.M. TO 9:00 A.M. SUNDAY.
8. MINIMUM TRAVEL LANE WIDTH SHALL BE TWELVE (12) FEET; PEDESTRIAN TRAVEL SHALL ALSO BE PROVIDED FOR.
9. THE CITY RESERVES THE RIGHT TO ADD TO OR MODIFY TRAFFIC CONTROL REQUIREMENTS AS MAY BE NECESSARY TO EFFECTIVELY CONTROL TRAFFIC AND TO ASSURE PUBLIC SAFETY.
10. BEFORE INITIATING ANY CONSTRUCTION ACTIVITY, THE PERMIT HOLDER SHALL CONTACT THE CITY'S PRIVATE DEVELOPMENT REVIEW ENGINEER, (#639-4171) TO ESTABLISH A PLACE, TIME, AND DATE FOR A PRE-CONSTRUCTION MEETING.
11. THE PERMIT HOLDER OR HIS CONTRACTOR SHALL NOTIFY THE CITY'S INSPECTOR AT 639-4171 TWENTY-FOUR (24) HOURS PRIOR TO COMMENCING WORK, TWENTY-FOUR (24) HOURS PRIOR TO ANY STAGED INSPECTION (SEE ATTACHED LISTING) AND AFTER COMPLETING WORK COVERED BY THE PERMIT.
12. A COPY OF THE PERMIT AND ALL ATTACHMENTS, AND A COPY OF THE APPROVED CONSTRUCTION PLAN AND ALL AMENDMENTS SHALL BE AVAILABLE AT THE WORK AREA. ALL WORK SHALL CONFORM TO THE PERMIT TERMS, CONDITIONS AND PROVISIONS AND TO THE CITY APPROVED PERMIT PLANS, AND APPROVED PLAN AMENDMENTS AND TO THE CITY'S STANDARDS AND SPECIFICATIONS AND TO THESE GENERAL CONDITIONS. CHANGES TO ANY OF THE AFORESAID MUST BE APPROVED BY THE CITY, IN ADVANCE OF WORK PERFORMANCE.
13. MAINTENANCE OF THE WORK AREA AND APPROACH ROADS IS THE RESPONSIBILITY OF THE PERMIT HOLDER. THE WORK AREA AND APPROACH ROADS SHALL BE MAINTAINED IN A CLEAN CONDITION, FREE FROM OBSTRUCTIONS AND HAZARDS. A COPY OF THE PERMIT HOLDERS CERTIFICATE OF INSURANCE SHALL BE AVAILABLE AT THE WORK AREA.
14. THE SPREADING OF MUD OR DEBRIS OR STORAGE OF MATERIALS OR EQUIPMENT OF ANY KIND UPON ANY PUBLIC ROADWAY IS STRICTLY PROHIBITED AND VIOLATION SHALL BE CAUSE FOR IMMEDIATE CANCELLATION OF THE PERMIT. THE CITY MAY AT ANY TIME ORDER IMMEDIATE CLEAN UP AND STOPPAGE OF WORK TO ACCOMPLISH CLEAN UP.
15. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE D.E.Q. REQUIREMENTS. THE CITY MAY AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
16. PROPERTY DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE SEEDED WITH A STANDARD GRASS MIX; SHRUBS, FLOWERS, BARKDUST, EXISTING SIGNS, PAVEMENT MARKINGS, MAILBOXES, ETC. SHALL BE REESTABLISHED, REINSTALLED OR REPLACED, WITH LIKE KIND AND MATERIAL.
17. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY AND THE RECEIVING SYSTEM IS NOT ADVERSELY IMPACTED. THE CITY MAY AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
18. EXCAVATOR(S) MUST COMPLY WITH O.R.S.757.541 THROUGH 757.571; EXCAVATOR(S) SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MIN.) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE PERMIT HOLDERS' EXPENSE.
19. CONTRACTOR MUST VERIFY ALL EXISTING UTILITIES FOR BOTH VERTICAL ELEVATION AND HORIZONTAL LOCATION PRIOR TO START OF WORK (POTHOLE BEFORE DIGGING IF NECESSARY). SHOULD CONFLICTS ARISE AND REDESIGN OR RELOCATION OF FACILITIES BE NECESSARY, IT SHALL BE DONE AT THE PERMIT HOLDERS EXPENSE. CHANGES MUST BE APPROVED BY THE CITY IN ADVANCE OF WORK PERFORMANCE. CONTRACTOR SHALL COORDINATE THE WORK WITH AFFECTED UTILITY AGENCIES.
20. A TEMPORARY HARD-SURFACE PATCH (COLD MIX AC OR HOT MIX BASE PAVING) SHALL BE PLACED ON TRENCHES WITHIN ROADWAYS AT THE END OF EACH DAYS WORK, NO TRENCH, ON SITE OR OFF-SITE, SHALL BE LEFT AT ANY TIME IN AN UNSAFE CONDITION. THE PERMIT HOLDER IS RESPONSIBLE FOR AND IS LIABLE FOR HAZARDS OR DAMAGE RESULTING FROM THE PROSECUTION OF THE WORK.
21. WORK PROVIDED FOR UNDER THE PERMIT SHALL INCLUDE REPAIR OF EXISTING FACILITIES (ROADS, DITCHES, ETC.) AS MAY BE NECESSARY, IN THE CITY INSPECTORS OPINION, TO OVERCOME DETERIORATION OR DAMAGE WHICH OCCURRED IN CONJUNCTION WITH THE WORK AUTHORIZED BY THE PERMIT. CORRECTIVE WORK SHALL BE DONE AT THE PERMIT HOLDERS' EXPENSE.
22. ONE AS-BUILT MYLAR DRAWING SHOWING ALL NEW PUBLIC IMPROVEMENTS, INCLUDING ANY REVISION MADE TO THE PREVIOUSLY APPROVED CONSTRUCTION PLANS AND, ALSO, ANY IMPROVEMENT WHICH MAY IMPACT AN EXISTING PUBLIC SYSTEM OR FACILITY, SHALL BE PROVIDED TO THE CITY BY A REGISTERED CIVIL ENGINEER ALONG WITH AN ENGINEERS CERTIFICATION OF INSTALLATION COMPLIANCE (FORM ATTACHED).
23. A SEWER SYSTEM AIR-TEST AND (V.H.S.) TV TEST REPORT AND ONE SET OF BLUELINE "ASBUILTS" (OF EITHER OR BOTH THE STORM AND SANITARY SEWER SYSTEMS) MAY BE REQUIRED BY THE CITY FOR REVIEW AND APPROVAL PRIOR TO CONNECTION OF ANY BUILDINGS TO THE SEWER SYSTEM.
24. THE PERMIT HOLDERS ENGINEER/INSPECTOR SHALL SUBMIT DAILY INSPECTION REPORTS, ON A WEEKLY BASIS, TO THE CITY'S INSPECTOR. (SEE DEVELOPER - ENGINEER AGREEMENT NOTE #5.)
25. THE CITY'S INSPECTORS MAY, AT THEIR DISCRETION, REQUIRE PROVISION OF TESTS AND OR REPORTS FROM THE PERMIT HOLDER, PERMIT HOLDERS ENGINEER OR CONTRACTOR TO VALIDATE CLAIMS OF MATERIAL OR CONSTRUCTION ADEQUACY/COMPLIANCE. SUCH TESTS/REPORTS SHALL BE PROVIDED AT THE PERMIT HOLDERS' EXPENSE.

CITY OF TIGARD GENERAL NOTES CONTINUED

26. THE PERMIT HOLDER SHALL PROVIDE A COPY OF A PROPERLY EXECUTED RELEASE AND WAIVER DOCUMENT TO THE CITY FOR EACH OWNERSHIP DISTURBED BY CONSTRUCTION ACTIVITY, AS EVIDENCE OF DISTURBANCE RESOLUTION AND OWNER SATISFACTION.
27. EXISTING MONUMENTS, PROPERTY CORNERS, AND SURVEY MARKERS SHALL BE PROTECTED. REPLACEMENT SHALL BE AT THE PERMIT HOLDERS' EXPENSE.
28. THE ENGINEER SHALL NOTIFY THE WASHINGTON COUNTY SURVEYOR WHEN THE INITIAL AND FINAL LIFT OF ASPHALT HAS BEEN PLACED.
29. THE PERMIT HOLDER SHALL PROVIDE TO THE CITY INSPECTOR, IN WRITING, THE NAMES AND 24 HOUR EMERGENCY TELEPHONE NUMBER OF TWO (2) PERSONS WHO HAVE AUTHORITY TO RESOLVE PROBLEMS, TAKE CORRECTIVE ACTION AND, IN GENERAL, WILL BE RESPONSIBLE IN CASE OF ANY EMERGENCY, THE PERMIT HOLDER SHALL NOTIFY THE CITY INSPECTOR, IN WRITING, OF ANY/ALL ASSIGNMENT CHANGES.
30. THE PERMIT HOLDER SHALL CAUSE HIS CONTRACTOR TO PROVIDE TO THE CITY INSPECTOR, IN WRITING, THE NAME AND 24 HOUR EMERGENCY TELEPHONE NUMBER OF A DESIGNATED "COMPETENT PERSON" RESPONSIBLE FOR CONSTRUCTION SAFETY AS PER OR-OSHA, CHAP. 437, DIV. 3 CONSTRUCTION, SUB-DIVISION P - EXCAVATIONS. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR OF ANY/ALL ASSIGNMENT CHANGES.
31. IT IS THE SOLE RESPONSIBILITY OF THE PERMIT HOLDER TO PROVIDE FOR PROPER RIGHT-OF-ENTRY AND/OR EASEMENTS PRIOR TO STARTING WORK. PROOF OF RIGHT-OF-ENTRY OR PROPERLY EXECUTED EASEMENTS, SHALL BE PROVIDED TO THE CITY. THE CITY SHALL IN NO WAY BE CONSTRUED TO BE LIABLE FOR THE PERMIT HOLDERS FAILURE TO OBTAIN OR PROVIDE FOR PROOF OF RIGHT-OF-ENTRY OR EASEMENTS.
32. BEFORE PLACEMENT OF THE FINAL LIFT OF ASPHALT, THE PERMIT HOLDER SHALL CLEAN AND HAVE THE CITY COMPLETE A PRE-ACCEPTANCE VIDEO INSPECTION OF ALL NEW SEWER LINES. THE PERMIT HOLDER SHALL PROVIDE THE CITY WITH 30 DAYS OF NOTICE FOR THE VIDEO INSPECTION. ANY DEFICIENCIES SHALL BE REPAIRED BEFORE PLACEMENT OF FINAL LIFT.

CITY OF TIGARD GENERAL NOTES - GRADING PLAN PERMITS

1. THIS GRADING PERMIT IS NOT TO BE CONSTRUED AS FINAL APPROVAL OF SITE GRADING, EMBANKMENT OR STRUCTURAL FILL WORK. IT MERELY PROVIDES FOR INITIATION OF WORK AND IS SUBJECT TO CHANGE PENDING CITY APPROVAL OF THE ENTIRE CONSTRUCTION-DEVELOPMENT PLAN SET.
2. SPREADING OF MUD OR DEBRIS UPON ANY PUBLIC ROAD IS PROHIBITED. THE CITY MAY ORDER STOPPAGE OF WORK TO EFFECT CORRECTIVE ACTION, AT ANY TIME.
3. EFFECTIVE EROSION CONTROL, DUST CONTROL, AND DRAINAGE CONTROL IS REQUIRED AT ALL TIMES, THE CITY MAY ORDER STOPPAGE OF WORK TO EFFECT CORRECTIVE ACTION, AT ANY TIME.
4. EMBANKMENTS OR STRUCTURAL FILLS FOR ROADWAY CONSTRUCTION OR FILLS TO BE CONSTRUCTED ON BUILDABLE LOTS SHALL BE CONSTRUCTED FROM EXCAVATED MATERIALS ACCEPTABLE TO THE SOILS ENGINEER AND SHALL BE BROUGHT TO GRADE IN LIFTS NOT TO EXCEED 8" LOOSE MEASURE. EACH LIFT SHALL BE COMPACTED TO 90 PERCENT OF MAXIMUM DENSITY AS OBTAINED BY AASTHO T-180 COMPACTION TEST.
5. STRUCTURAL FILLS SHALL COMPLY WITH APPENDIX CHAPTER 33 OF THE UNIFORM BUILDING CODE. CONSTRUCTION ON EXISTING SLOPES GREATER THAN 5:1 SHALL BE ACHIEVED BY BENCHING INTO THE EXISTING BANK A MINIMUM OF TEN FEET. IF THE BENCH EXPOSES SAND SOIL AN UNDERDRAIN MUST BE PROVIDED. THE UNDERDRAIN, IF REQUIRED, WILL BE CONSTRUCTED BY INSTALLING NONWOVEN FILTER FABRIC, EQUIVALENT TO EXXON GTF 12500, ALONG THE BOTTOM OF THE STARTING BENCH, THEN PLACING A SIX INCH LAYER OF 1½" – 3/4" DRAIN ROCK, AND FINALLY COVERING THE DRAIN ROCK WITH THE NONWOVEN FILTER FABRIC. SUCCESSIVE BENCHES WILL BE CONSTRUCTED WITH VERTICAL FILL BETWEEN TWO TO FIVE FEET AND BE COMPACTED IN LAYERS NOT TO EXCEED 8 INCHES, EACH 8-INCH LAYER SHALL BE COMPACTED TO A MINIMUM OF 90 PERCENT AASHTO T-180 DENSITY. THE FILL SLOPES SHALL NOT EXCEED 2:1 AT FINISH GRADE. NO ROCK OR SIMILAR MATERIAL EXCEEDING A 12- INCH DIAMETER SHALL BE ALLOWED IN THE STRUCTURAL FILL.
6. THE GEOTECHNICAL ENGINEER FOR STRUCTURAL FILL SHALL BE NOTIFIED 24 HOURS IN ADVANCE, BY THE CONTRACTOR, OF STARTING BENCHWORK TO DETERMINE THE NEED FOR AN UNDERDRAIN LAYER AND TO VERIFY EXISTING CONDITIONS.
7. THE CITY SHALL BE PROVIDED WITH A COPY OF THE GEOTECHNICAL ENGINEER'S REPORT/RECOMMENDATION CHANGES.
8. IF SPRINGS OR GROUND WATER ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE SOILS AND CIVIL ENGINEERS OF THE CONDITIONS FOUND AND COORDINATE HIS ACTIVITIES IN A MANNER THAT WILL ALLOW THE ENGINEERS TIME TO REVIEW THE SITUATION AND PREPARE A PLAN TO PROPERLY MITIGATE THE WATER ENCOUNTERED.
9. THE CONTRACTOR SHALL HAVE THE SOILS ENGINEER TAKE COMPACTION TESTS, A MINIMUM OF THREE TESTS WILL BE REQUIRED FOR EACH 2 FEET OF FILL.
10. EXCAVATOR MUST COMPLY WITH ORS 757.541 THROUGH 757.571 (UTILITY PRE-NOTIFICATION, ETC.).

NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE	DESCRIPTION
1	04/10/25	1ST SUBMITTAL

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___

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111 SW Fifth Ave, Suite 2500
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503.542.3760
P: 503.226.4661
www.kpff.com

STEVE ST PARK

LOCATED AT:
BETWEEN 84TH AVE AND STEVE ST
OR TAX LOT 1S136CB04402

CITY OF Tigard

PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI_____-_____

LAND USE NO.:
___-___-_____

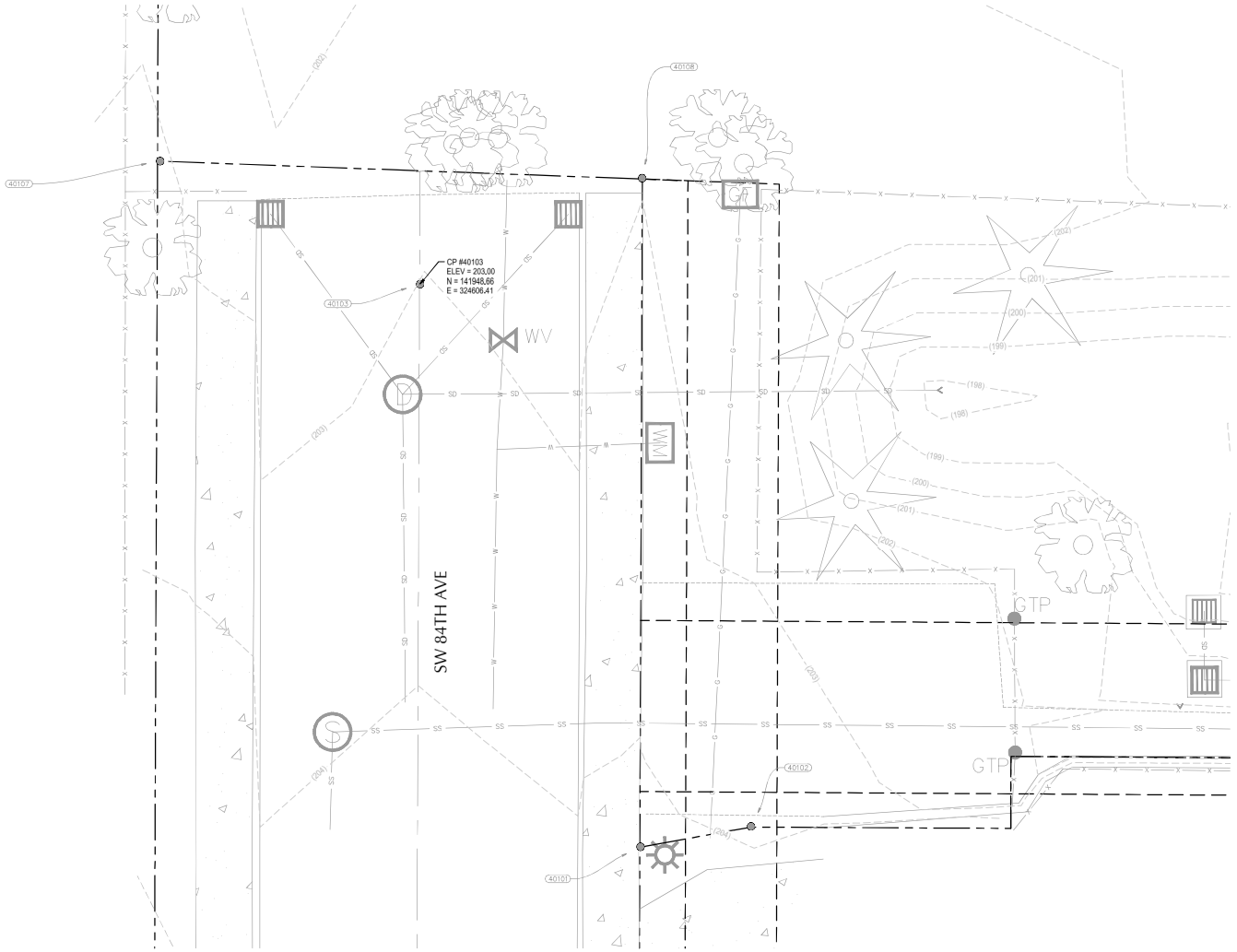
SITE WORKS PERMIT NO.:
___-___-_____

BUILDING PERMIT NO.:
___-___-_____

NOTES

C0.2

FILE: \\corfpdat\ profprojects e\p\2024\2400268-steve-st-park\CAD\PLOT\PFI\2400268-COVER_Layout: C0.2 Plot Date: 9/22/2025 10:12 AM by: Cami Lamont



SURVEY NOTES:

1. THIS IS A SURVEY OF 8400 SW STEVE STREET, TIGARD, OR 97223 PREPARED REFERENCING FIDELITY NATIONAL TITLE COMPANY OF OREGON ORDER NO. 45142401073, WITH A COMMITMENT DATE OF JANUARY 31, 2024 AT 08:00 AM.
2. BASIS OF BEARINGS AND COORDINATE SYSTEM ARE OCRS PORTLAND ZONE, NAD83(2011), EPOCH2010, IFT.
3. ELEVATIONS ARE NGVD29 BASED ON WASHINGTON COUNTY BENCHMARK #401 WITH A PUBLISHED ELEVATION OF 229.687'.
4. BOUNDARY DETERMINATION BASED ON FIELD SURVEYED FEBRUARY 13-14 AND 19, 2024.
5. FENCES SHOWN HEREON WITH DIMENSIONAL TIES ARE SHOWN WHERE THEY WERE PHYSICALLY MEASURED. THE FENCE LINE MAY MEANDER BETWEEN MEASURED LOCATES.
6. THE SUBJECT TRACT IS LOCATED IN ZONE "X" AREA OF MINIMAL FLOOD HAZARD, PER FEMA FLOOD INSURANCE RATE MAP "41067C0534E" (EFFECTIVE DATE OF NOVEMBER 4, 2016) VIEWED ON 02/26/2024.
7. SITE HAS VEHICULAR ACCESS THROUGH SW 84TH AVE.
8. UTILITY STATEMENT: THE UNDERGROUND UTILITIES SHOWN HAVE BEEN MAPPED FROM FIELD SURVEY INFORMATION, OBSERVED ABOVE GROUND EVIDENCE AND GROUND MARKINGS BY OTHERS, AND EXISTING DRAWINGS SUPPLIED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

TOPOGRAPHY LEGEND

- CATCH BASIN CENTER
- END OF LOCATES, SERVICE MAY CONTINUE
- FIRE HYDRANT
- GAS FINK
- GTP — GATE POST
- LIGHT POLE
- MAIL BOX
- SANITARY SEWER MANHOLE
- STORM SEWER CULVERT END
- STORM DITCH INLET
- STORM SEWER MANHOLE
- 12" — DECIDUOUS TREE
- 24" — EVERGREEN TREE
- WM — WATER METER
- WV — WATER VALVE
- CONCRETE
- EDGE OF PAVEMENT
- X — X — FENCE AS NOTED
- STORM FLOWLINE
- UNDERGROUND GAS LINE
- E — UNDERGROUND POWER
- UNDERGROUND SANITARY SEWER LINE
- GIS-SS — UNDERGROUND SANITARY SEWER LINE (GIS)
- SD — UNDERGROUND STORM DRAIN LINE
- GIS-SD — UNDERGROUND STORM DRAIN LINE (GIS)
- W — UNDERGROUND WATER LINE
- WETLAND DELINIATION

SCALE 1 INCH = 5 FEET
5 0 5 10

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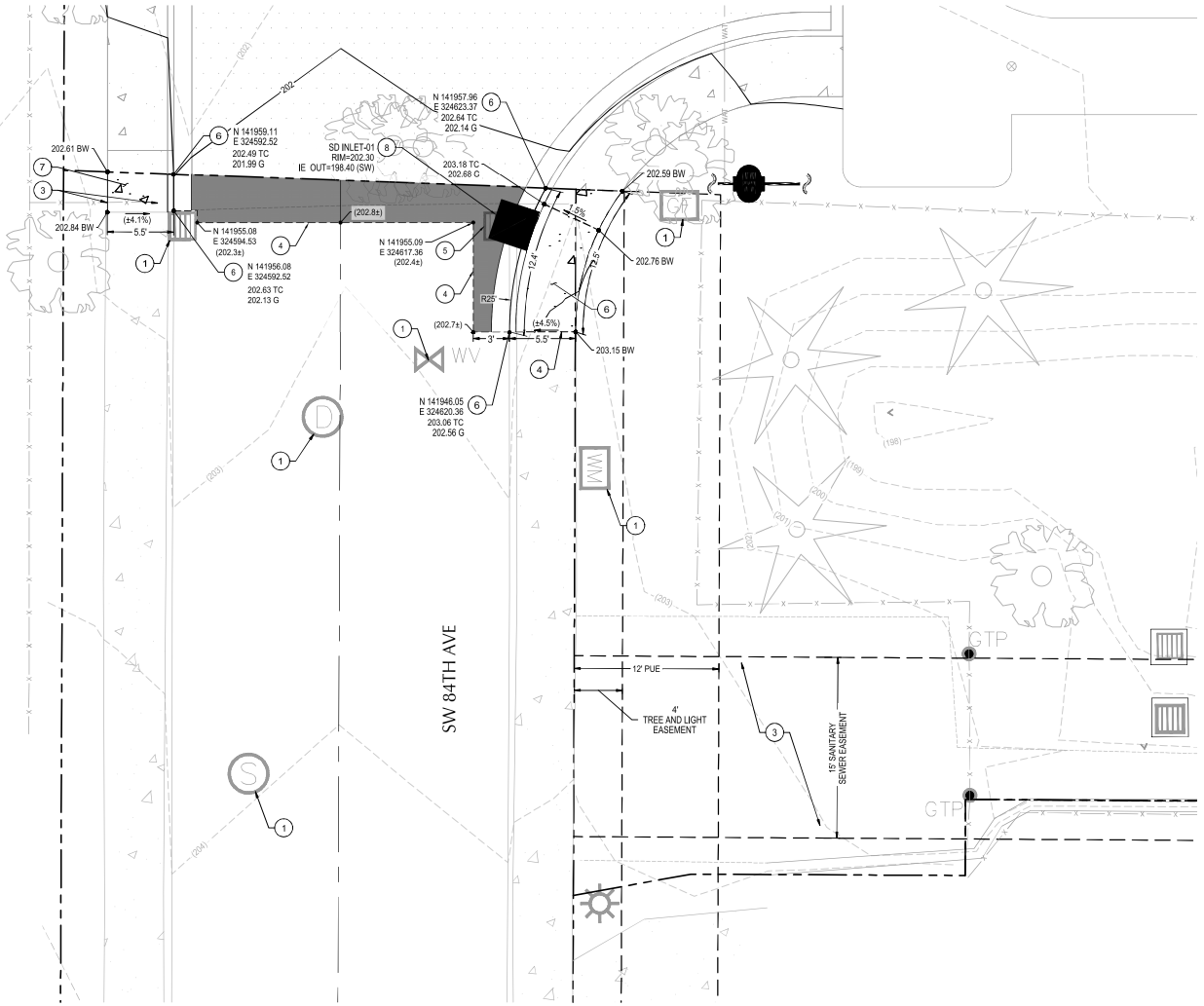
CITY OF Tigard

PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI_____-_____
LAND USE NO.:
___-____-_____
SITE WORKS PERMIT NO.:
___-____-_____
BUILDING PERMIT NO.:
___-____-_____

EXISTING CONDITIONS

C0.3

FILE: \\corp\pdx_jobs_projects\p\22241\240268-steve-st-park\CAD\PLOT\PFI\240268-COVER, Layout: C0.1, Plot Date: 9/22/2025 10:12 AM, by: Cami Lamont



SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF WALL.
2. PROPOSED ONSITE IMPROVEMENTS SHOWN FOR REFERENCE ONLY AND CONSTRUCTED UNDER SEPARATE PERMIT.

KEY NOTES

#	DESCRIPTION	DETAIL
1	EXISTING UTILITY TO REMAIN	
2	REMOVE EXISTING FENCE	
3	PROTECT EXISTING MAINTENANCE ACCESS	
4	SAWCUT LINE	
5	REMOVE EXISTING INLET	
6	STANDARD CURB AND GUTTER	DWG. NO. 126/C2.0
7	INSTALL CONCRETE SIDEWALK	DWG. NO. 120/C2.0
8	INSTALL CG-2 INLET PER	DWG. RD366/C2.0

SHEET LEGEND

- PROPERTY LINE
- SAWCUT LINE
- EASEMENT
- EXISTING FENCE
- (200) EX. CONTOUR
- 200 PROP. CONTOUR
- ASPHALT CONCRETE PAVEMENT (1 / C2.0)
- CONCRETE SIDEWALK PER CITY OF TIGARD DWG. NO. 120

SCALE 1 INCH = 5 FEET
5 0 5 10

REVISIONS

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CITY OF Tigard

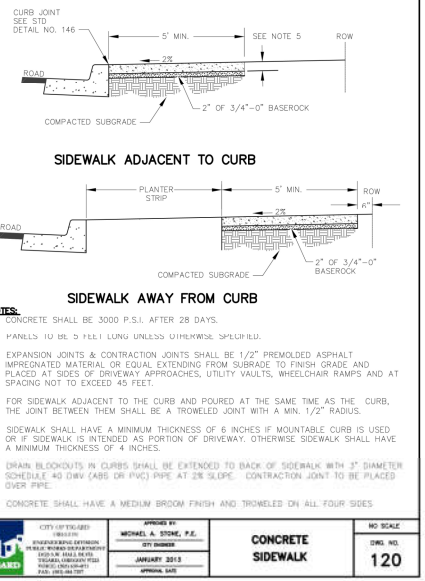
PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI-____-____
LAND USE NO.:
____-____-____
SITE WORKS PERMIT NO.:
____-____-____
BUILDING PERMIT NO.:
____-____-____

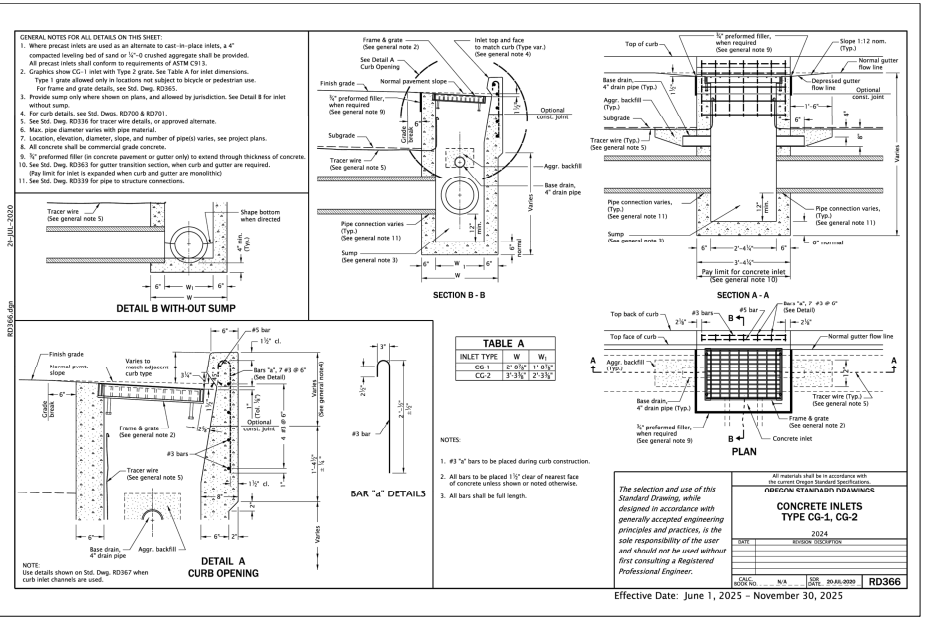
FRONTAGE IMPROVEMENT PLAN

C1.0

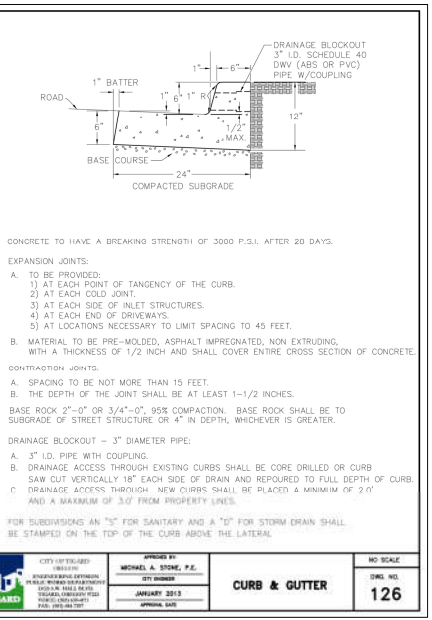
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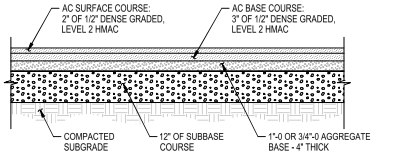
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Effective Date: June 1, 2025 - November 30, 2025





1 ASPHALT PAVEMENT SECTION
SCALE: NTS

REVISIONS

NO.	DATE	DESCRIPTION
1	04/10/25	1ST SUBMITTAL

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___

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Portland, OR 97204
T: 503.227.3251
F: 503.226.4684
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STEVE ST PARK

LOCATED AT:
BETWEEN 84TH AVE AND STEVE ST
OR TAX LOT 1S136CB04402

CITY OF Tigard

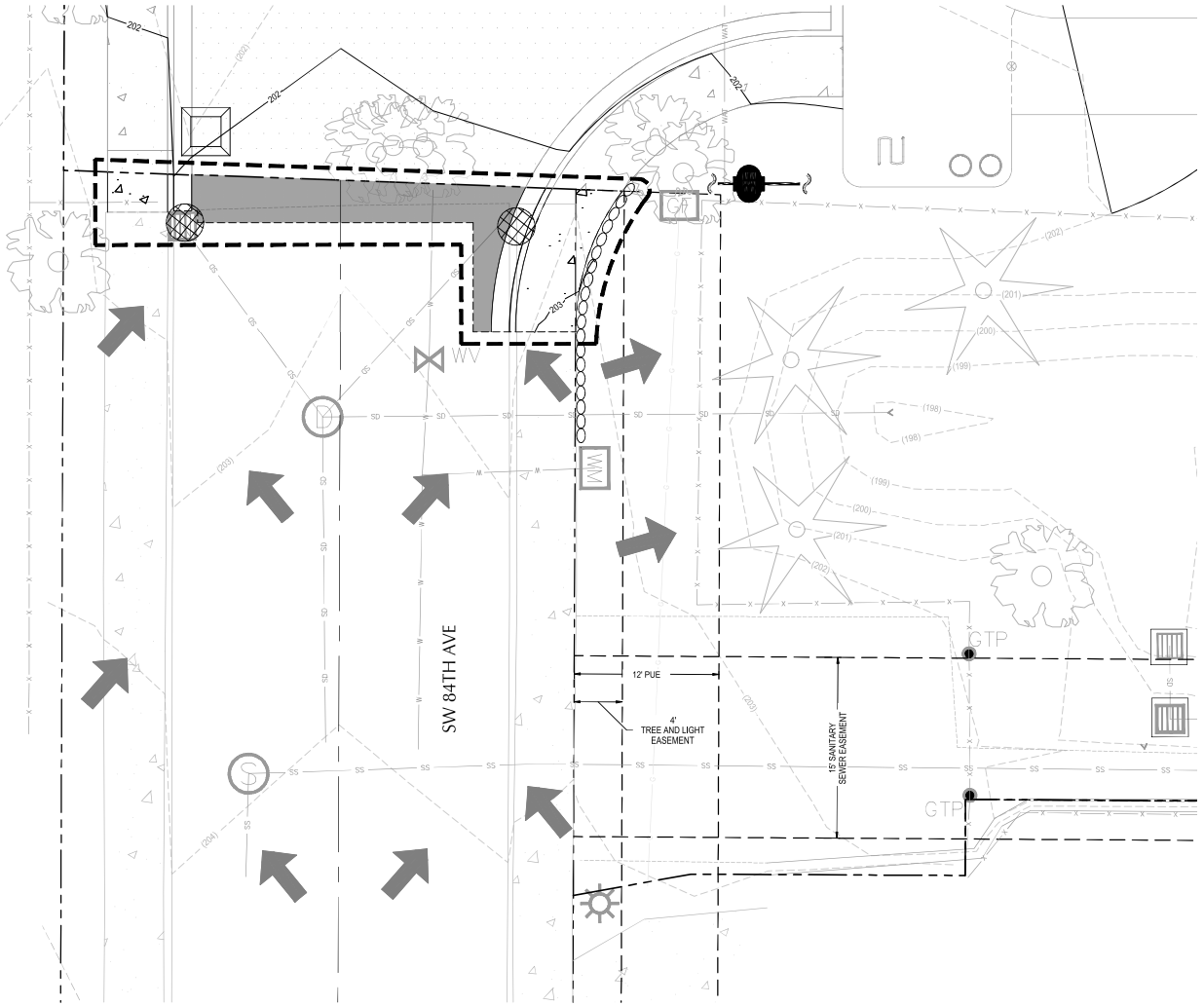
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PFI___-___-___
LAND USE NO.:
___-___-___-___
SITE WORKS PERMIT NO.:
___-___-___-___
BUILDING PERMIT NO.:
___-___-___-___

CIVIL DETAILS

C2.0

NOT FOR CONSTRUCTION

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SHEET NOTES

1. APPROVAL OF THIS EROSION SEDIMENT AND POLLUTION CONTROL PLAN (ESPCP) DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
2. THE IMPLEMENTATION OF THIS ESPCP AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESPCP FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED, VEGETATION/LANDSCAPING IS ESTABLISHED.
3. THE ESPCP FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM ROADWAYS OR VIOLATE APPLICABLE WATER STANDARDS.
4. THE ESPCP FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESPCP FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS, AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DOES NOT LEAVE THE SITE.
5. THE ESPCP FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
6. THE ESPCP FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A WEEK OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT.

SHEET LEGEND

- PROPERTY LINE
- EASEMENT
- 49 EX. CONTOUR MINOR
- 50 EX. CONTOUR MAJOR
- 49 PROP. CONTOUR MINOR
- 50 PROP. CONTOUR MAJOR
- EXTENT OF WORK
- WATTLES PER CWS DRAWING NO. 880
- INLET PROTECTION PER CWS DRAWING NO. 915
- CONCRETE WASHOUT (C1.1)
- SURFACE FLOW DIRECTION

SCALE 1 INCH = 5 FEET
5 0 5 10

REVISIONS

NO.	DATE	DESCRIPTION
1	04/10/25	1ST SUBMITTAL

DESIGNED BY: ____
DRAWN BY: ____
CHECKED BY: ____

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STEVE ST PARK

LOCATED AT:
BETWEEN 84TH AVE AND STEVE ST
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CITY OF Tigard

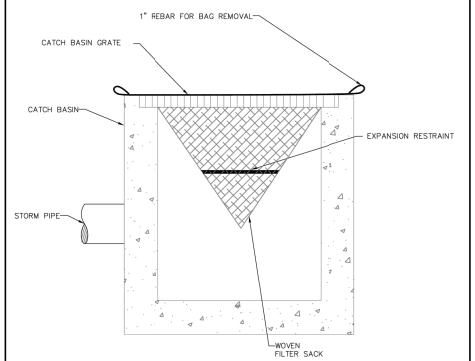
PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI____-____-_____
LAND USE NO.:
____-____-_____
SITE WORKS PERMIT NO.:
____-____-_____
BUILDING PERMIT NO.:
____-____-_____

EROSION CONTROL PLAN

C3.0

NOT FOR CONSTRUCTION

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CATCH BASIN INSERT

NOTE:

1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

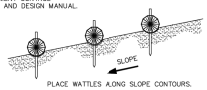
FOR FURTHER INFORMATION IN DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

INLET PROTECTION TYPE 5

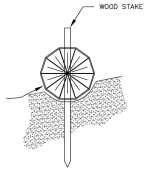
DRAWING NO. 920 REVISED 10-31-19

Clean Water Services

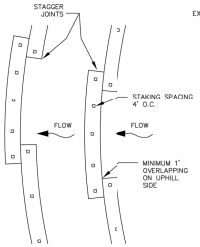
FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



PROFILE



SECTION



PLAN VIEW

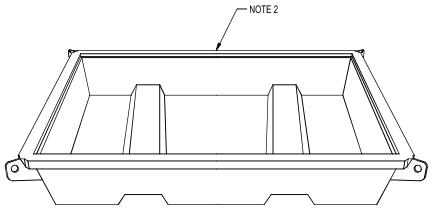
NOTES:

1. STAKING SPECIFICATIONS:
   a. 1"x2" WOODEN STAKES
   b. ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY ERODIVE SOILS
2. SPACING IN ACCORDANCE WITH DETAIL 940.
3. REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED WATTLES WILL HAVE DIRECT CONTACT WITH THE SOIL.
4. INSTALL THE WATTLES IN A 2" DEEP TRENCH, INSURING THA NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJCENT WATTLES SHALL BE OVERLAPPED 1 FT. MINIMUM TO PREVENT SEDIMENT PASSING THROUGH THE FIELD JOINT.

WATTLES

DRAWING NO. 880 REVISED 10-31-19

Clean Water Services



NOTES:
1. INSTALL A MOBILE CONCRETE WASHOUT, ECO PAN OR APPROVED EQUAL. LOCATE THE WASHOUT IN A PLACE THAT WILL BE ACCESSIBLE TO CONCRETE TRUCKS.
2. PROVIDE 7' X 7' MINIMUM WASHOUT PAN. INCREASE SIZE OR PROVIDE ADDITIONAL WASHOUTS AS REQUIRED TO ACCOMMODATE PROJECT CONDITIONS.
3. FOR WASHOUTS LOCATED IN AREAS DESIGNATED TO RECEIVE HARDSCAPE, SOLIDS MAY BE BURIED IN PLACE. FOR OTHER APPLICATIONS, REMOVE AND DISPOSE OF SOLIDS.

1 CONCRETE WASHOUT
SCALE: NTS

REVISIONS

NO.	DATE	DESCRIPTION
1	04/10/25	1ST SUBMITTAL

DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___

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CITY OF Tigard

PUBLIC FACILITY IMPROVEMENT (PFI) PERMIT NO.:
PFI____-_____
LAND USE NO.:
____-____-_____
SITE WORKS PERMIT NO.:
____-____-_____
BUILDING PERMIT NO.:
____-____-_____

EROSION CONTROL DETAILS

C3.1

NOT FOR CONSTRUCTION

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1200-CN STEVE STREET PARK

WASHINGTON COUNTY, OREGON

LOCATED IN THE NORTHWEST 1/4 OF SECTION 36, TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN

1200-CN (1-5 ACRES) EROSION AND SEDIMENT CONTROL PLANS

DEQ ESCP NOTES

1. INCLUDE A LIST OF ALL PERSONNEL (BY NAME AND POSITION) THAT ARE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF STORMWATER CONTROL MEASURES (E.G. ESCP DEVELOPER, BMP INSTALLER (SEE SECTION 4.10). AS WELL AS THEIR INDIVIDUAL RESPONSIBILITIES. (SECTION 4.4,C,II)
2. VISUAL MONITORING INSPECTION REPORTS MUST BE MADE IN ACCORDANCE WITH DEQ 1200-CN PERMIT REQUIREMENTS. (SECTION 6.5)
3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-CN PERMIT REQUIREMENTS. (SECTION 6.5,Q)
4. RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. (SECTION 4.7)
5. THE PERMIT REGISTRANT MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT. (SECTIONS 4 AND 4,11)
6. THE ESCP MUST BE ACCURATE AND REFLECT SITE CONDITIONS. (SECTION 4,8)
7. SUBMISSION OF ALL ESCP REVISIONS IS NOT REQUIRED, SUBMITTAL OF THE ESCP REVISIONS IS ONLY UNDER SPECIFIC CONDITIONS. SUBMIT ALL NECESSARY REVISION TO DEQ OR AGENT WITHIN 10 DAYS. (SECTION 4.9)
8. SEQUENCE CLEARING AND GRADING TO THE MAXIMUM EXTENT PRACTICAL TO PREVENT EXPOSED INACTIVE AREAS FROM BECOMING A SOURCE OF EROSION. (SECTION 2,2,2)
9. CREATE SMOOTH SURFACES BETWEEN SOIL SURFACE AND EROSION AND SEDIMENT CONTROLS TO PREVENT STORMWATER FROM BYPASSING CONTROLS AND PONDING. (SECTION 2,2,3)
10. IDENTIFY, MARK, AND PROTECT (BY CONSTRUCTION FENCING OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. (SECTION 2,2,1)
11. PRESERVE EXISTING VEGETATION WHEN PRACTICAL AND RE-VEGETATE OPEN AREAS. RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED. (SECTION 2,2,5)
12. MAINTAIN AND DELINEATE ANY EXISTING NATURAL BUFFER WITHIN THE 50-FEET OF WATERS OF THE STATE. (SECTION 2,2,4)
13. INSTALL PERIMETER SEDIMENT CONTROL, INCLUDING STORM DRAIN INLET PROTECTION AS WELL AS ALL SEDIMENT BASINS, TRAPS, AND BARRIERS PRIOR TO LAND DISTURBANCE. (SECTIONS 2,1,3)
14. CONTROL BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND DOWNSTREAM CHANNELS AND STREAMBANKS. (SECTIONS 2,1,1, AND 2,2,16)
15. CONTROL SEDIMENT AS NEEDED ALONG THE SITE PERIMETER AND AT ALL OPERATIONAL INTERNAL STORM DRAIN INLETS AT ALL TIMES DURING CONSTRUCTION, BOTH INTERNALLY AND AT THE SITE BOUNDARY. (SECTIONS 2,2,6 AND 2,2,13)
16. ESTABLISH CONCRETE TRUCK AND OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK. (SECTION 2,2,14)
17. APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES. TEMPORARY OR PERMANENT STABILIZATIONS MEASURES ARE NOT REQUIRED FOR AREAS THAT ARE INTENDED TO BE LEFT UNVEGETATED, SUCH AS DIRT ACCESS ROADS OR UTILITY POLE PADS.(SECTIONS 2,2,20 AND 2,2,21)
18. ESTABLISH MATERIAL AND WASTE STORAGE AREAS, AND OTHER NON-STORMWATER CONTROLS. (SECTION 2,3,7)
19. KEEP WASTE CONTAINER LIDS CLOSED WHEN NOT IN USE AND CLOSE LIDS AT THE END OF THE BUSINESS DAY FOR THOSE CONTAINERS THAT ARE ACTIVELY USED THROUGHOUT THE DAY. FOR WASTE CONTAINERS THAT DO NOT HAVE LIDS, PROVIDE EITHER (1) COVER (E.G., A TARP, PLASTIC SHEETING, TEMPORARY ROOF) TO PREVENT EXPOSURE OF WASTES TO PRECIPITATION, OR (2) A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS (E.G., SECONDARY CONTAINMENT). (SECTION 2,3,7)
20. PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS USING BMPS SUCH AS: CONSTRUCTION ENTRANCE, GRAVELED (OR PAVED) EXITS AND PARKING AREAS; GRAVEL ALL UNPAVED ROADS LOCATED ONSITE, OR USE AN EXIT TIRE WASH. THESE BMPS MUST BE IN PLACE PRIOR TO LAND- DISTURBING ACTIVITIES. (SECTION 2,2,7)
21. WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER USE WATER-TIGHT TRUCKS OR DRAIN LOADS ON SITE. (SECTION 2,2,7,F)
22. CONTROL PROHIBITED DISCHARGES FROM LEAVING THE CONSTRUCTION SITE, I.E., CONCRETE WASH-OUT, WASTEWATER FROM CLEANOUT OF STUCCO, PAINT AND CURING COMPOUNDS. (SECTIONS 1,5 AND 2,3,9)
23. ENSURE THAT STEEP SLOPE AREAS WHERE CONSTRUCTION ACTIVITIES ARE NOT OCCURRING ARE NOT DISTURBED. (SECTION 2,2,10)
24. PREVENT SOIL COMPACTION IN AREAS WHERE POST-CONSTRUCTION INFILTRATION FACILITIES ARE TO BE INSTALLED. (SECTION 2,2,12)
25. USE BMPS TO PREVENT OR MINIMIZE STORMWATER EXPOSURE TO POLLUTANTS FROM SPILLS: VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES; AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, FERTILIZER, PESTICIDES AND HERBICIDES, PAINTS, SOLVENTS, CURING COMPOUNDS AND ADHESIVES FROM CONSTRUCTION OPERATIONS. (SECTIONS 2,2,15 AND 2,3)
26. PROVIDE PLANS FOR SEDIMENTATION BASINS THAT HAVE BEEN DESIGNED PER SECTION 2,2,17 AND STAMPED BY AN OREGON PROFESSIONAL ENGINEER. (SEE SECTION 2,2,17,A)
27. IF ENGINEERED SOILS ARE USED ON SITE, A SEDIMENTATION BASIN/IMPOUNDMENT MUST BE INSTALLED. (SEE SECTIONS 2,2,17 AND 2,2,18)
28. PROVIDE A DEWATERING PLAN FOR ACCUMULATED WATER FROM PRECIPITATION AND UNCONTAMINATED GROUNDWATER SEEPAGE DUE TO SHALLOW EXCAVATION ACTIVITIES. (SEE SECTION 2,4)
29. IMPLEMENT THE FOLLOWING BMPS WHEN APPLICABLE: WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURES, EMPLOYEE TRAINING ON SPILL PREVENTION AND PROPER DISPOSAL PROCEDURES, SPILL KITS IN ALL VEHICLES, REGULAR MAINTENANCE SCHEDULE FOR VEHICLES AND MACHINERY, MATERIAL DELIVERY AND STORAGE CONTROLS, TRAINING AND SIGNAGE, AND COVERED STORAGE AREAS FOR WASTE AND SUPPLIES. (SECTION 2,3)
30. USE WATER, SOIL-BINDING AGENT OR OTHER DUST CONTROL TECHNIQUE AS NEEDED TO AVOID WIND-BLOWN SOIL. (SECTION 2,2,9)
31. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. EXERCISE CAUTION WHEN USING TIME-RELEASE FERTILIZERS WITHIN ANY WATERWAY RIPARIAN ZONE. (SECTION 2,3,5)
32. IF AN ACTIVE TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO-COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY) BEFORE OPERATING THE TREATMENT SYSTEM. OBTAIN ENVIRONMENTAL MANAGEMENT PLAN APPROVAL FROM DEQ BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS. (SECTION 1,2,9)
33. TEMPORARILY STABILIZE SOILS AT THE END OF THE SHIFT BEFORE HOLIDAYS AND WEEKENDS. IF NEEDED, THE REGISTRANT IS RESPONSIBLE FOR ENSURING THAT SOILS ARE STABLE DURING RAIN EVENTS AT ALL TIMES OF THE YEAR. (SECTION 2,2)
34. AS NEEDED BASED ON WEATHER CONDITIONS, AT THE END OF EACH WORKDAY SOIL STOCKPILES MUST BE STABILIZED OR COVERED, OR OTHER BMPS MUST BE IMPLEMENTED TO PREVENT DISCHARGES TO SURFACE WATERS OR CONVEYANCE SYSTEMS LEADING TO SURFACE WATERS. (SECTION 2,2,8)
35. SEDIMENT FENCE: REMOVE TRAPPED SEDIMENT BEFORE IT REACHES ONE THIRD OF THE ABOVE GROUND FENCE HEIGHT AND BEFORE FENCE REMOVAL. (SECTION 2,1,5,B)
36. OTHER SEDIMENT BARRIERS (SUCH AS BIOBAGS): REMOVE SEDIMENT BEFORE IT REACHES TWO INCHES DEPTH ABOVE GROUND HEIGHT AND BEFORE BMP REMOVAL. (SECTION 2,1,5,C)
37. CATCH BASINS: CLEAN BEFORE RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT. SEDIMENT BASINS AND SEDIMENT TRAPS: REMOVE TRAPPED SEDIMENTS BEFORE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT AND AT COMPLETION OF PROJECT. (SECTION 2,1,5,D)
38. WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED, INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEANUP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIMEFRAME. (SECTION 2,2,19,A)
39. THE INTENTIONAL WASHING OF SEDIMENT INTO STORM SEWERS OR DRAINAGE WAYS MUST NOT OCCUR. VACUUMING OR DRY SWEEPING AND MATERIAL PICKUP MUST BE USED TO CLEANUP RELEASED SEDIMENTS. (SECTION 2,2,19)
40. DOCUMENT ANY PORTION(S) OF THE SITE WHERE LAND DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED OR WILL BE TEMPORARILY INACTIVE FOR 14 OR MORE CALENDAR DAYS. (SECTION 6,5,F.)
41. PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND A TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SECTION 2,2,20)
42. DO NOT REMOVE TEMPORARY SEDIMENT CONTROL PRACTICES UNTIL PERMANENT VEGETATION OR OTHER COVER OF EXPOSED AREAS IS ESTABLISHED, ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED, ALL TEMPORARY EROSION CONTROLS AND RETAINED SOILS MUST BE REMOVED AND DISPOSED OF PROPERLY, UNLESS NEEDED FOR LONG TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE. (SECTION 2,2,21)

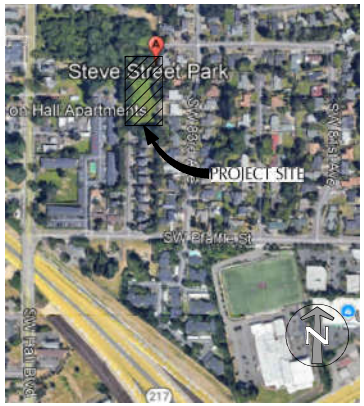
THE PERMITTEE IS REQUIRED TO MEET ALL THE CONDITIONS OF THE 1200-CN PERMIT. THIS ESCP AND GENERAL CONDITIONS HAVE BEEN DEVELOPED TO FACILITATE COMPLIANCE WITH THE 1200-CN PERMIT REQUIREMENTS. IN CASES OF DISCREPANCIES OR OMISSIONS, THE 1200-CN PERMIT REQUIREMENTS SUPERCEDE REQUIREMENTS OF THIS PLAN.

BMP MATRIX FOR CONSTRUCTION PHASES

REFER TO DEQ GUIDANCE MANUAL FOR A COMPREHENSIVE LIST OF AVAILABLE BMP'S

	EXISTING CONDITIONS	CLEARING AND GRADING	UTILITY INSTALL. AND ROAD CONSTR.	FINAL STABILIZATION
BIOBAGS				
COMPOST SOCKS				
CONCRETE TRUCK WASHOUT		X	X	
CONSTRUCTION ENTRANCE		**X	X	
DUST CONTROL				
EROSION CONTROL BLANKETS & MATS (JUTE MATTING)				
HYDROSEEDING				X
NATURAL BUFFER ZONE	X	X	X	X
ORANGE CONSTRUCTION FENCING		**X	X	
OUTLET PROTECTION				
PERMANENT SEEDING AND PLANTING				X
PLASTIC SHEETING				
PRESERVE EXISTING VEGETATION	X	X	X	X
SEDIMENT FENCING		X	X	
SEDIMENT BARRIER				
SODDING				
STORM DRAIN INLET PROTECTION	X	X	X	
STRAW WATTLES (OR OTHER MATERIALS)		**X	X	
TEMPORARY SEEDING AND PLANTING				
TREATMENT SYSTEM				
VEGETATIVE FILTER STRIPS				

** = SIGNIFIES BMP THAT WILL BE INSTALLED PRIOR TO ANY GROUND DISTURBING ACTIVITY.



VICINITY MAP

SCALE: NTS

RAIN GAUGE

NEAREST RAIN GAUGE ID: ASH CREEK STATION - KORTIGAR112
LOCATION: TIGARD, OR
LATITUDE = 45,45° NORTH
LONGITUDE = 122,76° WEST

PROJECT LOCATION

LOCATED IN SECTION 36, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON

LATITUDE = 45,439976° NORTH
LONGITUDE = 122,763311° WEST

PROPERTY DESCRIPTION

TAXLOT 4402 (1S136CB COUNTY TAX MAP)

PROPERTY IN THE NW¼ OF THE SW¼ OF SECTION 36, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON

OWNER

CITY OF TIGARD
CONTACT: JEFF PECK
13125 SW HALL BLVD,
TIGARD, OREGON 97232
PHONE: 503-718-2466
E-MAIL: jeffp@tigard-or.gov

ARCHITECT

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E-MAIL: benj@greenworkspc.com

GEOTECHNICAL ENGINEER

GEOTECHNICS LLC
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30110 E WOODWARD RD
TROUTDALE, OREGON 97060
PHONE: 503-730-2469

ENGINEER

KPFF CONSULTING ENGINEERS
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PORTLAND, OREGON 97204
PHONE: 503-542-3860
E-MAIL: jessica.zink@kpff.com

SURVEYOR

WESTLAKE CONSULTANTS INC.
CONTACT: SAMUEL HARGRAVE, LSIT
15115 SW SEQUOIA PKWY, SUITE 150
TIGARD, OREGON 97224
PHONE: 503-684-0652
E-MAIL: shargrave@westlakeconsultants.com

SITE DESCRIPTION

EXISTING SITE CONDITIONS

THE PROPERTY IS CURRENTLY AN EXISTING NEIGHBORHOOD PARK. IT IS MAINLY A GRASSY AREA WITH OUTER TREE COVERAGE. NO EXISTING STRUCTURES ON THE PROPERTY.
EXISTING SOILS: 1 - ALOHA SILT LOAM
13 - COVE SILTY CLAY LOAM
'FLOOD NOTE: THE PROPERTY SHOWN HEREON IS NOT WITHIN A FLOOD ZONE.

SOIL CONTAMINATION

CONTAMINATED SOILS NOT EXPECTED ON-SITE PER THE ECSI DATABASE. IF CONTAMINATED SOILS ARE DISCOVERED, AN ENVIRONMENTAL MANAGEMENT PLAN WILL BE REQUIRED. (SECTION 1,2,9)

DEVELOPED CONDITIONS

THE PROJECT IS A NEIGHBORHOOD PARK WITH PAVED TRAILS, PLAY AREAS, AND A PAVED VEHICULAR TURNAROUND AREA ON THE SOUTH.

- IMPERVIOUS AREA	= 17,000 SF = 0,39 ACRES
- PERVIOUS AREA	= 49,703 SF = 1,14 ACRES
- MODIFIED AREA	= 121 SF = 0,00 ACRES

TOTAL SITE AREA

66,824 SF = 1,53 ACRES

RECEIVING WATER BODIES:

THE ENTIRE PROPERTY DISCHARGES TO ASH CREEK WHICH IS A TRIBUTARY OF FANNO CREEK WHICH IS A TRIBUTARY OF THE TUALATIN RIVER. THESE WATER BODIES ARE NOT LISTED ON THE 303(d) IMPACTED WATER BODY LIST.

IMPACTED WATER BODIES:

THERE ARE NO IMPACTED WATER BODIES WITH THIS PROJECT.

TOTAL DISTURBED AREA

42,834 SF = 0,98 ACRES

CONSTRUCTION SUPPORT ACTIVITY

ON-SITE ACTIVITIES WILL BE LIMITED TO THE DISTURBED AREA OF APPROXIMATELY 0,98 ACRES. THERE IS NO OFF-SITE CONSTRUCTION AREA.

NATURE OF CONSTRUCTION ACTIVITY AND ESTIMATED TIME TABLE

CLEARING AND GRADING	(AUGUST 2025 - AUGUST 2025)
UTILITY INSTALL & ROAD CONSTRUCTION	(AUGUST 2025 - SEPTEMBER 2025)
FINAL STABILIZATION	(OCTOBER 2025 - OCTOBER 2025)

FILL MATERIAL:

SITE SOILS FROM CUT AREAS MAY BE REUSED AS FILL ONLY IN NON-STRUCTURAL AREAS. IMPORTED CRUSHED AGGREGATE SHOULD BE USED AS STRUCTURAL FILL. AGGREGATE SHOULD BE IMPORTED, CLEAN, DURABLE, CRUSHED ANGULAR ROCK.

TEMPORARY SEED MIX OPTIONS:

OPTION 1 - DWARF GRASS MIX (MIN. 100 LB./AC.)
- DWARF PERENNIAL RYEGRASS (80% BY WEIGHT)
- CREEPING RED FESCUE (20% BY WEIGHT)

OPTION 2 - STANDARD HEIGHT GRASS MIX (MIN. 100 LB./AC.)
- ANNUAL RYEGRASS (40% BY WEIGHT)
- TURF-TYPE FESCUE (60% BY WEIGHT)

ENGINEERED SOILS:

ENGINEERED SOILS ARE NOT EXPECTED TO BE USED ON-SITE. IF ENGINEERED SOILS ARE IMPLEMENTED ON-SITE DURING CONSTRUCTION, AN ENGINEERED SEDIMENT BASIN AND pH MONITORING WILL BE REQUIRED. (SECTIONS 2,2,17, 2,2,18, AND 6,6)

AUTHORIZED NON-STORMWATER DISCHARGES:

THERE IS A POTENTIAL NEED FOR DUST CONTROL DURING DRY MONTHS. THERE IS A POTENTIAL THAT WATER USED TO CONTROL DUST WILL DISCHARGE FROM THE SITE AFTER PASSING THROUGH PERIMETER ESC MEASURES. CONSTRUCTION DEWATERING ACTIVITIES ARE NOT EXPECTED FOR THIS PROJECT BASED UPON GROUNDWATER DEPTH AND EXCAVATION DEPTH. (SECTION 1.4)

POLLUTANT-GENERATING ACTIVITIES:

POLLUTANT-GENERATING ACTIVITIES ARE NOT EXPECTED ON-SITE. ON-SITE FUEL STORAGE IS NOT ALLOWED. (SECTION 2,4)

NATURAL BUFFER ZONE:

THE PROJECT WILL MAINTAIN A 50' UNDISTURBED NATURAL BUFFER ZONE. ORANGE CONSTRUCTION FENCE SHALL BE PLACED ALONG THE EDGE OF THE BUFFER TO DELINEATE THE PROTECTED AREA.

SPILL RESPONSE:

SPILLS SHALL BE STOPPED EXPEDITIOUSLY, CONTAINED AND CLEANED UP AND DISPOSED OF OFFSITE AT AN APPROVED FACILITY (SECTION 4,4,a,xxi). DISCHARGE OF HAZARDOUS SUBSTANCES SHALL BE IMMEDIATELY REPORTED TO THE OREGON EMERGENCY RESPONSE SYSTEM AT (800) 452-0311 (SECTION 2,3,10).

INSPECTION FREQUENCY

SITE CONDITIONS	MINIMUM FREQUENCY
1. ACTIVE PERIOD	ON INITIAL DATE THAT LAND DISTURBANCE ACTIVITIES COMMENCE, WITHIN 24 HOURS OF ANY STORM EVENT, INCLUDING RUNOFF FROM SNOW MELT, THAT RESULTS IN DISCHARGE FROM THE SITE, AT LEAST ONCE EVERY 14 DAYS, REGARDLESS OF WHETHER STORMWATER RUNOFF IS OCCURRING.
2. INACTIVE PERIODS GREATER THAN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	THE INSPECTOR MAY REDUCE THE FREQUENCY OF INSPECTIONS IN ANY AREA OF THE SITE WHERE THE STABILIZATION STEPS IN SECTION 2,2,20 HAVE BEEN COMPLETED TO TWICE PER MONTH FOR THE FIRST MONTH, NO LESS THAN 14 CALENDAR DAYS APART, THEN ONCE PER MONTH.
3. PERIODS DURING WHICH THE SITE IS INACCESSIBLE DUE TO INCLEMENT WEATHER	IF SAFE, ACCESSIBLE AND PRACTICAL, INSPECTIONS MUST OCCUR DAILY AT A RELEVANT DISCHARGE POINT OR DOWNSTREAM LOCATION OF THE RECEIVING WATERBODY.
4. PERIODS DURING WHICH CONSTRUCTION ACTIVITIES ARE SUSPENDED AND RUNOFF IS UNLIKELY DUE TO FROZEN CONDITIONS.	VISUAL MONITORING INSPECTIONS MAY BE TEMPORARILY SUSPENDED, IMMEDIATELY RESUME MONITORING UPON THAWING, OR WHEN WEATHER CONDITIONS MAKE DISCHARGES LIKELY.
5. PERIODS DURING WHICH CONSTRUCTION ACTIVITIES ARE CONDUCTED AND RUNOFF IS UNLIKELY DURING FROZEN CONDITIONS.	VISUAL MONITORING INSPECTIONS MAY BE REDUCED TO ONCE A MONTH, IMMEDIATELY RESUME MONITORING UPON THAWING, OR WHEN WEATHER CONDITIONS MAKE DISCHARGES LIKELY.

ATTENTION EXCAVATORS

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.

LOCAL AGENCY PERMIT

CITY OF TIGARD PUBLIC FACILITY IMPROVEMENTS PERMIT NO. XXXX
LAND USE PERMIT NO. XXXX

SHEET INDEX

NO.	I.D.	SHEET DESCRIPTION
1	EC1,0	ESCP: COVER SHEET
2	EC2,0	ESCP: EXISTING CONDITIONS
3	EC3,0	ESCP: CLEARING AND GRADING
4	EC4,0	ESCP: UTILITY INSTALLATION AND ROAD CONSTRUCTION
5	EC5,0	ESCP: FINAL STABILIZATION
6	EC6,0	ESCP: DETAILS

PERMITEE'S SITE INSPECTOR

NAME:
COMPANY/AGENCY:
PHONE:
FAX:
E-MAIL:
DESCRIPTION OF EXPERIENCE:

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Portland, OR 97204
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VERIFY SCALE: DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park

City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223
503-718-2788
Cadle@TigardOR.gov

Submittal: LAND USE APPLICATION

Sheet Title: ESCP COVER SHEET

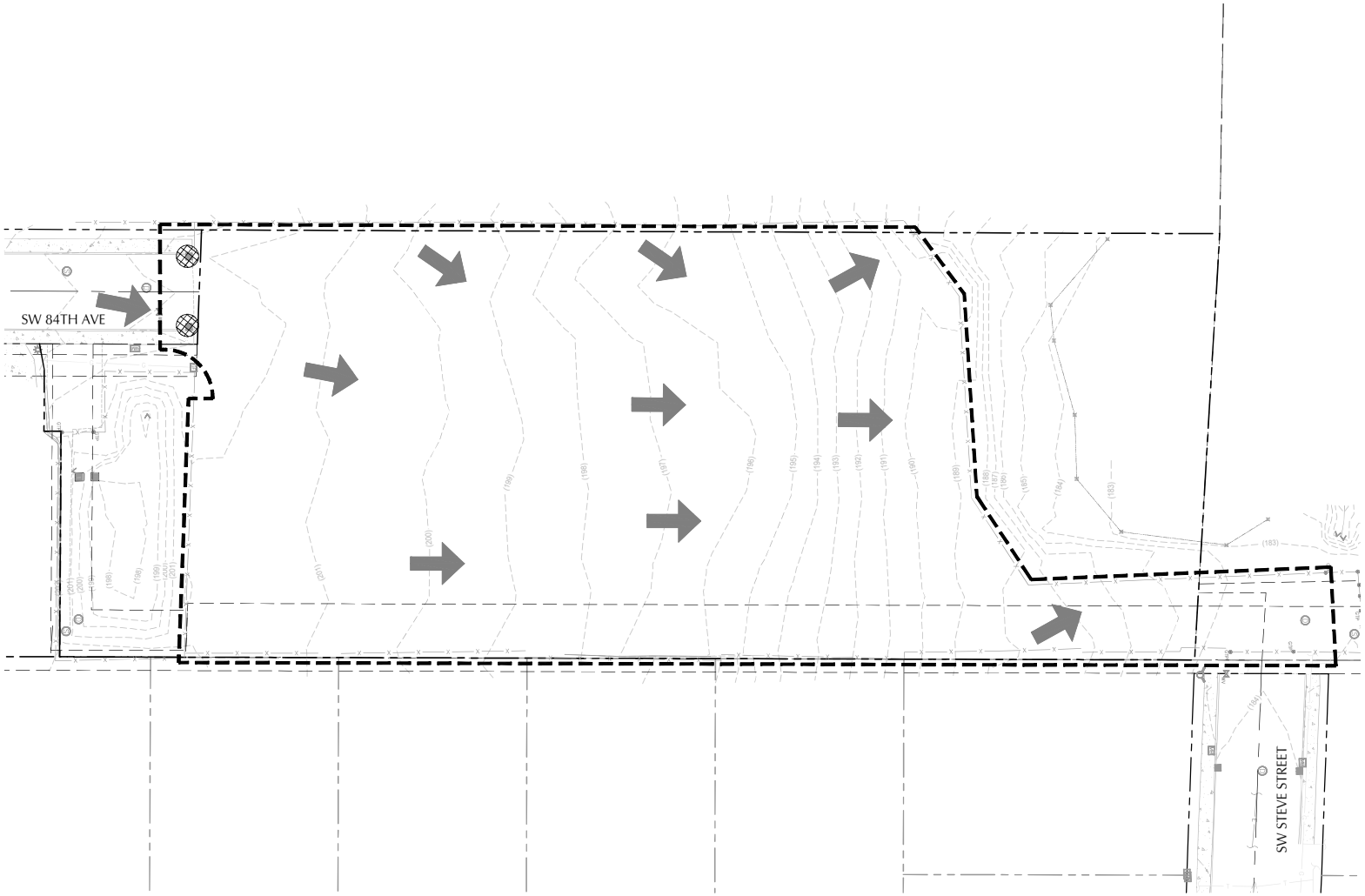
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Date:	09/02/2025
Revisions:	
Drawn By:	CL/SL
Checked By:	JZ
Job No.	200249.5
Approved:	JZ

EC1.0

Sheet No. 30 of 39

\\CMLPDX1\CIVIL-PROJECTS\CP\2024\200\200249.5-STEVE-ST-PARK\CAD\PLOT\1200CEC-1.0 -ESCP COVER SHEET.DWG



SHEET NOTES

1. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
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SHEET LEGEND

- PROPERTY LINE
- 49 EX. CONTOUR MINOR
- 50 EX. CONTOUR MAJOR
- EXTENT OF WORK
- INLET PROTECTION PER CWS DWG NO. 920
- SURFACE FLOW DIRECTION

SCALE 1 INCH = 20 FEET
20 0 20 40

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CITY OF Tigard

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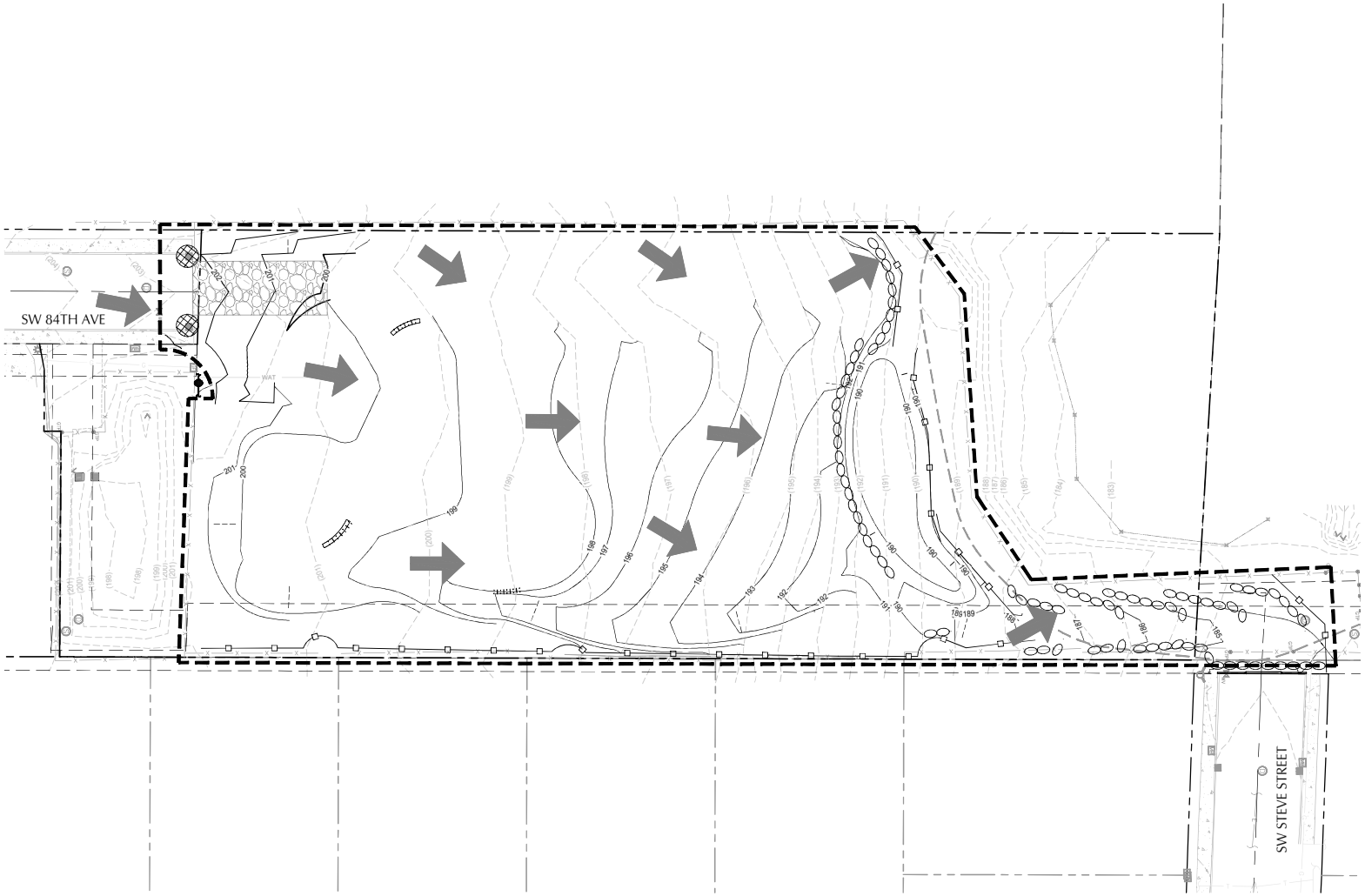
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Sheet Title: ESCP EXISTING CONDITIONS

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Revisions:	
Drawn By:	CL/SL
Checked By:	JZ
Job No.	200249.5
Approved:	JZ

EC2.0

Sheet No. 31 of 39



EROSION CONTROL PLAN NOTES

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SHEET LEGEND

- PROPERTY LINE
- 49 EX. CONTOUR MINOR
- 50 EX. CONTOUR MAJOR
- 49 PROP. CONTOUR MINOR
- 50 PROP. CONTOUR MAJOR
- EXTENT OF WORK
- STRAW WATTLES PER CWS DWG. NO. 880
- SEDIMENT CONTROL FENCE PER CWS DWG NO. 875
- INLET PROTECTION PER CWS DWG NO. 920
- SURFACE FLOW DIRECTION
- CONSTRUCTION ENTRANCE PER CWS DWG NO. 855

SCALE 1 INCH = 20 FEET
20 0 20 40

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CITY OF Tigard

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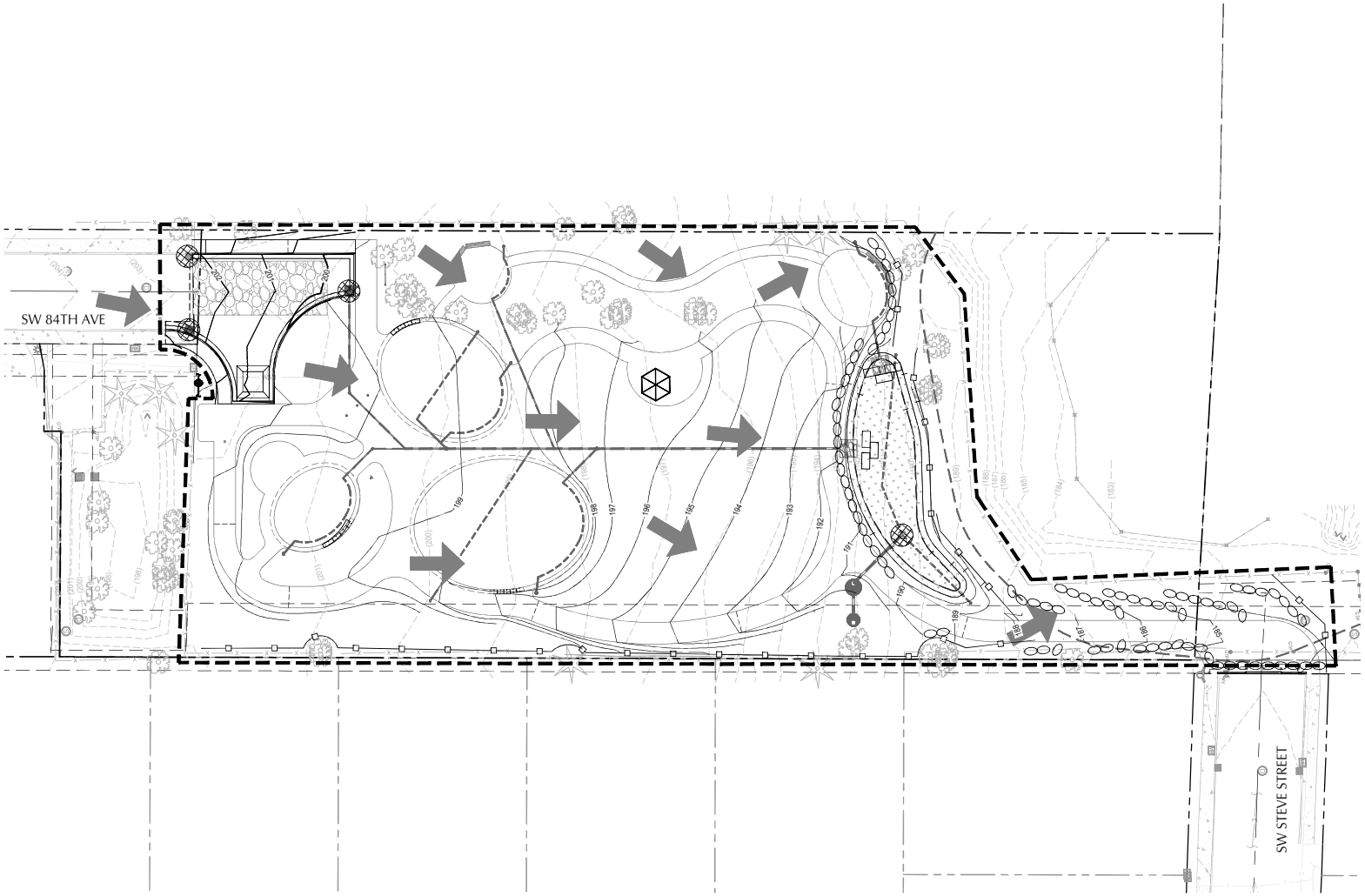
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Revisions:	
Drawn By:	CL/SL
Checked By:	JZ
Job No.	200249.5
Approved:	JZ

EC3.0

Sheet No. 32 of 39



EROSION CONTROL PLAN NOTES

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- INLET PROTECTION PER CWS DWG NO. 920 AND DETAIL 3/EC6.0
- SURFACE FLOW DIRECTION
- CONSTRUCTION ENTRANCE PER CWS DWG NO. 855
- CONCRETE WASHOUT — 1/EC6.0
- BIOBAGS — 2/EC6.0

N

SCALE 1 INCH = 20 FEET

20 0 20 40

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CITY OF Tigard

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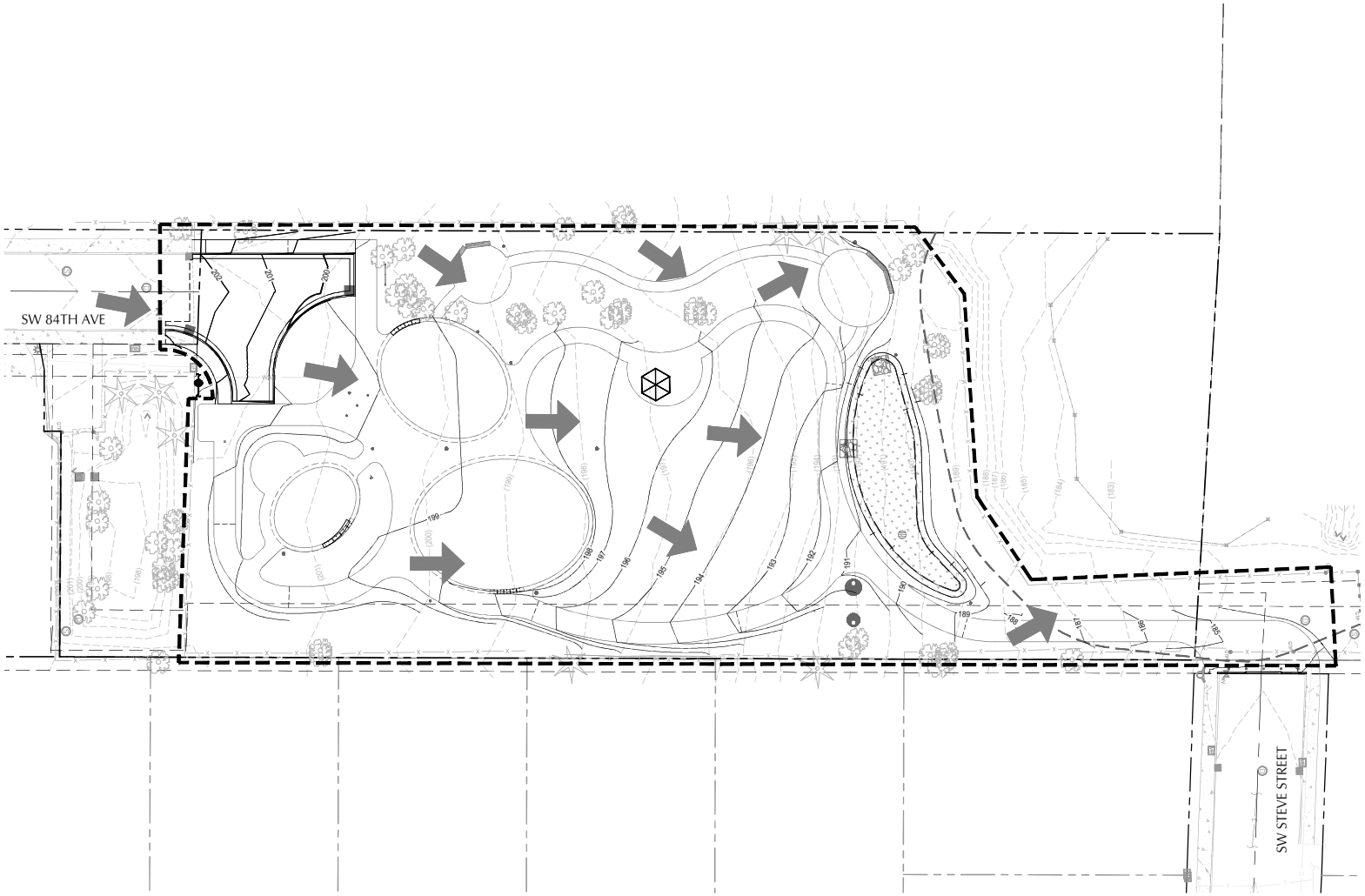
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Date:	09/02/2025
Revisions:	
Drawn By:	CL/SL
Checked By:	JZ
Job No.	200249.5
Approved:	JZ

EC4.0

Sheet No. 33 of 39



EROSION CONTROL PLAN NOTES

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Submittal: LAND USE APPLICATION
Sheet Title: ESCP FINAL STABILIZATION

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Date: 09/02/2025
Revisions:

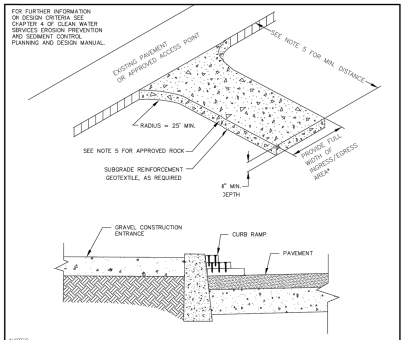
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Checked By: JZ
Job No. 200249.5
Approved: JZ

EC5.0
Sheet No. 34 of 39

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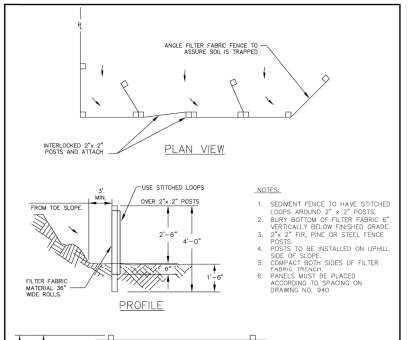
GREENWORKS
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FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. WHERE RUNOFF CONTAINING SEDIMENT LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO OVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
5. DIMENSIONS
   SINGLE FAMILY
   20' LONG BY 20' WIDE 8" DEEP OF ¾" MINUS CLEAN ROCK.
   COMMERCIAL/SITE DEVELOPMENT
   50' LONG BY 20' WIDE 3-6" CLEAN ROCK, GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

CONSTRUCTION ENTRANCE
DRAWING NO. 855 REVISED 10-31-19
CleanWater Services

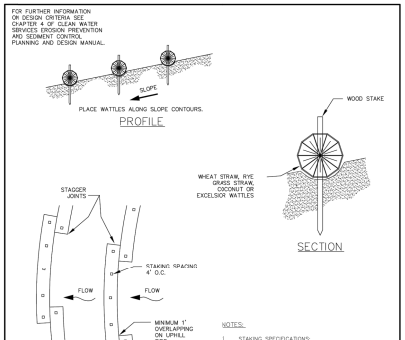


NOTES:
1. SEDIMENT FENCE TO HAVE STITCHED LOOPS AROUND 2" x 2" POSTS.
2. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
3. 2"x 2" FIR, PINE OR STEEL FENCE POSTS.
4. POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
5. COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
6. PANELS MUST BE PLACED ACCORDING TO SPACING ON DRAWING NO. 940.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

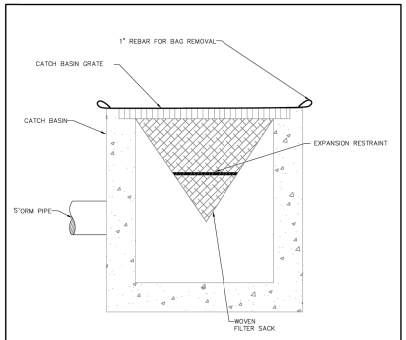
SEDIMENT FENCE
DRAWING NO. 875 REVISED 10-31-19
CleanWater Services

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



NOTES:
1. STAKING SPECIFICATIONS:
   a. 1"x2" WOODEN STAKES
   b. ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY ERODIVE SOILS.
2. SPACING IN ACCORDANCE WITH DETAIL 940.
3. REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED WATTLES WILL HAVE DIRECT CONTACT WITH THE SOIL.
4. INSTALL THE WATTLES IN A 2" DEEP TRENCH, INSURING THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJACENT WATTLES SHALL BE OVERLAPPED 1 FT. MINIMUM TO PREVENT SEDIMENT PASSING THROUGH THE FIELD JOINT.

WATTLES
DRAWING NO. 880 REVISED 10-31-19
CleanWater Services



NOTE:
1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

INLET PROTECTION TYPE 5
DRAWING NO. 920 REVISED 10-31-19
CleanWater Services

VERIFY SCALE DRAWINGS ARE TO SCALE IF BAR MEASURES 1"
0" 1/2" 1"

CITY OF Tigard

Project: Steve Street Park
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223
503-718-2788
Carla@tigard-OR.gov

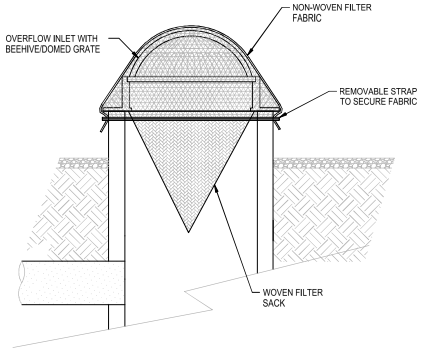
Submittal: LAND USE APPLICATION
Sheet Title: ESCP DETAILS

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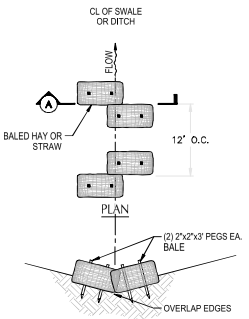
Date: 09/02/2025
Revisions:

Drawn By: CL/SL
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EC6.0
Sheet No. 35 of 39

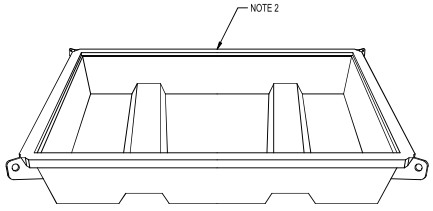


3 OVERFLOW INLET PROTECTION
SCALE: NTS



NOTES:
1. EMBED BALES 4" TO 6".
2. DRIVE STAKES MINIMUM 12" INTO GROUND SURFACE.

2 BIO-FILTER BAG SEDIMENT BARRIER
SCALE: NTS



NOTES:
1. INSTALL A MOBILE CONCRETE WASHOUT, ECO PAN OR APPROVED EQUAL. LOCATE THE WASHOUT IN A PLACE THAT WILL BE ACCESSIBLE TO CONCRETE TRUCKS.
2. PROVIDE 7' X 7' MINIMUM WASHOUT PAN. INCREASE SIZE OR PROVIDE ADDITIONAL WASHOUTS AS REQUIRED TO ACCOMMODATE PROJECT CONDITIONS.
3. FOR WASHOUTS LOCATED IN AREAS DESIGNATED TO RECEIVE HARDSCAPE, SOLIDS MAY BE BURIED IN PLACE. FOR OTHER APPLICATIONS, REMOVE AND DISPOSE OF SOLIDS.

1 CONCRETE WASHOUT
SCALE: NTS

I:\U\P\2\0\0\2\4\9\.\0\0\P\C\S\T\P\R\T\M\A\P\L\T\U\I\1\2\0\0\U\E\C\6\0.\S\E\T.\P\M\S\U\S\E\R

Exhibit B: ESEE Analysis

Introduction

The City of Tigard (City) is requesting a Comprehensive Plan Amendment (CPA) to accommodate a paved pathway as part of the proposed Steve Street Park project (Project). The City is developing Steve Street Park to serve a park "Gap Area" identified in the Tigard Parks and Recreation System Plan (City of Tigard, 2022). "Gap Areas" are areas where residents that are not able to access a park or natural area within a 10-minute walk of where they live. The 1.37-acre park will be located in northwest Tigard at the terminus of Steve Street and 84th Avenue, north of Highway 99 and east of Hall Boulevard. This is an underserved area that is more racially diverse, contains more multi-family homes, and has lower average household incomes than Tigard as a whole.

The Project includes paving an existing informal path within a 50-foot wide wetland buffer that is identified on the City's Wetland and Stream Corridors map as a "significant wetland" (Figure 1). "Significant wetlands" are protected under Statewide Planning Goal 5, and in Tigard, includes wetlands and their associated buffers. The 8-foot-wide paved path would impact a 0.03-acre strip of a Goal 5-protected wetland buffer.

The City protects all significant wetlands, and landform alterations are not allowed within wetlands or their buffers, as detailed in Chapter 18.510 of the City's Development Code (TDC). The City provides two mechanism for property owners to remove Goal 5 protection for mapped significant wetlands: (1) a comprehensive analysis of environmental, social, economic, and energy (ESEE) supporting the CPA needed to remove Goal 5 protections for the impacted resource, or by (2) successfully demonstrating that the protected wetland no longer meets the significance threshold as defined in Goal 5 Oregon Administrative Rule (OAR) 660-023-0040.

For this Project, the City prepared the following ESEE analysis to evaluate the positive and negative consequences of allowing or denying the CPA needed to construct the proposed pathway. The City assessed economic, social, environmental, and energy consequences and has concluded that allowing the proposed CPA and constructing the proposed path has generally better consequences across the four categories than maintaining existing protections.

Project Description

The proposed Steve Street Park will be located at 8400 SW Steve Street in Tigard, Washington County, Oregon. The anticipated park development includes the installation of paved walkways/trails (including a paved loop trail around the perimeter to provide transportation connectivity), the installation of a water quality facility in the northern portion, community garden beds, picnic and play areas, and parking with curb cut for garden maintenance access at the southern portion of the park. The paved path would be ADA accessible and would connect two dead end streets – Steve Street and SW 84th Avenue – to the commerce and residences along SW Hall Boulevard via SW Pfaffle Street.

The paved path and associated grading would encroach 1,437 square feet into the 50-foot wetland buffer at the northeastern corner of the park. The City proposes to replace the impacted wetland buffer/vegetated corridor at a minimum 1:1 ratio per Clean Water Services (CWS) requirements. Mitigation would occur adjacent to the existing buffer, not to exceed 3,790 square feet in area. Mitigation would include the removal of non-native species followed by native plantings in between existing native trees within the mitigation area. The Project would also improve the existing wetland buffer from marginal and degraded to good condition with native plants.

Conflicting Use

Goal 5 Administrative Rule OAR 660-023-0010 defines "conflicting use" as "*a land use, or other activity reasonably and customarily subject to land use regulations, that could adversely affect a significant Goal 5 resource (except as provided in OAR 660-023-0180(1)(b))*. The following sections present the ESEE decision process required under OAR 660-023-0040 and the City's response to those requirements.

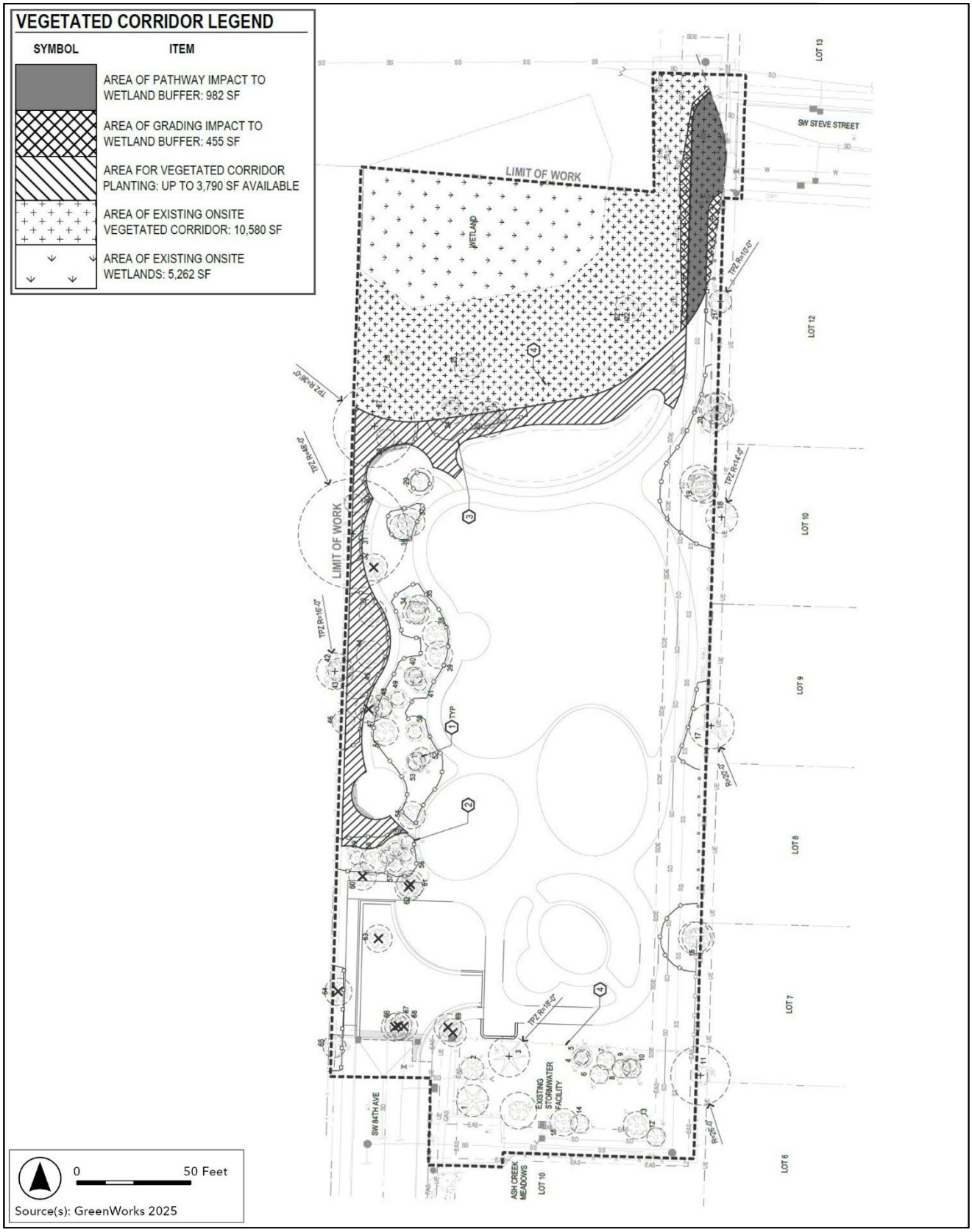


Figure 1: Site Plan showing path impact to Wetland Buffer

OAR 660-023-0040: ESEE Decision Process

(1) Local governments shall develop a program to achieve Goal 5 for all significant resource sites based on an analysis of the economic, social, environmental, and energy (ESEE) consequences that could result from a decision to allow, limit, or prohibit a conflicting use. This rule describes four steps to be followed in conducting an ESEE analysis, as set out in detail in sections (2) through (5) of this rule. Local governments are not required to follow these steps sequentially, and some steps anticipate a return to a previous step. However, findings shall demonstrate that requirements under each of the steps have been met, regardless of the sequence followed by the local government. The ESEE analysis need not be lengthy or complex, but should enable reviewers to gain a clear understanding of the conflicts and the consequences to be expected. The steps in the standard ESEE process are as follows:

(a) Identify conflicting uses;

(b) Determine the impact area;

(c) Analyze the ESEE consequences; and

(d) Develop a program to achieve Goal 5.

Response: The City of Tigard adopted its wetlands protection ordinance in 2002 to comply with Oregon Statewide Planning Goal 5. A key component of the ordinance was the establishment of the Water Resources Overlay District, which aims to protect water resources. Tigard created the "Wetlands and Streams Corridors Map," which inventoried all wetlands classified as significant within the City. All significant wetlands were protected, and no landform alterations are allowed within wetlands or wetland buffers (TDC Chapter 18.510).

Figure 2 shows the location and approximate size of significant wetlands and streams identified on the Local Wetland Inventory (LWI) in the Steve Street Park vicinity. The LWI was completed in 1994 and has an estimated accuracy of +/- 15 feet. On-site delineations are typically performed in development scenarios to determine more accurate boundaries. The applicant's wetland delineation report is included in this application. As shown on the site plan, the delineated wetland is larger than that of the LWI; therefore, the 50-foot buffer extends further to the east across the north end of the property.



Figure 2: Comparison of LWI versus Delineated Wetland

Figure 2 shows the LWI wetlands in the northwest corner of the Steve Street property compared with the delineated wetland, extending further southeast into the property, on the right side of the image.

(2) Identify conflicting uses. Local governments shall identify conflicting uses that exist, or could occur, with regard to significant Goal 5 resource sites. To identify these uses, local governments shall examine land uses allowed outright or conditionally within the zones applied to the resource site and in its impact area. Local governments are not required to consider allowed uses that would be unlikely to occur in the impact area because existing permanent uses occupy the site. The following shall also apply in the identification of conflicting uses:

> *(a) If no uses conflict with a significant resource site, acknowledged policies and land use regulations may be considered sufficient to protect the resource site. The determination that there are no conflicting uses must be based on the applicable zoning rather than ownership of the site. (Therefore, public ownership of a site does not by itself support a conclusion that there are no conflicting uses.)*
>
> *(b) A local government may determine that one or more significant Goal 5 resource sites are conflicting uses with another significant resource site. The local government shall determine the level of protection for each significant site using the ESEE process and/or the requirements in OAR 660-023-0090 through 660-023-0230 (see 660-023-0020(1)).*

Response: For this ESEE analysis, there is only one conflicting use under consideration – the planned pathway within existing resource area (the wetland buffer). The intent is to allow for the paving of an existing unimproved path within the wetland buffer. No development is allowed in wetland buffers; however, the Tigard Development Ordinance and Goal 5 allow for amendments to the comprehensive plan to remove Goal 5 protections. Such requests require a comprehensive analysis of environmental, social, economic, and energy (ESEE) consequences. This ESEE analysis is for the portion of the proposed paved pathway that is within the Goal 5 protected wetland buffer.

(3) Determine the impact area. Local governments shall determine an impact area for each significant resource site. The impact area shall be drawn to include only the area in which allowed uses could adversely affect the identified resource. The impact area defines the geographic limits within which to conduct an ESEE analysis for the identified significant resource site.

Response: The impact area for this site-specific ESEE analysis is the 1.37-acre Steve Street Park property. In contrast, the on-site wetland buffer area that will be disturbed by the paved

pathway is 0.03 acres. The area of impact within the wetland buffer is shown with cross-hatching (grading) and solid gray shading (pavement) in Figure 3.

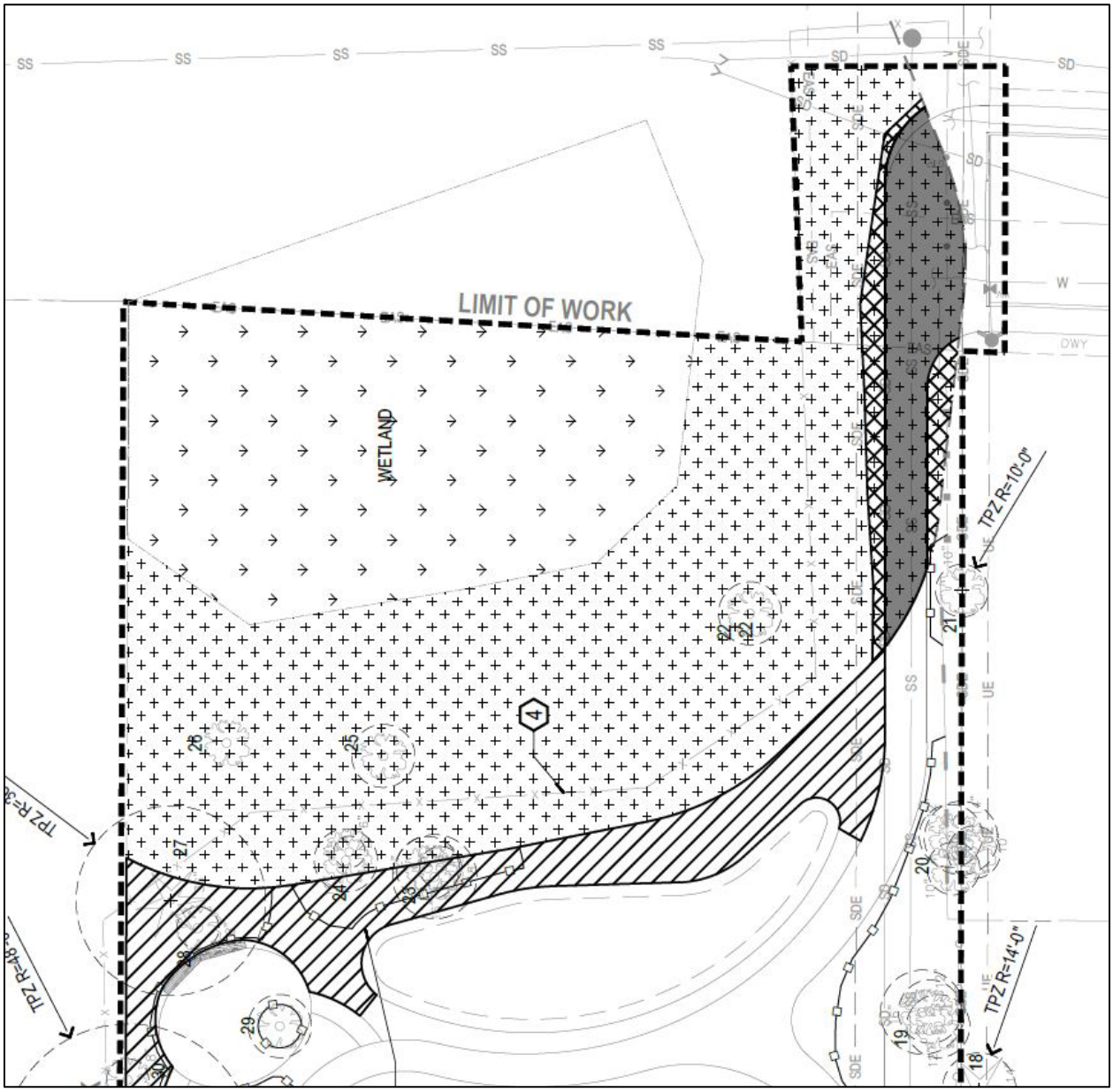


Figure 3: Clip from Site Plan

(4) Analyze the ESEE consequences. Local governments shall analyze the ESEE consequences that could result from decisions to allow, limit, or prohibit a conflicting use. The analysis may address each of the identified conflicting uses, or it may address a group of similar conflicting uses. A local government may conduct a single analysis for two or more resource sites that are within the same area or that are similarly situated and subject to the same zoning. The local government may establish a matrix of commonly occurring conflicting uses and apply the matrix to particular resource sites in order to facilitate the analysis. A local government may conduct a single analysis for a site containing more than one significant Goal 5 resource. The ESEE analysis must consider any applicable statewide goal or acknowledged plan requirements, including the requirements of Goal 5. The analyses of the ESEE consequences shall be adopted either as part of the plan or as a land use regulation.

Response:

ESEE Analysis

The following analysis examines the positive and negative ESEE (Economic, Social, Environmental, Energy) consequences of maintaining wetland buffer protections (Prohibit conflicting use) in the 0.03-acre pathway area and the positive and negative ESEE consequences of removing these protections from 0.03 acres to pave the existing unimproved path (Allow conflicting use). Notably, other protections, such as vegetated corridor protections regulated by CWS, will continue to stay in place regardless of changes to wetland buffer protections.

Each consequence given a rating. -1, 0, or +1.

- -1 represents negative consequences, on balance.
- 0 represents neutral or mixed consequences.
- +1 represents positive consequences, on balance.

Economic Consequences

Economic consequences for the proposed scenarios include city infrastructure costs and operational efficiency, construction jobs, and parks maintenance costs.

Maintain Existing Protections

The economic consequences of prohibiting conflicting uses and maintaining full wetland buffer protections mixed and generally negative.

- Positive Consequences: There would be a short-term positive economic benefit in that the City would save the up-front cost of building an accessible pathway and undergoing vegetated corridor restoration.
- Negative Consequences: There may be slightly negative economic impacts of increasing park maintenance costs in the pathway area due to lack of paving. There is an opportunity cost in not providing an accessible pathway to Steve Street Park, as a key purpose of park development is to provide a neighborhood park in an identified Gap Area within a 10-minute walk of residents. If the pathway is not built and a park is not provided within a 10-minute walk of the residents, other park facilities may need to be acquired and built to meet this need Supporting plans, including the Tigard Parks and Recreation System Plan, the Washington Square Regional Plan, and the Capital Improvement Plan, relying on the Steve Street path to meet gap area needs would potentially need costly revisions. Economic benefits identified from Steve Street Park development (identified in the Washington Square Regional Plan and described in the Metro Local Share grant application) would be compromised.

Rating = -1

Allow Path Development

Economic impacts of allowing path development are generally positive.

- Positive Consequences: The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The City identified the Steve Street Park development as a 2024 Capital Improvement Project and has invested in the neighborhood park. The pathway would deliver an important park function by providing a pedestrian connection to the north in an underserved area. Allowing the path development for park accessibility is aligned with the City's funding priorities. The long-term investment in funding the Steve Street Park to meet the City and regional objectives, the use of the Metro Grand funding for improvements, the plans supporting the park and park connectivity (Tigard Parks and Recreation System Plan, the Capital Improvement Plan, Washington Square Regional Plan) would be able to be realized as planned and funded for. The pedestrian path along the VC is the only northern access to the Washington Square Regional Center, an area with a concentration of jobs and stores
- Negative Consequences: The proposed change does not affect employment land. There are short-term costs to path construction efforts and mitigation efforts.

Rating = +1

Social Consequences

Social consequences of the two scenarios include aesthetic and scenic, health, recreational, educational, and social equity.

Maintain Existing Protections

The social consequences of prohibiting conflicting uses and maintaining full wetland buffer protections in the pathway area are limited and negative.

- Positive Consequences: None anticipated.
- Negative Consequences: The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The Tigard Parks and Recreation System Plan includes recommended park improvements, such as developing Steve Street Park with recommended trail connections to the north, as shown in Figure 4 below (see Gap Area 11).

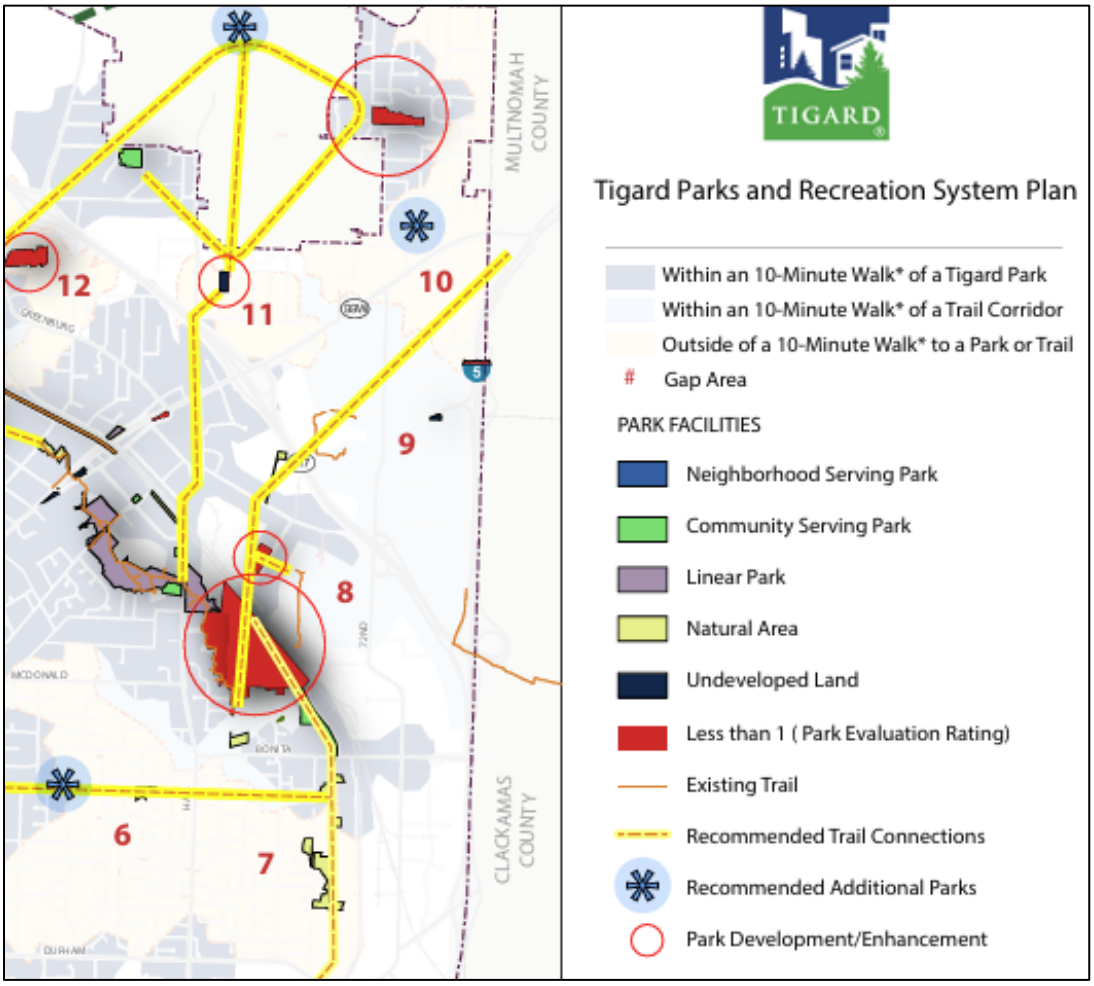


Figure 4: Clip from Tigard Parks and Recreation System Plan

- The most significant issue addressed by the Project is fostering equity and inclusion across Tigard's Parks system. The overall purpose of this project is to provide a new park to a neighborhood of 616 Tigard residents, identified in the Parks and Recreation System Plan as not having a park within a 10-minute walk. This path would provide access to the park from the north by connecting the park to Steve Street. The only other public access to the park is from SW 84th Ave to the south. Providing an accessible ADA path to the north is key to providing inclusive park access within a 10-minute walk of Gap Area 11. Maintaining protections where the path is would limit the benefits of a neighborhood park in an underserved part of Tigard, thus have negative social consequences.

Rating = -1

<u>Allow Path Development</u>

The social consequences of allowing conflicting uses and the proposed path are positive.

- Positive Consequences: The proposed amendments facilitate the timely development of the park pathway, consistent with adopted plans. The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The Tigard Parks and Recreation System Plan includes recommended park improvements, including developing Steve Street Park with recommended trail connections to the north, as shown in Figure 5 above (see Gap Area 11). The most significant issue addressed by the Project is fostering equity and inclusion across Tigard's Parks system. The overall purpose of the Project is to provide a new park to a neighborhood of 616 Tigard residents, identified in the Parks and Recreation System Plan as not having a park within a 10-minute walk. This path would provide access to the park from the north by connecting the park to Steve Street. The only other public access to the park is from SW 84th Ave to the south. Providing an accessible ADA path to the north is key to providing inclusive park access within a 10-minute walk of Gap Area 11. Neighbors in a 10-minute walk of the park are expected to benefit most. This area has 266 households and a population of 616: a higher percentage of Hispanic residents (12.3% compared to 11% citywide), a higher percentage of black residents (3.5% compared to 2% citywide), 9% live below the poverty line. The Park will also benefit the Washington Square Regional Center, home to 2000 residents. It is identified as a destination to be linked by a ped/bike trail loop connecting Bagan Park to the west and future mall property parks to the north. WSRC is more diverse and has above average indicators of potential disadvantage compared to Tigard overall.
- Negative Consequences: None anticipated.

Rating = +1

Environmental Consequences

Environmental consequences of proposed changes include effects on water quality, hydrologic control, wildlife habitat, and trees. Notably, the proposed changes would not affect the vast majority of existing environmental protections at the Steve Street Park site, including CWS vegetated corridor protections and wetland protections.

Maintain Existing Protections

Environmental consequences of maintaining existing protections in the path area would be limited and mixed.

- Positive Consequences: Ecological values of this area are documented in the CPA narrative as follows:

  "*The area within and adjacent to the path footprint is considered to be a degraded vegetated corridor. The area of wetland buffer that would be impacted by this path is dominated by non-native pasture grasses and forbs including the following listed below. A couple native trees (Douglas fir, big-leaf maple) are rooted along the eastern parcel boundary, but they contribute less than 25% canopy cover and no shrubs are present other than sprigs of Himalayan blackberry. Creeping buttercup and common dandelion are also present in the utility corridor. A 6-foot chain link fence within the southern and eastern portions of the on-site wetland buffer limits potential wildlife movement and further degrade the vegetated corridor. However, this chain link fence will remain in place as part of the project to prevent trespass into the adjacent private property. Additionally, utility easements exist where the path is proposed, sanitary sewer lines and stormwater lines run underneath the path area*."

  Habitat values that would be protected are very limited. Maintaining protections may allow for restoration that could introduce higher habitat values in the area in the future and would limit any additional impervious surface in the area.
- Negative Consequences: Protecting this area from path development would have the opportunity cost of the required vegetated corridor mitigation proposed as a part of the Project. This would mean that 3,790 square feet of park area near the wetland buffer would not be enhanced. Without a formalized path, pedestrian traffic may be more likely to stray into and negatively impact higher habitat value areas nearby.

Rating = 0

Allow Path Development

The environmental consequences of allowing conflicting uses and allowing the proposed formalization of the pathway would be mixed and limited, but generally positive.

- Positive Consequences: Formalizing and paving the pathway would potentially reduce deviations from the path into more sensitive vegetated corridor/wetland buffer areas. Additionally, due to vegetated corridor impacts, onsite mitigation is proposed. Park development will include restoring approximately 18,500 square feet (30% of the total site) to natural area. Impacts to the vegetated corridor and wetland buffer will be mitigated in an area not to exceed 3,790 square feet, and the vegetated corridor area will be improved from "marginal or degraded status" to "good" condition". This restoration will replace nonnative ground cover with native vegetation. Despite the conversion of a small portion of degraded wetland buffer to a paved pathway, the overall functions and values of both the on-site wetland and the larger wetland system will be maintained and enhanced through strategic restoration efforts and improved habitat quality. The natural area will provide critical wildlife habitat within a highly urbanized neighborhood. Restoration of a degraded wetland and wetland buffer will significantly improve both the quality and quantity of wildlife habitat. Removing non-native species and replanting with a variety of native herbaceous plants, shrubs, and trees will provide year-round food sources and homes for urban wildlife in the area. No impacts to the wetland itself are proposed.
- Negative Consequences: Paving the path would create disturbance within 50 feet of a wetland, and add 982 square feet of impervious surface, creating a slight change in water hydrology near a wetland. As described above, the habitat values in the area of disturbance are limited and impacts to the vegetated corridor would be mitigated.

Rating = +1

Energy Consequences.

Energy consequences considered for the scenarios include transportation connectivity (VMT) and efficient urban development.

Maintain Existing Protections

The energy consequences of prohibiting conflicting uses and maintaining full wetland buffer protections in the pathway area would be limited and slightly negative.

- Positive Consequences: None anticipated.

- Negative Consequences: Maintaining protections would potentially result in less energy-efficient park access by restricting effective pedestrian access to the south from SW 84th Ave. This could increase vehicle miles traveled (VMT) and associated greenhouse gas emissions.

Rating = -1

Allow Path Development

The energy consequences of allowing conflicting uses and allowing the proposed pathway amendments would be mixed but slightly positive.

- Positive Consequences: There may be long-term transportation efficiencies by allowing access to the park from the north. Otherwise, park users from the north would need to circle around and access the park from SW 84th Ave to the south.
- Negative Consequences: Short-term energy costs include construction efforts.

Rating = +1

ESEE Analysis Conclusion

As described in the analysis above and summarized in the table below, economic and energy consequences are limited, and the proposed amendment to allow a pathway has generally better consequences across the four categories than maintaining existing protections.

ESEE Summary Table

ESEE	Maintain Existing Protections	Proposed Path
Economic	-1	+1
Social	-1	+1
Environmental	0	+1
Energy	-1	+1
Total Score	**-3**	**+4**

Allowing path development within the wetland buffer, paired with the approved mitigation associated with vegetated corridor impacts, presents a net benefit under the ESEE framework. This scenario allows the City to provide reasonable access to a neighborhood park to an underserved area in the City and can result in a net ecological gain with on-site mitigation.

(5) Develop a program to achieve Goal 5. Local governments shall determine whether to allow, limit, or prohibit identified conflicting uses for significant resource sites. This decision shall be based upon and supported by the ESEE analysis. A decision to prohibit or limit conflicting uses protects a resource site. A decision to allow some or all conflicting uses for a particular site may also be consistent with Goal 5, provided it is supported by the ESEE analysis. One of the following determinations shall be reached with regard to conflicting uses for a significant resource site:

(a) A local government may decide that a significant resource site is of such importance compared to the conflicting uses, and the ESEE consequences of allowing the conflicting uses are so detrimental to the resource, that the conflicting uses should be prohibited.

(b) A local government may decide that both the resource site and the conflicting uses are important compared to each other, and based on the ESEE analysis, the conflicting uses should be allowed in a limited way that protects the resource site to a desired extent.

(c) A local government may decide that the conflicting use should be allowed fully, notwithstanding the possible impacts on the resource site. The ESEE analysis must demonstrate that the conflicting use is of sufficient importance relative to the resource site, and must indicate why measures to protect the resource to some extent should not be provided, as per subsection (b) of this section.

Response: Removing a 0.03-acre area from wetland buffer protections to allow for the formalizing of a pathway to connect Steve Street Park to the north has been determined to have generally positive ESEE consequences. Therefore, it is proposed that Tigard allow the conflicting use in this 0.03-acre area consistent with (c) above. By approving the requested CPA, the City of Tigard can effectively balance the need for providing park facilities to its population with the preservation and enhancement of its valuable natural resources.

Citations

City of Tigard, Oregon. (2022). *FY 2022–2023 Capital Improvement Plan* [PDF]. Tigard, OR: City of Tigard. Retrieved from City of Tigard website

City of Tigard, Oregon. (2025, March 4). *Community Development Code (Title 18 of the Municipal Code)*. Retrieved from City of Tigard municipal code database

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Clean Water Services. (2019, December). *Design & Construction Standards for sanitary sewer and surface water management: Resolution & Order 19-5 (as amended by R&O 19-22)* [PDF]. Washington County, OR: Clean Water Services. Retrieved from Clean Water Services website

Fishman Environmental Services. (1997). *City of Tigard Local Wetlands Inventory: Wetlands Assessment*. Prepared for the City of Tigard, Oregon. December 1994; approved September 1997

Exhibit B: ESEE Analysis

Introduction

The City of Tigard (City) is requesting a Comprehensive Plan Amendment (CPA) to accommodate a paved pathway as part of the proposed Steve Street Park project (Project). The City is developing Steve Street Park to serve a park "Gap Area" identified in the Tigard Parks and Recreation System Plan (City of Tigard, 2022). "Gap Areas" are areas where residents that are not able to access a park or natural area within a 10-minute walk of where they live. The 1.37-acre park will be located in northwest Tigard at the terminus of Steve Street and 84th Avenue, north of Highway 99 and east of Hall Boulevard. This is an underserved area that is more racially diverse, contains more multi-family homes, and has lower average household incomes than Tigard as a whole.

The Project includes paving an existing informal path within a 50-foot wide wetland buffer that is identified on the City's Wetland and Stream Corridors map as a "significant wetland" (Figure 1). "Significant wetlands" are protected under Statewide Planning Goal 5, and in Tigard, includes wetlands and their associated buffers. The 8-foot-wide paved path would impact a 0.03-acre strip of a Goal 5-protected wetland buffer.

The City protects all significant wetlands, and landform alterations are not allowed within wetlands or their buffers, as detailed in Chapter 18.510 of the City's Development Code (TDC). The City provides two mechanism for property owners to remove Goal 5 protection for mapped significant wetlands: (1) a comprehensive analysis of environmental, social, economic, and energy (ESEE) supporting the CPA needed to remove Goal 5 protections for the impacted resource, or by (2) successfully demonstrating that the protected wetland no longer meets the significance threshold as defined in Goal 5 Oregon Administrative Rule (OAR) 660-023-0040.

For this Project, the City prepared the following ESEE analysis to evaluate the positive and negative consequences of allowing or denying the CPA needed to construct the proposed pathway. The City assessed economic, social, environmental, and energy consequences and has concluded that allowing the proposed CPA and constructing the proposed path has generally better consequences across the four categories than maintaining existing protections.

Project Description

The proposed Steve Street Park will be located at 8400 SW Steve Street in Tigard, Washington County, Oregon. The anticipated park development includes the installation of paved walkways/trails (including a paved loop trail around the perimeter to provide transportation connectivity), the installation of a water quality facility in the northern portion, community garden beds, picnic and play areas, and parking with curb cut for garden maintenance access at the southern portion of the park. The paved path would be ADA accessible and would connect two dead end streets – Steve Street and SW 84th Avenue – to the commerce and residences along SW Hall Boulevard via SW Pfaffle Street.

The paved path and associated grading would encroach 1,437 square feet into the 50-foot wetland buffer at the northeastern corner of the park. The City proposes to replace the impacted wetland buffer/vegetated corridor at a minimum 1:1 ratio per Clean Water Services (CWS) requirements. Mitigation would occur adjacent to the existing buffer, not to exceed 3,790 square feet in area. Mitigation would include the removal of non-native species followed by native plantings in between existing native trees within the mitigation area. The Project would also improve the existing wetland buffer from marginal and degraded to good condition with native plants.

Conflicting Use

Goal 5 Administrative Rule OAR 660-023-0010 defines "conflicting use" as "*a land use, or other activity reasonably and customarily subject to land use regulations, that could adversely affect a significant Goal 5 resource (except as provided in OAR 660-023-0180(1)(b))*. The following sections present the ESEE decision process required under OAR 660-023-0040 and the City's response to those requirements.

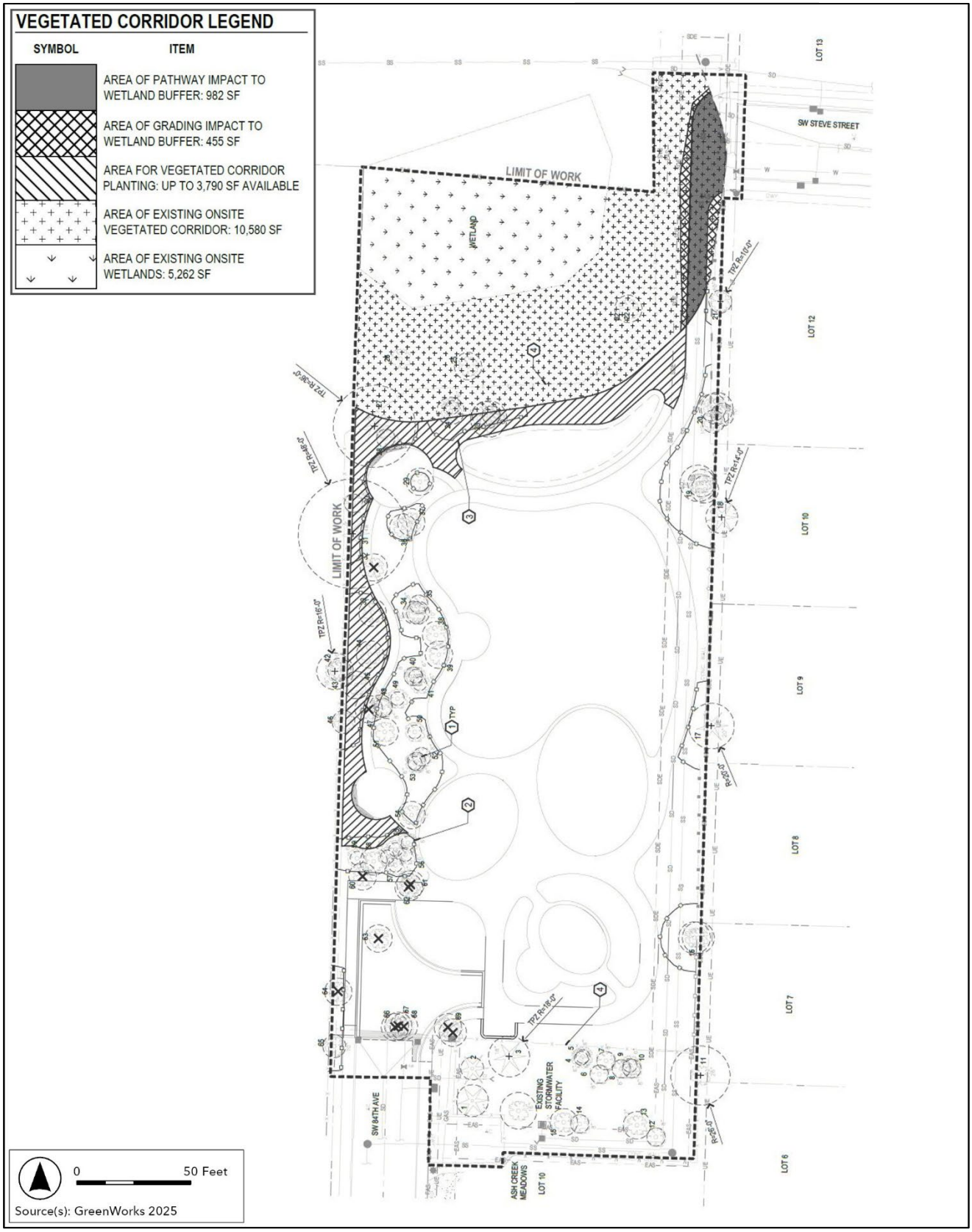


Figure 1: Site Plan showing path impact to Wetland Buffer

OAR 660-023-0040: ESEE Decision Process

(1) Local governments shall develop a program to achieve Goal 5 for all significant resource sites based on an analysis of the economic, social, environmental, and energy (ESEE) consequences that could result from a decision to allow, limit, or prohibit a conflicting use. This rule describes four steps to be followed in conducting an ESEE analysis, as set out in detail in sections (2) through (5) of this rule. Local governments are not required to follow these steps sequentially, and some steps anticipate a return to a previous step. However, findings shall demonstrate that requirements under each of the steps have been met, regardless of the sequence followed by the local government. The ESEE analysis need not be lengthy or complex, but should enable reviewers to gain a clear understanding of the conflicts and the consequences to be expected. The steps in the standard ESEE process are as follows:

(a) Identify conflicting uses;

(b) Determine the impact area;

(c) Analyze the ESEE consequences; and

(d) Develop a program to achieve Goal 5.

Response: The City of Tigard adopted its wetlands protection ordinance in 2002 to comply with Oregon Statewide Planning Goal 5. A key component of the ordinance was the establishment of the Water Resources Overlay District, which aims to protect water resources. Tigard created the "Wetlands and Streams Corridors Map," which inventoried all wetlands classified as significant within the City. All significant wetlands were protected, and no landform alterations are allowed within wetlands or wetland buffers (TDC Chapter 18.510).

Figure 2 shows the location and approximate size of significant wetlands and streams identified on the Local Wetland Inventory (LWI) in the Steve Street Park vicinity. The LWI was completed in 1994 and has an estimated accuracy of +/- 15 feet. On-site delineations are typically performed in development scenarios to determine more accurate boundaries. The applicant's wetland delineation report is included in this application. As shown on the site plan, the delineated wetland is larger than that of the LWI; therefore, the 50-foot buffer extends further to the east across the north end of the property.



Figure 2: Comparison of LWI versus Delineated Wetland

Figure 2 shows the LWI wetlands in the northwest corner of the Steve Street property compared with the delineated wetland, extending further southeast into the property, on the right side of the image.

(2) Identify conflicting uses. Local governments shall identify conflicting uses that exist, or could occur, with regard to significant Goal 5 resource sites. To identify these uses, local governments shall examine land uses allowed outright or conditionally within the zones applied to the resource site and in its impact area. Local governments are not required to consider allowed uses that would be unlikely to occur in the impact area because existing permanent uses occupy the site. The following shall also apply in the identification of conflicting uses:

> *(a) If no uses conflict with a significant resource site, acknowledged policies and land use regulations may be considered sufficient to protect the resource site. The determination that there are no conflicting uses must be based on the applicable zoning rather than ownership of the site. (Therefore, public ownership of a site does not by itself support a conclusion that there are no conflicting uses.)*
>
> *(b) A local government may determine that one or more significant Goal 5 resource sites are conflicting uses with another significant resource site. The local government shall determine the level of protection for each significant site using the ESEE process and/or the requirements in OAR 660-023-0090 through 660-023-0230 (see 660-023-0020(1)).*

Response: For this ESEE analysis, there is only one conflicting use under consideration – the planned pathway within existing resource area (the wetland buffer). The intent is to allow for the paving of an existing unimproved path within the wetland buffer. No development is allowed in wetland buffers; however, the Tigard Development Ordinance and Goal 5 allow for amendments to the comprehensive plan to remove Goal 5 protections. Such requests require a comprehensive analysis of environmental, social, economic, and energy (ESEE) consequences. This ESEE analysis is for the portion of the proposed paved pathway that is within the Goal 5 protected wetland buffer.

(3) Determine the impact area. Local governments shall determine an impact area for each significant resource site. The impact area shall be drawn to include only the area in which allowed uses could adversely affect the identified resource. The impact area defines the geographic limits within which to conduct an ESEE analysis for the identified significant resource site.

Response: The impact area for this site-specific ESEE analysis is the 1.37-acre Steve Street Park property. In contrast, the on-site wetland buffer area that will be disturbed by the paved

pathway is 0.03 acres. The area of impact within the wetland buffer is shown with cross-hatching (grading) and solid gray shading (pavement) in Figure 3.

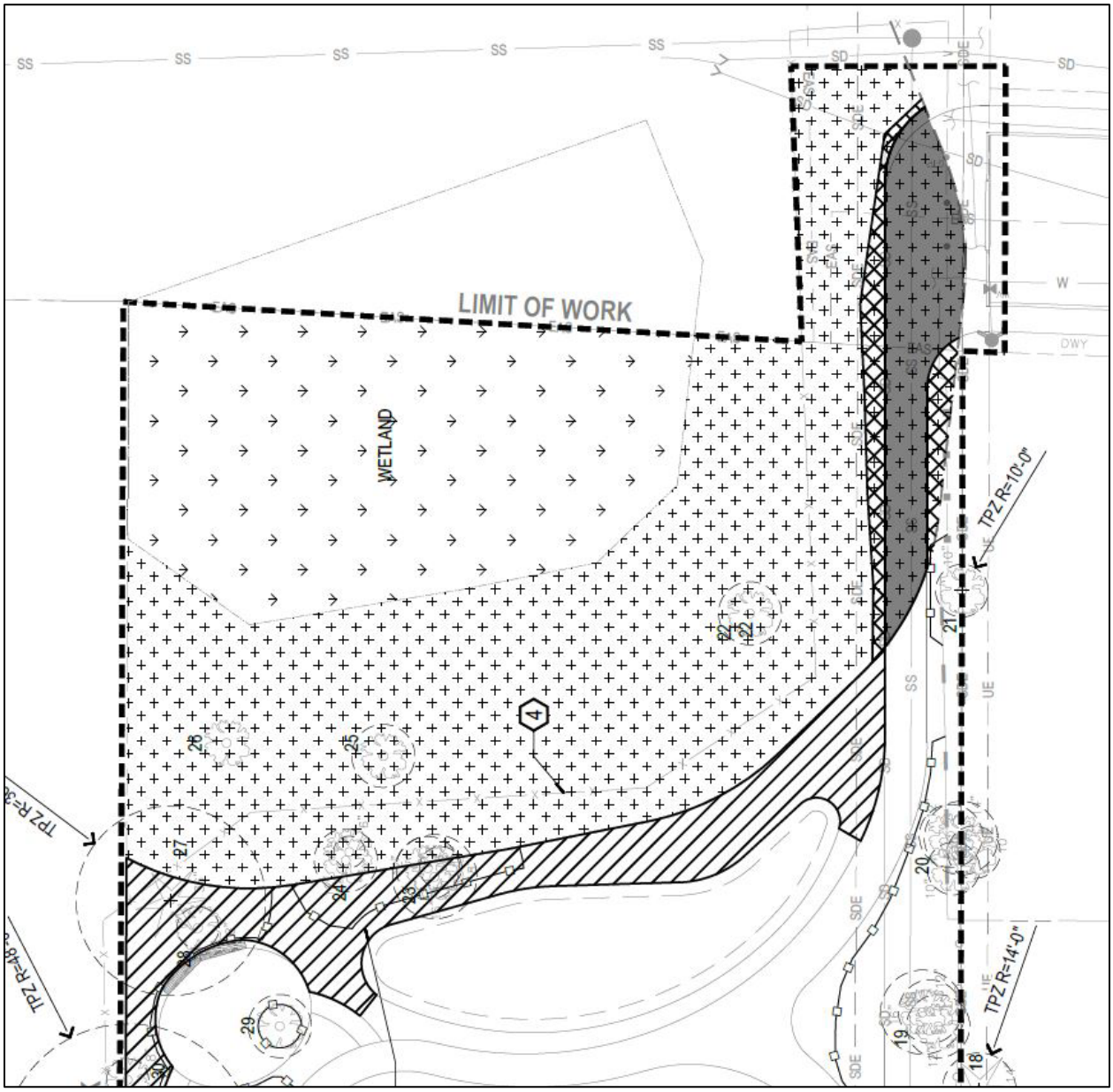


Figure 3: Clip from Site Plan

(4) Analyze the ESEE consequences. Local governments shall analyze the ESEE consequences that could result from decisions to allow, limit, or prohibit a conflicting use. The analysis may address each of the identified conflicting uses, or it may address a group of similar conflicting uses. A local government may conduct a single analysis for two or more resource sites that are within the same area or that are similarly situated and subject to the same zoning. The local government may establish a matrix of commonly occurring conflicting uses and apply the matrix to particular resource sites in order to facilitate the analysis. A local government may conduct a single analysis for a site containing more than one significant Goal 5 resource. The ESEE analysis must consider any applicable statewide goal or acknowledged plan requirements, including the requirements of Goal 5. The analyses of the ESEE consequences shall be adopted either as part of the plan or as a land use regulation.

Response:

ESEE Analysis

The following analysis examines the positive and negative ESEE (Economic, Social, Environmental, Energy) consequences of maintaining wetland buffer protections (Prohibit conflicting use) in the 0.03-acre pathway area and the positive and negative ESEE consequences of removing these protections from 0.03 acres to pave the existing unimproved path (Allow conflicting use). Notably, other protections, such as vegetated corridor protections regulated by CWS, will continue to stay in place regardless of changes to wetland buffer protections.

Each consequence given a rating. -1, 0, or +1.

- -1 represents negative consequences, on balance.
- 0 represents neutral or mixed consequences.
- +1 represents positive consequences, on balance.

Economic Consequences

Economic consequences for the proposed scenarios include city infrastructure costs and operational efficiency, construction jobs, and parks maintenance costs.

Maintain Existing Protections

The economic consequences of prohibiting conflicting uses and maintaining full wetland buffer protections mixed and generally negative.

- Positive Consequences: There would be a short-term positive economic benefit in that the City would save the up-front cost of building an accessible pathway and undergoing vegetated corridor restoration.
- Negative Consequences: There may be slightly negative economic impacts of increasing park maintenance costs in the pathway area due to lack of paving. There is an opportunity cost in not providing an accessible pathway to Steve Street Park, as a key purpose of park development is to provide a neighborhood park in an identified Gap Area within a 10-minute walk of residents. If the pathway is not built and a park is not provided within a 10-minute walk of the residents, other park facilities may need to be acquired and built to meet this need Supporting plans, including the Tigard Parks and Recreation System Plan, the Washington Square Regional Plan, and the Capital Improvement Plan, relying on the Steve Street path to meet gap area needs would potentially need costly revisions. Economic benefits identified from Steve Street Park development (identified in the Washington Square Regional Plan and described in the Metro Local Share grant application) would be compromised.

Rating = -1

Allow Path Development

Economic impacts of allowing path development are generally positive.

- Positive Consequences: The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The City identified the Steve Street Park development as a 2024 Capital Improvement Project and has invested in the neighborhood park. The pathway would deliver an important park function by providing a pedestrian connection to the north in an underserved area. Allowing the path development for park accessibility is aligned with the City's funding priorities. The long-term investment in funding the Steve Street Park to meet the City and regional objectives, the use of the Metro Grand funding for improvements, the plans supporting the park and park connectivity (Tigard Parks and Recreation System Plan, the Capital Improvement Plan, Washington Square Regional Plan) would be able to be realized as planned and funded for. The pedestrian path along the VC is the only northern access to the Washington Square Regional Center, an area with a concentration of jobs and stores
- Negative Consequences: The proposed change does not affect employment land. There are short-term costs to path construction efforts and mitigation efforts.

Rating = +1

Social Consequences

Social consequences of the two scenarios include aesthetic and scenic, health, recreational, educational, and social equity.

Maintain Existing Protections

The social consequences of prohibiting conflicting uses and maintaining full wetland buffer protections in the pathway area are limited and negative.

- Positive Consequences: None anticipated.
- Negative Consequences: The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The Tigard Parks and Recreation System Plan includes recommended park improvements, such as developing Steve Street Park with recommended trail connections to the north, as shown in Figure 4 below (see Gap Area 11).

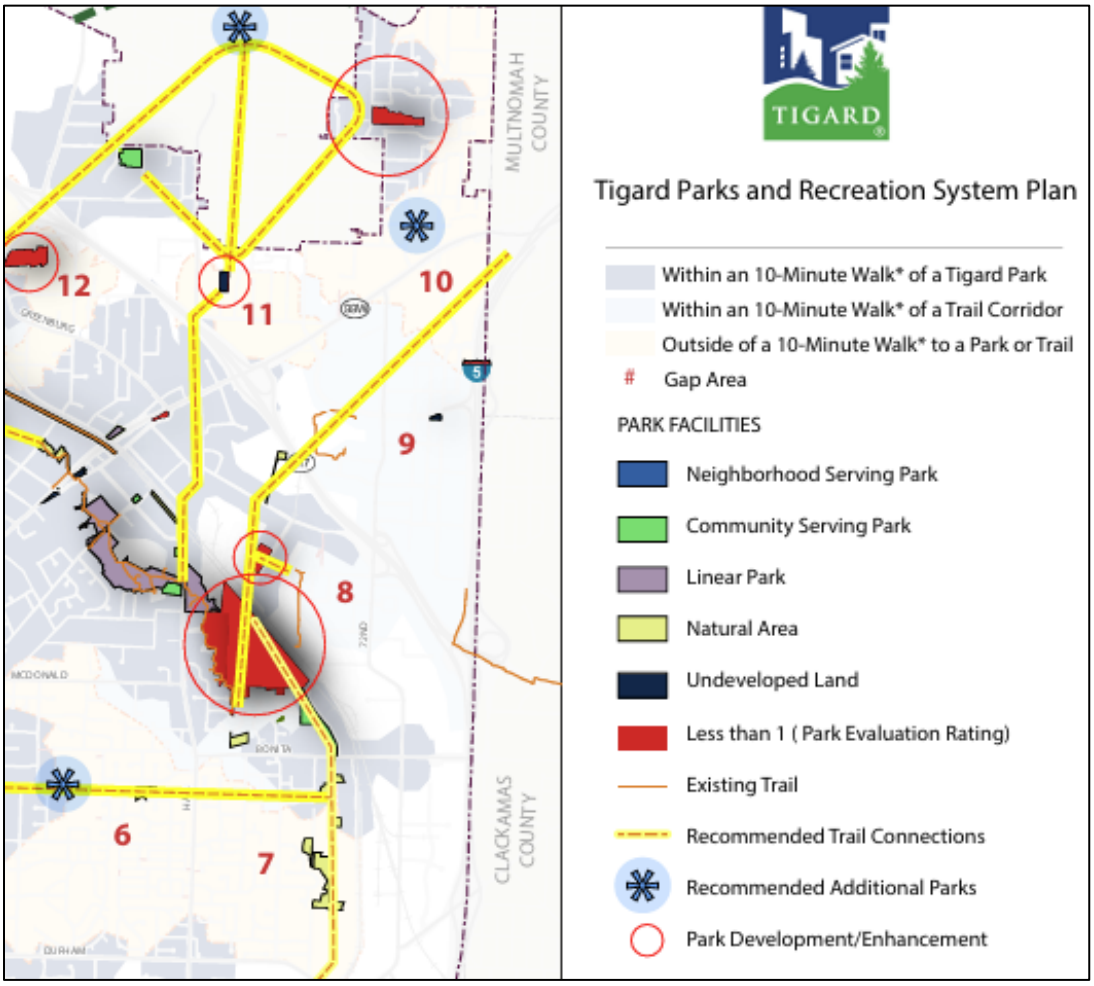


Figure 4: Clip from Tigard Parks and Recreation System Plan

- The most significant issue addressed by the Project is fostering equity and inclusion across Tigard's Parks system. The overall purpose of this project is to provide a new park to a neighborhood of 616 Tigard residents, identified in the Parks and Recreation System Plan as not having a park within a 10-minute walk. This path would provide access to the park from the north by connecting the park to Steve Street. The only other public access to the park is from SW 84th Ave to the south. Providing an accessible ADA path to the north is key to providing inclusive park access within a 10-minute walk of Gap Area 11. Maintaining protections where the path is would limit the benefits of a neighborhood park in an underserved part of Tigard, thus have negative social consequences.

Rating = -1

<u>Allow Path Development</u>

The social consequences of allowing conflicting uses and the proposed path are positive.

- Positive Consequences: The proposed amendments facilitate the timely development of the park pathway, consistent with adopted plans. The property was bought with 2010 parks bond money to build a park in an underserved part of the community. The Tigard Parks and Recreation System Plan includes recommended park improvements, including developing Steve Street Park with recommended trail connections to the north, as shown in Figure 5 above (see Gap Area 11). The most significant issue addressed by the Project is fostering equity and inclusion across Tigard's Parks system. The overall purpose of the Project is to provide a new park to a neighborhood of 616 Tigard residents, identified in the Parks and Recreation System Plan as not having a park within a 10-minute walk. This path would provide access to the park from the north by connecting the park to Steve Street. The only other public access to the park is from SW 84th Ave to the south. Providing an accessible ADA path to the north is key to providing inclusive park access within a 10-minute walk of Gap Area 11. Neighbors in a 10-minute walk of the park are expected to benefit most. This area has 266 households and a population of 616: a higher percentage of Hispanic residents (12.3% compared to 11% citywide), a higher percentage of black residents (3.5% compared to 2% citywide), 9% live below the poverty line. The Park will also benefit the Washington Square Regional Center, home to 2000 residents. It is identified as a destination to be linked by a ped/bike trail loop connecting Bagan Park to the west and future mall property parks to the north. WSRC is more diverse and has above average indicators of potential disadvantage compared to Tigard overall.
- Negative Consequences: None anticipated.

Rating = +1

Environmental Consequences

Environmental consequences of proposed changes include effects on water quality, hydrologic control, wildlife habitat, and trees. Notably, the proposed changes would not affect the vast majority of existing environmental protections at the Steve Street Park site, including CWS vegetated corridor protections and wetland protections.

Maintain Existing Protections

Environmental consequences of maintaining existing protections in the path area would be limited and mixed.

- Positive Consequences: Ecological values of this area are documented in the CPA narrative as follows:

  "*The area within and adjacent to the path footprint is considered to be a degraded vegetated corridor. The area of wetland buffer that would be impacted by this path is dominated by non-native pasture grasses and forbs including the following listed below. A couple native trees (Douglas fir, big-leaf maple) are rooted along the eastern parcel boundary, but they contribute less than 25% canopy cover and no shrubs are present other than sprigs of Himalayan blackberry. Creeping buttercup and common dandelion are also present in the utility corridor. A 6-foot chain link fence within the southern and eastern portions of the on-site wetland buffer limits potential wildlife movement and further degrade the vegetated corridor. However, this chain link fence will remain in place as part of the project to prevent trespass into the adjacent private property. Additionally, utility easements exist where the path is proposed, sanitary sewer lines and stormwater lines run underneath the path area*."

  Habitat values that would be protected are very limited. Maintaining protections may allow for restoration that could introduce higher habitat values in the area in the future and would limit any additional impervious surface in the area.
- Negative Consequences: Protecting this area from path development would have the opportunity cost of the required vegetated corridor mitigation proposed as a part of the Project. This would mean that 3,790 square feet of park area near the wetland buffer would not be enhanced. Without a formalized path, pedestrian traffic may be more likely to stray into and negatively impact higher habitat value areas nearby.

Rating = 0

Allow Path Development

The environmental consequences of allowing conflicting uses and allowing the proposed formalization of the pathway would be mixed and limited, but generally positive.

- Positive Consequences: Formalizing and paving the pathway would potentially reduce deviations from the path into more sensitive vegetated corridor/wetland buffer areas. Additionally, due to vegetated corridor impacts, onsite mitigation is proposed. Park development will include restoring approximately 18,500 square feet (30% of the total site) to natural area. Impacts to the vegetated corridor and wetland buffer will be mitigated in an area not to exceed 3,790 square feet, and the vegetated corridor area will be improved from "marginal or degraded status" to "good" condition". This restoration will replace nonnative ground cover with native vegetation. Despite the conversion of a small portion of degraded wetland buffer to a paved pathway, the overall functions and values of both the on-site wetland and the larger wetland system will be maintained and enhanced through strategic restoration efforts and improved habitat quality. The natural area will provide critical wildlife habitat within a highly urbanized neighborhood. Restoration of a degraded wetland and wetland buffer will significantly improve both the quality and quantity of wildlife habitat. Removing non-native species and replanting with a variety of native herbaceous plants, shrubs, and trees will provide year-round food sources and homes for urban wildlife in the area. No impacts to the wetland itself are proposed.
- Negative Consequences: Paving the path would create disturbance within 50 feet of a wetland, and add 982 square feet of impervious surface, creating a slight change in water hydrology near a wetland. As described above, the habitat values in the area of disturbance are limited and impacts to the vegetated corridor would be mitigated.

Rating = +1

Energy Consequences.

Energy consequences considered for the scenarios include transportation connectivity (VMT) and efficient urban development.

Maintain Existing Protections

The energy consequences of prohibiting conflicting uses and maintaining full wetland buffer protections in the pathway area would be limited and slightly negative.

- Positive Consequences: None anticipated.

- Negative Consequences: Maintaining protections would potentially result in less energy-efficient park access by restricting effective pedestrian access to the south from SW 84th Ave. This could increase vehicle miles traveled (VMT) and associated greenhouse gas emissions.

Rating = -1

Allow Path Development

The energy consequences of allowing conflicting uses and allowing the proposed pathway amendments would be mixed but slightly positive.

- Positive Consequences: There may be long-term transportation efficiencies by allowing access to the park from the north. Otherwise, park users from the north would need to circle around and access the park from SW 84th Ave to the south.
- Negative Consequences: Short-term energy costs include construction efforts.

Rating = +1

ESEE Analysis Conclusion

As described in the analysis above and summarized in the table below, economic and energy consequences are limited, and the proposed amendment to allow a pathway has generally better consequences across the four categories than maintaining existing protections.

ESEE Summary Table

ESEE	Maintain Existing Protections	Proposed Path
Economic	-1	+1
Social	-1	+1
Environmental	0	+1
Energy	-1	+1
Total Score	**-3**	**+4**

Allowing path development within the wetland buffer, paired with the approved mitigation associated with vegetated corridor impacts, presents a net benefit under the ESEE framework. This scenario allows the City to provide reasonable access to a neighborhood park to an underserved area in the City and can result in a net ecological gain with on-site mitigation.

(5) Develop a program to achieve Goal 5. Local governments shall determine whether to allow, limit, or prohibit identified conflicting uses for significant resource sites. This decision shall be based upon and supported by the ESEE analysis. A decision to prohibit or limit conflicting uses protects a resource site. A decision to allow some or all conflicting uses for a particular site may also be consistent with Goal 5, provided it is supported by the ESEE analysis. One of the following determinations shall be reached with regard to conflicting uses for a significant resource site:

(a) A local government may decide that a significant resource site is of such importance compared to the conflicting uses, and the ESEE consequences of allowing the conflicting uses are so detrimental to the resource, that the conflicting uses should be prohibited.

(b) A local government may decide that both the resource site and the conflicting uses are important compared to each other, and based on the ESEE analysis, the conflicting uses should be allowed in a limited way that protects the resource site to a desired extent.

(c) A local government may decide that the conflicting use should be allowed fully, notwithstanding the possible impacts on the resource site. The ESEE analysis must demonstrate that the conflicting use is of sufficient importance relative to the resource site, and must indicate why measures to protect the resource to some extent should not be provided, as per subsection (b) of this section.

Response: Removing a 0.03-acre area from wetland buffer protections to allow for the formalizing of a pathway to connect Steve Street Park to the north has been determined to have generally positive ESEE consequences. Therefore, it is proposed that Tigard allow the conflicting use in this 0.03-acre area consistent with (c) above. By approving the requested CPA, the City of Tigard can effectively balance the need for providing park facilities to its population with the preservation and enhancement of its valuable natural resources.

Citations

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AIS-6076 **6.**

Business Meeting

Meeting Date: 03/03/2026

Length (in minutes): 30 Minutes

Agenda Title: Economic Development Strategic Plan Update

Authored By: Danelle Hauther

Presented By: Economic Development Manager Hauther and ECOnorthwest Project Director Matt Craigie

Item Type: Update, Discussion, Direct Staff

Information

EXPLANATION OF ISSUE

Staff will present Council with a draft of the comprehensive Economic Development Strategic Plan.

ACTION REQUESTED

Council is being asked to review the draft Economic Development Strategic Plan draft ahead of the requested final plan adoption on March 24, 2026. Any questions, comments, or clarifications are requested to inform the final version.

BACKGROUND INFORMATION

Stakeholder Engagement

ECOnorthwest was contracted to conduct a comprehensive stakeholder engagement to inform the Economic Development Strategic Plan. This included:

- Focus Groups: Small group discussions were facilitated in order to hear from representatives of major stakeholder groups, including small/medium business, community partners, large business and landowners, workforce and funding partners, regional partners, and a make-up session for anyone who could not participate in their group time.
- 1:1 Interviews with key City of Tigard staff, major employers, small business owners, and community partners (Tigard Chamber, Washington County Economic Development, Cities of Sherwood and Beaverton Economic Development, etc.)
- An electronic survey was distributed via email to all businesses with a valid City of Tigard Business License.

Workshop 1 Overview (Nov. 17)

A half-day workshop was held on November 17, 2025, to engage a cross-section of internal and external stakeholders. Councilors Schlack and Shaw attended as the Council liaisons, providing governance context and Council priorities throughout the discussion.

Key partners in attendance included:

- City Council Liaisons
- Washington County Economic Development
- Tigard Chamber of Commerce
- Tigard Downtown Alliance

- City staff from:
    - City Management
    - Finance
    - Police Department
    - Community Development
    - Redevelopment
    - Economic Development

Workshop 1 covered:

- Overview and findings from focus groups, interviews, and the online business survey
- Development of Tigard's mission, vision, and guiding values for Economic Development
- Identification and initial prioritization of strategic pillars to guide future programming and investments.

Following the workshop, all participants were invited to review the first draft of the mission, vision, guiding values, and strategic pillars and provide feedback to the consultants to help inform the current version of the draft document.

Workshop 2 Overview (Jan 15)
A half-day workshop was held on January 15, 2026, with the same stakeholder invitation list as the first workshop.

Workshop 2 focused on:

- Affirming the mission, vision, values statements following the Council-requested modification to the vision statement.
- Building out the Action Items under each of the four strategic pillars.
- Starting to identify metrics and outcomes for each pillar.

Following the workshop, all stakeholders were invited to review the draft strategic pillars and associated action items ahead of the development of the comprehensive plan.

Comprehensive Plan Review
Staff and the external stakeholder group were invited to review the Economic Development Strategic Plan draft. The version being presented to council incorporates the guidance and feedback from the entire stakeholder group.

Next Steps
ECOnorthwest will synthesize the requested updates and deliver the final Economic Development Strategic Plan to staff for requested Council Adoption on March 24, 2026.

Dates of Consideration
Previous:

- August 26, 2025: City Council presentation introducing the scope of work for Economic Development Strategic Plan Development and requesting assignment of two Council Liaisons to the project.
- November 17, 2025: Workshop 1 (with Councilors Schlack and Shaw participating as liaisons).
- January 6, 2026: Council received an update about stakeholder engagement (focus groups, interviews, business survey) and results of Workshop #1.

- January 15, 2026: Workshop 2 (with Councilors Schlack and Shaw participating as liaisons).

Current:

- March 3, 2026: Receive an update from Workshop #2 and review draft plan.

Upcoming:

- March 24, 2026: Review and adopt an Economic Development Strategic Plan.

Impacts

Community Impact: Increases alignment of Economic Development programming and investments with highest priority needs of the business community.

Budget Impact: Guides development of FY26-27 budget

Policy Alignment: Supports Council Goal 2: Elevate economic opportunities for current and future residents.

ALTERNATIVES & RECOMMENDATION

Staff is asking Council to provide feedback on the Economic Development Strategic Plan ahead of the requested final plan adoption on March 24, 2026.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation

Draft - Economic Development Strategic Plan

CITY OF TIGARD
ECONOMIC DEVELOPMENT STRATEGY
TIGARD CITY COUNCIL UPDATE

MARCH 3, 2026

ECOnorthwest
IMPACT THROUGH INSIGHT

COUNCIL DIRECTION:

- Confirm actions, metrics, and direction of complete draft strategic plan
- Provide feedback for alterations and areas of improvement in the draft Economic Development Strategic Plan

PRESENTATION OVERVIEW

- Project Purpose
- Actions Workshop Outcomes
- Implementation Plan
- Next Steps

PROJECT PURPOSE

Create a 3-year Economic Development Strategy that guides the city's work to maximize impact.

Goals of the Plan:

- Clarify the city's purpose and desired outcomes in conducting economic development activities. ***Workshop #1***
- Develop shared priorities that align staff, partners, and city's leadership around a unified direction. ***Workshop #1***
- **Develop specific actions and metrics to meet the desired outcomes**. ***Workshop #2***

STRATEGIC PLAN ELEMENTS

ECONOMIC DEVELOPMENT VISION STATEMENT

We envision Tigard as a vibrant community, known for its economic strengths and quality of place, where strong partnerships and responsive services enable thriving businesses, meaningful career paths, and a resilient economy with enduring opportunities for all.

MISSION STATEMENT

The City of Tigard and its partners advance economic and community prosperity by supporting a diverse and resilient business ecosystem, delivering accessible and navigable services, and aligning partners and city efforts to strengthen Tigard's competitiveness and identity as a vibrant place to live, invest, and work.

STRATEGIC PILLARS

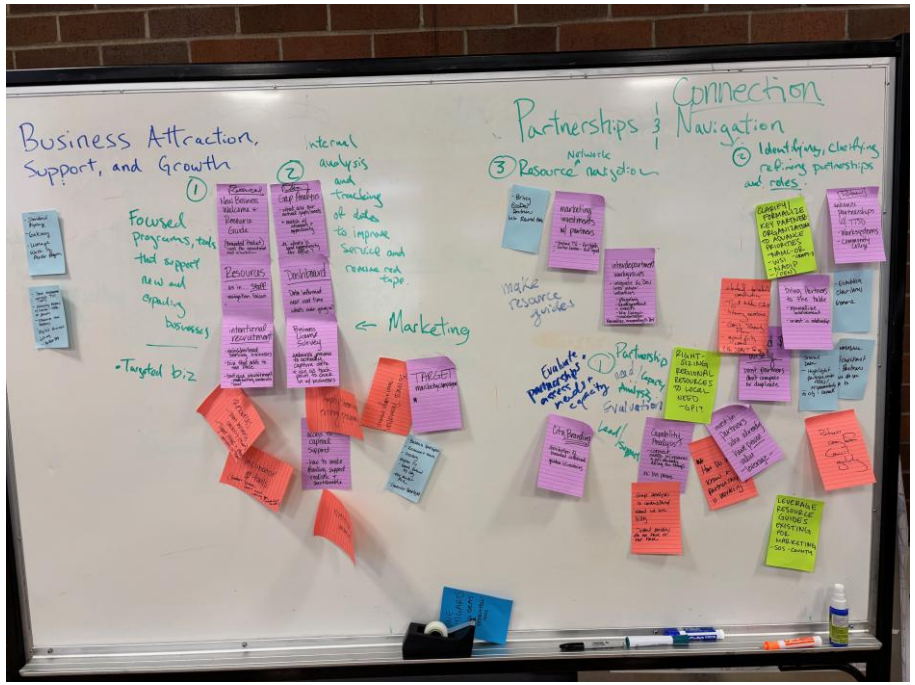
BUSINESS ATTRACTION, SUPPORT & GROWTH	**PARTNERTSHIPS & NAVIGATION**	**OPERATIONS & COMMUNICATION**	**DEVELOPMENT & PLACEMAKING**

GUIDING VALUES

CUSTOMER SERVICE	**COLLABORATIVE PARTNERSHIP**	**INTEGRITY**	**CREATIVE INITIATIVE**	**EQUITABLE PRACTICE**

SUMMARY OF WORKSHOP #2 OUTPUTS

- **Strategic Pillars**: Priority focus areas for the next 2 to 3 years.
- **Actions:** Implementation steps to achieve outcomes in each strategic pillar
- **Indicators/metrics:** How progress is measures under each strategic pillar





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STRATEGIC PILLARS

BUSINESS ATTRACTION, SUPPORT, and GROWTH

We provide services, programs, and guidance to help businesses start, grow, adapt, and flourish in Tigard, and connect workers to training and career pathways that help them thrive and support the needs of local employers

PARTNERSHIPS AND NAVIGATION

We bolster the region's network of partners that support businesses and workforce by cultivating strong relationships and providing navigational resources to fill gaps, avoid duplication, and connect people to the resources that best meet their needs

OPERATIONS AND COMMUNICATION

We strengthen the internal systems, tools, resources, and communication practices across city departments to deliver clear, coordinated, and superior economic development services that reliably support Tigard's businesses and workforce.

DEVELOPMENT AND PLACEMAKING

We advance development, infrastructure, and placemaking across Tigard through business recruitment and supportive programming to encourage the establishment of high-quality commercial areas across the city.

Actions Workshop Outputs

BUSINESS ATTRACTION, SUPPORT, and GROWTH

We provide services, programs, and guidance to help businesses start, grow, adapt, and flourish in Tigard, and connect workers to training and career pathways that help them thrive and support the needs of local employers

BA 1: Develop focused tools and services that support new and expanding businesses.

BA 2: Develop internal data tracking and analysis tools to improve service provision

BA 3: Create targeted marketing campaigns and materials to highlight local businesses and ongoing business opportunities in the city.

Actions Workshop Outputs

PARTNERSHIPS AND NAVIGATION

We bolster the region's network of partners that support businesses and workforce by cultivating strong relationships and providing navigational resources to fill gaps, avoid duplication, and connect people to the resources that best meet their needs

PN 1: Evaluate existing partnerships and assess current needs, capacity, and performance across partner organizations.

PN 2: Identify opportunities for strengthening or creating new partnerships and clarifying and refining partner and city roles.

Actions Workshop Outputs

OPERATIONS AND COMMUNICATION

We strengthen the internal systems, tools, resources, and communication practices across city departments to deliver clear, coordinated, and superior economic development services that reliably support Tigard's businesses and workforce.

OC 1: Evaluate and refine internal and external coordination and communications with fellow staff, business community, and customers, centering on a consistent and clear voice and messaging.

OC 2: Promote internal and external awareness of economic development opportunities and programs in Tigard.

Actions Workshop Outputs

DEVELOPMENT AND PLACEMAKING

We advance development, infrastructure, and placemaking across Tigard through business recruitment and supportive programming to encourage the establishment of high-quality commercial areas across the city.

DV 1: Leverage existing policies and regulations to better support development.

DV 2: Create and refine impactful development incentives and tools.

DV 3: Recruit businesses in targeted industries for specific geographic areas across Tigard.

DV 4: Support development of livable communities focused on safety, connection, and quality of place.

IMPLEMENTATION PLAN

- Pillar
  - Actions
  - Sub Actions
  - Year One Steps
  - Supporting Organizations
- Indicators:
  - Outcome
  - Equity
  - Implementation

IMPLEMENTATION PLAN

PILLAR 1: BUSINESS ATTRACTION, SUPPORT, AND GROWTH	
ACTIONS	**SUPPORTING ORGS**
BA 1: Develop focused tools and services that support new and expanding businesses. **Sub-actions:** • Conduct a resource scan of local and regional business support services and partners. • Coordinate with partners to create and distribute business-supportive resource guides • Support mentorship and coaching opportunities for targeted businesses in Tigard, such as a business incubator program, business-to-business mentorship, and industry-specific coaching • Dedicate City capacity for external and internal business resource guidance (i.e. through a full or part-time staff role) **Year 1 Steps:** • Analyze employee capacity and job descriptions in Economic Development and Planning Departments to assess capacity for business support • Complete landscape scan of business support partners	**Community Development** Economic Dev. Redevelopment Planning **Communications** **City Management** **Finance** **Local Partners** Chamber TCAC TDA

INDICATORS
Outcome: • Increase in business starts, expansions, or relocations in Tigard ***Equity:*** • Increase in share of businesses in Tigard owned or run by underrepresented groups ***Implementation:*** • Improved internal capacity to provide business resource guidance • Increase in number and reach of business-supportive guide, services, and programs • Increase in number of businesses reached through survey and marketing efforts

NEXT STEPS

- ECO will incorporate feedback from today's Council meeting into the final Strategic Plan
- March 24th - Council to review and adopt Economic Development Strategic Plan

COUNCIL DIRECTION:

- Confirm actions, metrics, and direction of complete draft strategic plan
- Provide feedback for alterations and areas of improvement in the draft Economic Development Strategic Plan

ECOnorthwest

March 2026

Economic Development Three-Year Strategic Plan

City of Tigard

Prepared for: City of Tigard

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1. About the Strategic Plan

Meeting the Current Moment

The 2026-2029 (FY27-29) Economic Development Strategic Plan represents the City's commitment to near-term, lasting improvements to Tigard's economic and business ecosystem. This plan reflects the needs and priorities brought to light by Tigard's diverse communities, businesses, and workers. Unlike Tigard's general 2020-2025 Strategic Plan, which had long-term horizons ranging from five to twenty years, this plan focuses on the **next three years** to make sure that strategies are realistic, actionable, and achievable. The next three years are instrumental for making progress towards Tigard's updated economic development vision:

ECONOMIC DEVELOPMENT VISION STATEMENT

We envision Tigard as a vibrant community known for its economic strengths and quality of place, where strong partnerships and responsive services enable thriving businesses, meaningful career paths, and a resilient economy with enduring opportunities for all.

Strategic Plan Overview

Throughout the development of this strategic plan, the City consulted with local businesses, community organizations, regional partners, and community members on their needs and what services they'd like to see from the City. In addition, the City evaluated Tigard's current economic strengths, weaknesses, opportunities, and challenges to guide the direction of the strategic plan. These findings directly translate to the strategic framework of this plan, which includes Tigard's economic development vision, mission, strategic pillars, and guiding values.

The implementation plan outlines the specific actions the City will undertake under each strategic pillar to make the strategic plan a reality. The implementation plan focuses on what is achievable within the three-year timeline and identifies year one priorities that will be built upon in each year's annual work plan. The implementation plan also includes indicators to measure impact and progress under each strategic pillar, which may be refined as the plan is implemented and priority actions are identified each year.

2. Engagement Findings

Development of the three-year strategic plan involved extensive engagement with stakeholders involved in economic development in Tigard, including small business owners, large employers, community partners, and City officials. Engaged parties had opportunity to provide their perspectives and guide the strategic plan development. The City conducted focus groups, interviews, and an online survey for businesses with an active business license in Tigard with the purpose of understanding the city's current economic landscape. The engagement identified business needs, historically how the City's programs have addressed those needs, and what the City can do to refine its role in the economic development ecosystem, providing services where gaps exist and capacity is aligned.

Focus Groups Summary

The City conducted three individual interviews and six focus groups, two of which were in-person and four of which were virtual. The in-person focus groups consisted of

- Community organizations and
- Small to medium-sized businesses.

The four virtual focus groups consisted of:

- Property owners and large employers,
- Workforce, education, and finance organizations,
- Regional partners, and
- Miscellaneous/alternate time for anyone who could not join their category group

The focus groups and interviews combined engaged a total of 27 individuals. Across focus groups and interviews, participants described Tigard as a city with a strong small business base and a generally positive reputation among employers. However, participants also cited growing economic and workforce pressures. Conversations highlighted rising costs and workforce instability as shared challenges, alongside opportunities for Tigard to strengthen its role as a connector and coordinator.

Perceptions of Tigard's Business Environment

While some participants described Oregon's broader business environment as cautious or growth-averse, Tigard's reputation among large employers was largely positive. One employer described Tigard as "a responsive city for businesses," noting appreciation for the City's permit tracking and access to staff during development. However, participants expressed concern that potential changes to Oregon's tax-free status could undermine regional collaboration and increase competition. In this context, Tigard's ability to offer

certainty, responsiveness, and efficient processes will be increasingly important for retaining and attracting investment.

Small Business Awareness and Growth Infrastructure

Small business owners emphasized time constraints and limited awareness of existing City programs. One participant noted that they lacked capacity to navigate complex processes or attend City workshops. Instead, many relied on established third-party networks – such as the Tigard Chamber of Commerce, Beaverton Chamber, Washington County Chamber, and the Women to Women Networking group – for up-to-date information and relevant resources. Focus group participants suggested Tigard could strengthen its role by promoting local success stories that spotlight small business and improving communication channels between local businesses. The need for business growth infrastructure arose as a recurring theme, particularly around space and equipment. With number of new businesses revolving each month in Tigard, one regional partner noted the strength of Tigard's "micro-enterprise investments" and "small businesses, entrepreneurial ecosystem," but emphasized how access to grants could help small businesses expand beyond their initial startup phase.

Regional Collaboration

Several participants emphasized regional collaboration is critical. Stakeholders referenced the "rapidly new development on the left side of Tigard" as an opportunity to plan comprehensively for residential health, recreation, and amenities. Tigard was encouraged to build stronger relationships with hotels that drive tourism into the city. The Westside Economic Alliance (WEA) underscored the importance of maintaining a strong, coordinated presence among westside cities and employers to attract investment and plan regionally. One regional partner noted that "the nature of chambers tends to be member and small business driven...it's really important Tigard has a strong relationship with big box operators and hotels." Participants also suggested Tigard explore workforce development partnerships with organizations like WorkSystems, such as Hillsboro's customized incumbent worker training, to better align local workforce with employer demand.

Workforce Conditions, Economic Pressures, and Training Opportunities

Stakeholders across all focus groups described a challenging labor market shaped by layoffs at large employers like Intel and Wells Fargo, alongside persistent inflationary pressures on food, insurance, and borrowing costs. Community organizations note that during economic downturns, enrollment in workforce programs such as Portland Youth Builders consistently rises and highlighted the importance of layoff transition services provided by partners like WorkSystems. Local institutions like George Fox University's Portland Center expressed interest in activating their facilities beyond evening graduate programs to support local workforce and community use. Focus group participants saw potential for Tigard to partner

with educational institutions to expand training, leadership, and ESOL programs that address identified gaps in the workforce.

For some large employers, workforce strategies involve relocating workers with the desired expertise from outside of the state. On the other hand, major retail tends to maintain a local workforce with Washington Square employing "anywhere between 1,200 and 2,000 store employees on a given day." The City of Beaverton was highlighted as a model for integrating economic and workforce strategies – such as incentivizing local breweries and traded-sector businesses – to strengthen both economic development and quality of life. One participant noted how Beaverton "looked at [their] local sector businesses strategically to incentivize [their] traded sector businesses." Tigard could learn from similar approaches to align business vitality with livability goals.

There was also acknowledgement of fear among immigrant residents and business owners related to Federal policies and identification risks, which could discourage participation in city programs and local opportunities.

City Capacity and Role

Interviews highlighted both the City's limited staffing and the need for strategic partnerships—like with Washington Square—to achieve greater impact. Focus group participants consistently framed Tigard's economic role as a connector and convener, suggesting the city could cultivate more relationships with businesses and organizations to understand their need.

A recurring recommendation was for Tigard to clarify and communicate its strategic direction to partners and track business engagement. As one regional partner framed it, "Can you bring a customer service approach to your development process?" Similarly, another participant noted to make sure the city can keep track of when it refers businesses to technical assistance providers. This makes it easier to follow-up and ask how it went. The mindset of follow-through and responsiveness was seen as key to effective business support.

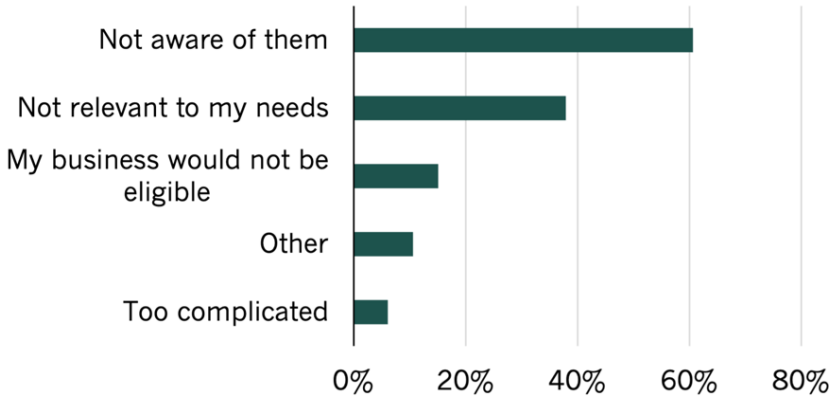
Business Survey Analysis

The business survey received 102 responses fielded from October 15 to December 23, 2025. Most responses were collected through Tigard's business license email list.

Survey responses reinforce themes raised in focus groups and interviews, particularly around moderate business confidence paired with both strengths and gaps related to city support. Around 42 percent of survey respondents felt their business was doing slightly better or much better now compared to last year and many noted Tigard's strong collaboration among businesses and support from the city and chamber. However, respondents also expressed wanting to see consistent engagement with small and diverse business owners as well as streamlined city processes for permits or licensing.

Businesses most often turn to peer networks and professional associations for support rather than city resources. Nearly half of respondents (45 percent) reported relying on other business owners, and 39 percent turned to professional or trade associations. In comparison, substantially fewer participants consulted the City of Tigard website (17 percent) or city staff (12 percent). A lack of awareness emerged as the primary barrier to program participation, with approximately 60 percent of participants indicating they were not aware of city programs (Exhibit 1).

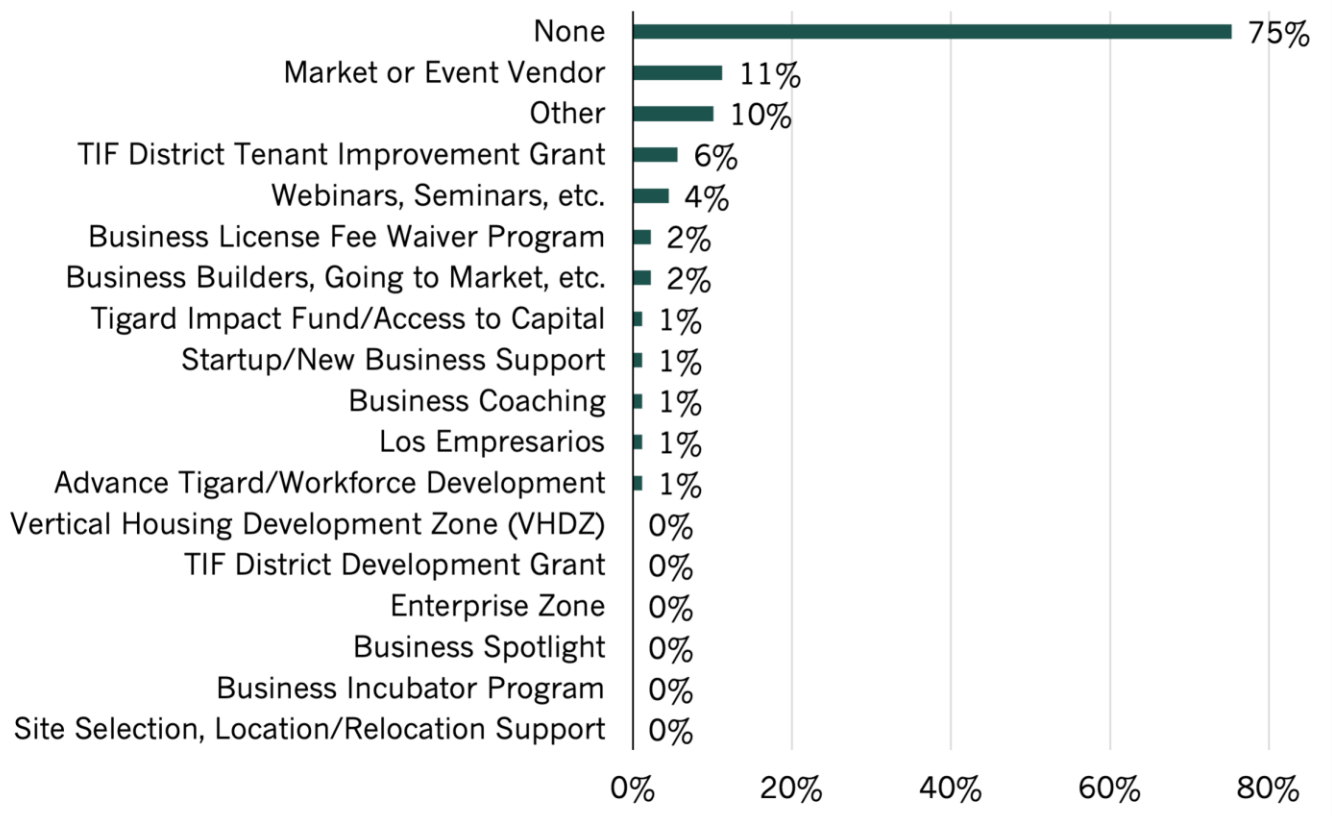
Exhibit 1. Barriers to Accessing Tigard Business Programs



Source: City of Tigard Business Survey

Survey results further indicate low utilization of City's business support programs, with 75 percent of respondents reporting they have not used any City of Tigard business support program, service, or incentive. Among those that had engaged with city resources, the most commonly used were market or event vendors (11 percent) and "other" programs (10 percent). Write-in responses for "other" programs include COVID loan program and business license renewals. Training and funding-related programs saw limited participation, while several programs saw zero participation (Exhibit 2).

Exhibit 2. Tigard Business Programs Participation



Source: City of Tigard Business Survey

Note: Respondents could select all that apply.

When asked what types of support would be most beneficial, participants most frequently identified marketing and promotion opportunities (51 percent) and programming around access to capital (45 percent). Additional write-in responses for "other" include fee reductions, waivers, streamlining permitting, grants, and facilitating events for vendors (Exhibit 3).

Exhibit 3. Ranking of Beneficial Tigard Business Programs



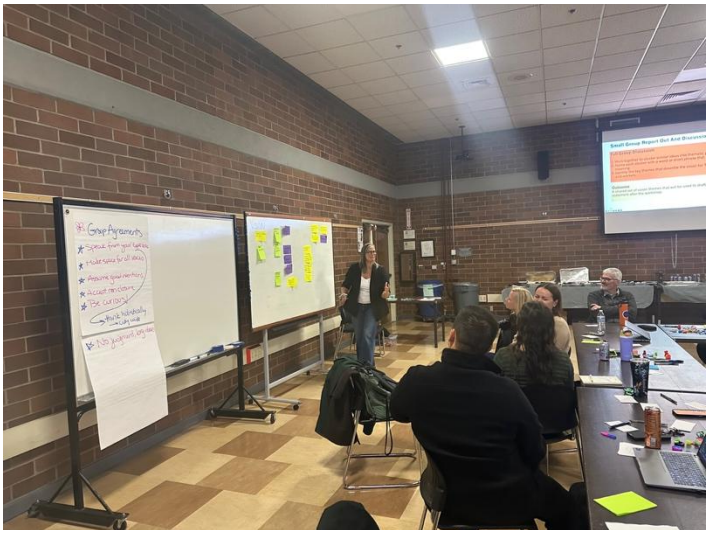
Source: City of Tigard Business Survey

Note: Respondents could select up to three options.

Workshops Summary

In addition to soliciting input from local businesses and community members, the City conducted two in-person workshops with staff and economic development partners to draft the strategic framework for the plan. Participants included representatives from the City's Finance, Community Development, Planning, and Economic Development Departments. Other economic development partners, such as Tigard Chamber of Commerce, also participated in the workshops.

Workshop 1 involved the development of the City's vision and mission of economic development. Workshop 1 participants also established the strategic pillars around which the three-year plan is implemented. Additionally, Workshop 1 participants drafted a set of guiding values for the City to follow while it supports and conducts economic development. The results of Workshop 1 were compiled by the City and distributed back to participants to review and further refine the framework elements. Results of Workshop 1 were also presented to City Council for feedback.



Workshop 1 Visioning Exercise. Source: ECOnorthwest

Workshop 2 focused on developing actions under each strategic pillar. Participants in Workshop 2 were given the opportunity to ideate on potential actions that would be feasible to complete in three years and align with the City's capacity and role. Participants also brainstormed potential metrics that could be used to track progress in each strategic pillar. Similar to Workshop 1 results, participants were given additional opportunity to provide feedback and refine the actions identified.

3. Environmental Scan

Establishing Tigard's Current Economic Position

The environmental scan provides an overview of Tigard's current economic assets and areas of opportunity. This step ensures that strategies and actions to advance economic development Tigard help current programs achieve better reach and outcomes and streamline or remove less effective efforts.

The environmental scan consists of a synthesis of information gathered through stakeholder engagement and research. The results of the scan are organized into a SWOC (strengths, weaknesses, opportunities, and challenges) matrix to identify Tigard's key challenges and areas of growth. The SWOC helps inform the direction the vision, mission, and strategic pillars of the economic development framework. The matrix is useful on its own to showcase where the City has lean into strength and grow and serves as the basis for core framework of the strategies.

Tigard's Programs and Assets

The City of Tigard, as of 2026, offers numerous City-run or funded programs aimed at business and worker development. Tigard facilitates economic development through a combination of regulatory and zoning pathways, City or partner-run programming, and direct funding. The City leverages TIF districts to encourage capital development and fund grants directly to businesses for tenant improvement and business development. It also uses zoning mechanisms like vertical housing development zoning (VHDZ) and enterprise zones to facilitate development in targeted areas. The City offers or supports partner programs, such as Opportunity Café and Advance Tigard, which provide workforce development to workers and underrepresented communities in Tigard. For a full list of foundational and support programs operated by the City, see Appendix X.

SWOC Analysis

A SWOC analysis is a strategic tool used to identify internal and external factors—strengths, weaknesses, opportunities, and challenges (sometimes called "SWOT" or "threats")—that influence the potential

How do cities typically approach economic development?

Mid-size cities like Tigard employ a variety of services, incentives, and programs for economic development, all of which are dependent on a city's unique resource and capacity limitations, economic geography, and overall prioritization of economic growth. Many cities leverage economic incentive programs, like Oregon's Enterprise Zone or a local storefront improvement grant, with the aim of unlocking new economic activity. City programs engage with businesses to help ease the path to growth or connect them with local investment and expand visibility.

Through economic development programs, cities can act as **critical conveners and connectors** ensuring that businesses can access the resources, capital, and technical services that they need to thrive.

success of a project or initiative. At its best, a SWOC can prioritize what matters and guides real-world action. As opposed to a one-time exercise which is then shelved, the SWOC analysis in this strategic plan actively informs the vision, mission, and strategic pillars around which the strategic framework is built.

This SWOC analysis focuses on the elements that differentiate Tigard and make it unique as a place to do business. It centers the role of and opportunities for the City to drive and prioritize economic development. The SWOC was informed by the engagement, including focus groups, business survey, and interviews, as well as conversations with City staff and market scan of Tigard's resources and amenities.

STRENGTHS

- **Strategic Location and Regional Connectivity:** Tigard sits at the crossroads of I-5, Hwy 217, and Hwy 99W which provide regional connection to Portland and other major hubs.
- **High Quality of Life & Outdoor Recreation Amenities:** Strong quality of life amenities including parks, recreation, safety, housing variety, and multimodal transportation boost talent and residential attraction.
- **Strong Local Business Networks:** Businesses trust and rely on existing networks such as the Tigard Chamber, Washington County, and women-focused industry groups. The City also has an active and successful micro-enterprise ecosystem and entrepreneurial culture.

WEAKNESSES

- **Lack of a Formal Citywide Economic Development Strategy:** Although the City's 2020–2025 Strategic Plan offers some direction, it does not provide a dedicated framework for prioritizing or focusing economic development projects and programs.
- **Constrained Employment Land Supply:** Tigard is land locked and has limited vacant industrial and employment land, restricting growth in job-dense industries unless redevelopment occurs.
- **Low Program and Services Awareness Among Businesses:** Small and medium-sized businesses lack awareness of City programs and find process time-consuming or difficult to navigate.
- **Office and Industrial Submarket Declining:** office and industrial markets in Tigard are experiencing declining demand as large space is vacated by tenants and limited new construction.

OPPORTUNITIES

- **Redevelopment Potential in Key Growth Areas:** Redevelopment potential in Downtown, Tigard Triangle, Washington Square Regional Center, and the Hwy 99 corridor.
- **Education & Workforce Partnership:** Partnerships with workforce organizations (WorkSystems) and large employers to tailor workforce training needs and fill workforce readiness gaps. George Fox University Portland Center could expand facility use for workforce training.
- **Business Support System Enhancements:** Support businesses with customer service, permit navigation, relationship development, and grants/loans to help micro-enterprises grow beyond the start-up phase into the mid-tier scale.
- **Leverage Existing City Assets:** Tigard benefits from a range of economic and recreational assets that can serve as a foundation for future development. Harnessing these resources strategically will be critical to advancing the City's economic development objectives

CHALLENGES

- **Regional Economic Uncertainty & Employment Contraction:** Layoffs at major employers (like Intel and Wells Fargo) create workforce instability. Inflation and escalation on cost of goods, insurance, and borrowing strains households and businesses.
- **Competition from Peer Cities:** Other regional cities have been cited as great places to start new businesses due to streamlined permitting and proactive business retention strategies. Other locations in WA County have greater industrial land availability.
- **Trust Barriers Among Vulnerable Communities:** Immigrant communities may avoid city programs, undermining equitable economic participation.

SWOC Analysis Summary

The output of the SWOC is a four-quadrant matrix that summarizes each of the SWOC components. The matrix is used to conceptualize the components and their relationship with one another. The matrix should be revisited over the course of the strategy timeline, ensuing that ongoing actions are aligned with the SWOC.

STRENGTHS	WEAKNESSES
Strategic Location and Regional Connectivity High Quality of Life & Outdoor Recreation Amenities Strong Local Business Networks	Lack of a Formal Economic Development Strategy Constrained Land Supply Low Program and Services Awareness Among Businesses Office and Industrial Submarket Declining
OPPORTUNITIES	**CHALLENGES**
Redevelopment Potential in Key Growth Areas Education & Workforce Partnership Business Support System Enhancements Leverage Existing City Assets	Regional Economic Uncertainty Competition from Peer Cities Trust Barriers Among Vulnerable Communities

4. Economic Development Strategic Framework

About the Strategic Framework

The Strategic Framework is the backbone of the three-year strategic plan. The Strategic Framework incorporates the findings from engagement efforts, environmental scan, and workshops to provide clear direction for economic development activities over the next three years.

Vision

Tigard's economic development vision describes the future the City is working toward. Grounded in ideas generated during the City's workshop, the vision expresses the long-term outcomes the community seeks to create for businesses, workers, and residents.

ECONOMIC DEVELOPMENT VISION STATEMENT

We envision Tigard as a vibrant community known for its economic strengths and quality of place, where strong partnerships and responsive services enable thriving businesses, meaningful career paths, and a resilient economy with enduring opportunities for all.

Mission

Tigard's economic development mission defines the purpose of this work and the role the City plays in reaching the vision and supporting a healthy local economy. Developed through the City's workshop, the mission reflects why Tigard engages in economic development and the commitments that guide staff in advancing community prosperity.

MISSION STATEMENT

The City of Tigard and its partners advance economic and community prosperity by supporting a diverse and resilient business ecosystem, delivering accessible and navigable services, and aligning partners and City efforts to strengthen Tigard's competitiveness and identity as a vibrant place to live, invest, and work.

Strategic Pillars

Tigard's strategic pillars outline the core areas where the City will focus its energy to advance a thriving and resilient local economy. Rooted in the insights generated during the workshop, they provide a framework for coordinated action and guide the development of specific initiatives and measures in the next phase of the strategy.

1. BUSINESS ATTRACTION, SUPPORT, AND GROWTH

We provide services, programs, and guidance that help businesses start, grow, adapt, come to, and flourish in Tigard, and we connect workers to the training and career pathways that help them thrive and support the needs of local employers.

2. PARTNERSHIPS AND NAVIGATION

We bolster the region's network of partners that support businesses and workers by cultivating strong relationships and providing navigation resources to fill gaps, avoid duplication, and connect people to the resources that best meet their needs.

3. OPERATIONS AND COMMUNICATION

We strengthen the internal systems, tools, resources, and communication practices across City departments to deliver clear, coordinated, and high-quality economic development services that reliably support Tigard's businesses and workers.

4. DEVELOPMENT AND PLACEMAKING

We advance development, infrastructure, and placemaking across Tigard's districts through business recruitment and supportive programs, supporting the establishment of high-quality commercial areas across the city.

Guiding Values

Tigard's economic development work is guided by core values that reflect how staff addresses the needs of businesses, workers, partners, community, and fellow staff. These values emerged directly from the City's workshop and express the behaviors and commitments that shape their approach in doing this work. These values are reflected across each of the strategic pillars and will guide the City's actions throughout the next three years.

- **CUSTOMER SERVICE**

  We provide clear, respectful, and reliable support across our programs and services, delivering high-quality, timely guidance and support that businesses and communities can trust.

- **COLLABORATIVE PARTNERSHIP**

  We work openly and constructively with partners across the city and the region, building strong relationships and shared understanding to support coordinated action and collective success.

- **INTEGRITY**

  We communicate openly and act with honesty and accountability, following through on our commitments so businesses, workers, partners, and community members can rely on our work.

- **CREATIVE INITIATIVE**

  We step forward with curiosity and insight, bringing creative thinking, practical ideas, and data-informed guidance to help businesses and workers move ahead with confidence.

- **EQUITABLE PRACTICE**

  We strive to ensure fairness, inclusion, and accessible pathways in our programs and services, responding to diverse needs with respect and removing barriers that prevent full participation.

Tigard Economic Development Framework

The graphic below pulls all the components of the strategic framework together.

ECONOMIC DEVELOPMENT VISION STATEMENT

We envision Tigard as a vibrant community known for its economic strengths and quality of place, where strong partnerships and responsive services enable thriving businesses, meaningful career paths, and a resilient economy with enduring opportunities for all.

MISSION STATEMENT

The City of Tigard and its partners advance economic and community prosperity by supporting a diverse and resilient business ecosystem, delivering accessible and navigable services, and aligning partners and City efforts to strengthen Tigard's competitiveness and identity as a vibrant place to live, invest, and work.

STRATEGIC PILLARS

BUSINESS ATTRACTION, SUPPORT & GROWTH	**PARTNERTSHIPS & NAVIGATION**	**OPERATIONS & COMMUNICATION**	**DEVELOPMENT & PLACEMAKING**

GUIDING VALUES

CUSTOMER SERVICE	**COLLABORATIVE PARTNERSHIP**	**INTEGRITY**	**CREATIVE INITIATIVE**	**EQUITABLE PRACTICE**

5. Implementation Plan

This strategic plan will be implemented over a **three-year period**, starting with fiscal year 2027, ensuring that the actions identified have near-term impacts on businesses, workers, and communities in Tigard. Given the short timeframe for implementing the strategic plan, the City should develop an annual workplan at the beginning of each fiscal year to prioritize and develop concrete implementation steps. The annual workplan will serve as a detailed implementation roadmap, and the yearly workplan cycle ensures that the City takes stock of and identifies new and shifting priorities among the actions and strategic pillars. Within each workplan, the City should also delegate clear responsibilities and roles for both internal departments and external partners.

The implementation plan provided in the strategic plan serves as a first step for beginning implementation, including actions, year one priorities, lead organizations, and indicators to track progress and success. Organized by strategic pillar, it provides overall direction and guidance from which the City can develop detailed yearly workplans. Indicators are separated into three types: *outcome*, which signal impact in the broader community; *equity*, which show distribution of impact to minority or underrepresented groups; and *implementation*, which demonstrate internal improvements or outputs

PILLAR 1: BUSINESS ATTRACTION, SUPPORT, AND GROWTH	
ACTIONS	**SUPPORTING ORGS**
BA 1: Develop focused tools and services that support new and expanding businesses **Sub-actions:** • Conduct a resource scan of local and regional business support services and partners • Coordinate with partners to create and distribute business-supportive resource guides • Support externally-run mentorship and coaching opportunities for targeted businesses in Tigard, such as a business incubator program, business-to-business mentorship, and industry-specific coaching • Dedicate City capacity for external and internal business resource guidance (i.e. through a full or part-time staff role) **Year 1 Priorities:** ♦ Analyze staff and supporting organizations capacity and capabilities to address key actions ♦ Complete resource scan of business partners to identify which partners best match the needs of the business community ♦ Begin development of resource and navigation guide for incoming Tigard businesses in collaboration with partners	**Community Development** Economic Dev. Redevelopment TCAC Planning **Communications** **City Management** **Finance** **Local Partners** Chamber TDA
BA 2: Develop internal data tracking and analysis tools to improve service provision **Sub-actions:** • Examine business types and industry clusters present in Tigard to understand the current business landscape and identify opportunities for success through identification of targeted business categories. • Disseminate an annual Business Experience Survey to gather qualitative information on how businesses are faring in Tigard and establish regular touchpoints with businesses **Year 1 Priorities:** ♦ Develop and administer a Business Experience Survey to establish baseline business data ♦ Conduct landscape analysis to inform opportunity assessment and identification of target industries and/or locations	**Community Development** Economic Dev. Redevelopment Planning **Communications** **Finance** Business License **Industry Partners** Brokers/Developers Consultants Economic Development Organizations

PILLAR 1: BUSINESS ATTRACTION, SUPPORT, AND GROWTH	
ACTIONS	**SUPPORTING ORGS**
BA 3: Create targeted marketing campaigns and materials to highlight local businesses and ongoing business opportunities in the City **Sub-actions:** • Develop a unified brand identify and marketing campaign to market Tigard as a prime location for recruiting, expanding businesses. ○ Consider creating a marketing prospectus that City staff can use to attract new businesses • Invest in avenues to *tell the story* of Tigard, such as business spotlights, public engagement, networking, media relations, etc. **Year 1 Priorities:** ♦ Develop city-wide branding and marketing guidelines and materials ♦ Expand number of networking and community events attended by City staff ♦ Invest in social media campaigns targeted specifically at new or emerging businesses	**Partner Organizations** **Community Development** Economic Dev. **Communications** **City Management** **Local Partners** Chamber TDA
PILLAR 1 INDICATORS	
Outcome: ♦ **Greater awareness, understanding, and connectivity with the business community** ***Equity:*** ♦ Increase in share of businesses in Tigard owned or run by underrepresented groups ***Implementation:*** ♦ Improved internal capacity to provide business resource guidance ♦ Increase in number and reach of business-supportive guide, services, and programs ♦ Increase in number of businesses reached through survey and marketing efforts	

PILLAR 2: PARTNERSHIPS AND NAVIGATION	
ACTIONS	**SUPPORT ORGS**
PN 1: Evaluate existing partnerships and assess current needs, capacity, and performance across partner organizations. **Sub-actions:** • Conduct a partnership capacity scan to assess current list of partners and evaluate whether and how partners are providing services in line with City goals, where there is the greatest value add, and to identify service gaps • Engage with economic development partners at roundtables and other economic development events and meetings **Year 1 Priorities:** ♦ Complete partnership capacity scan by assessing full list of current and potential partnerships, and their programs	**Partner Organizations, Regional Governments** **Community Development** Economic Dev. Redevelopment **Communications** **Local Partners** Washington County Economic Development
PN 2: Identify opportunities for strengthening or creating new partnerships and clarifying and refining partner and City roles. **Sub-actions:** • Formalize key partnerships and establish clear roles and expectations for City economic development partners • Invest in partnerships that expand economic development capacity, impact, and reach to better serve Tigard businesses **Year 1 Priorities:** ♦ Upon completion of partnership capacity scan, identify which partners would benefit from formalization and draft official MOUs for key partners	**Partner Organizations** **Community Development** Economic Dev. Redevelopment **Communications** **Local Partners** Washington County Economic Development **Industry Partners** Brokers/Developers Consultants EDO - Economic Development Organizations

PILLAR 2 INDICATORS
Outcome: ♦ Increase in number of workers or businesses served by partner organizations ***Equity:*** ♦ Increase in access to partner services for underserved businesses and workers ***Implementation:*** ♦ Increase in number of businesses or workers referred to partner services through City-led or supported navigation

PILLAR 3: OPERATIONS AND COMMUNICATIONS	
ACTIONS	**SUPPORT ORGS**
OC 1: Evaluate and refine internal and external coordination and communications with fellow staff, business community, and customers, centering on a consistent and clear voice and messaging. **Sub-actions:** • Evaluate and improve customer service standards to ensure consistent messaging and internal collaboration • Create dedicated internal staff capacity, whether through staff time or an interdepartmental economic development committee, that focuses on aligning economic development focused activities, opportunities, and challenges across City projects • Develop internal processes to document existing and new relationships, events, and economic development actions to facilitate information sharing **Year 1 Priorities** ♦ Conduct cross-department interviews and/or survey to assess customer service standards ♦ Pilot an interdepartmental economic development committee ♦ Explore potential internal processes and technology to improve information sharing	**Community Development** Economic Dev. Redevelopment TCAC Planning **Communications** **Local Partners** Washington County Economic Development Tigard Chamber TDA
OC 2: Promote internal and external awareness of economic development opportunities and programs in Tigard. **Sub-actions:** • Create information sharing platforms, such as newsletters or social media, focused on economic development activities • Support ongoing educational events with partners (such as "State of the Tigard Economy") to highlight economic development opportunities and initiatives. **Year 1 Priorities:** ♦ Research information-sharing platforms that meet City needs ♦ Assess current partner-led educational events happening in the City to understand gaps where the City could step in or support ♦ Host at least one economic development event lead by City	**Community Development** Economic Dev. Redevelopment TCAC Planning **City Management** **Communications** **Local Partners** Washington County Economic Development Tigard Chamber TDA **Industry Partners** Brokers/Developers Consultants EDO - Economic

	Development Organizations

PILLAR 3 INDICATORS

Outcome:

- Increase in business use and awareness of City economic development service, processes, and resources
- Improved cross-department collaboration for economic development activities

Equity:

- Increase in number of minority or underrepresented businesses reached through communications efforts

Implementation:

- Improved documentation and tracking of economic development activities and projects across city departments

PILLAR 4: DEVELOPMENT AND PLACEMAKING	
ACTIONS	**SUPPORT ORGS**
DV 1: Leverage existing policies and regulations to better support development. **Sub-actions:** • Explore opportunities to calibrate regulations to support new development and redevelopment of businesses and industries aligned with the needs and priorities of the Tigard community **Year 1 Priorities:** ♦ Conduct a commercial space inventory and analysis to understand opportunities for targeted geographic recruitment ♦ Identify processes, regulations, and zoning policies that can be leveraged to promote economic development ♦ Develop guidance or process for using regulations to promote business development	**Community Development** Economic Dev. Redevelopment Planning **Communications**
DV 2: Create and refine impactful development incentives and tools. **Sub-actions:** • Create a "development checklist" to help potential developers and businesses build and grow in Tigard • Consider new policies and tools and refine existing strategies to support and incentivize target development while balancing City resources and leveraging external funding sources and programs • Examine tools like vertical housing development zone (VHDZ) expansion to support mixed-use development **Year 1 Priorities:** ♦ Create development checklist for businesses to navigate city processes ♦ Conduct an inventory of all current economic development-related strategies and policies in the City	**Community Development** Economic Dev. Redevelopment Planning **City Management** **Communications**

PILLAR 4: DEVELOPMENT AND PLACEMAKING	
ACTIONS	**SUPPORT ORGS**
DV 3: Recruit businesses in targeted industries for specific geographic areas across Tigard. **Sub-actions:** • Identify target industry types to recruit to Tigard • Examine areas in Tigard aligned for target industry placement • Develop a recruitment strategy for target industries **Year 1 Priorities:** ♦ In tandem with BA 1, complete cluster industry and business analysis to help identify targeted industry types ♦ Begin geographic assessment of Tigard business areas and potential industry placement	**Partner Organizations** **Community Development** Economic Dev. Redevelopment Planning **Communications** **Local Partners** Washington County Economic Development Tigard Chamber **Industry Partners** Brokers/Developers Consultants EDO - Economic Development Organizations

PILLAR 4: DEVELOPMENT AND PLACEMAKING	
ACTIONS	**SUPPORT ORGS**
DV 4: Support development of livable communities focused on safety, connection, and high quality of life. **Sub-actions:** • Coordinate infrastructure improvements and beautification efforts in business and mixed-use districts • Identify opportunities for economic development alignment with planning projects such as HOME and River Terrace 2.0 • Expand use of TIF districts for economic development • Collaborate with other City departments to develop and expand wayfinding signage along streets and trails connecting neighborhoods to business and multi-use districts **Year 1 Priorities:** ♦ Analyze existing wayfinding resources and identify areas of improvement ♦ Conduct full assessment of existing infrastructure improvements and identify areas for EcDev coordination	**Community Development** Economic Dev. Redevelopment Planning **Communications** **PW – Engineering** **PW - Streets**

PILLAR 4 INDICATORS
Outcome: ♦ Decrease in commercial vacancy rates in targeted corridors or districts ♦ Increase in business retention or expansion in targeted districts ***Equity:*** ♦ Increase in share of grants and development incentives awarded to underrepresented business or communities ***Implementation:*** ♦ Number of development tools, incentives, or guidance materials created or updated

Appendix A: Market Scan Slides

CITY OF TIGARD ENVIRONMENTAL SCAN

ECOnorthwest
IMPACT THROUGH INSIGHT

TIGARD'S PROGRAMS: ECONOMIC FOUNDATION

- Enterprise Zone
- VHDZ
- TIF Capital Investment
- Tigard Impact Fund
- TIF Grants
  - Tenant improvement grant
  - Development grant





2

ECOnorthwest

TIGARD'S PROGRAMS: ENTREPRENEURISM, ECONOMIC MOBILITY & EQUITY

- Opportunity Café
- Lauch Pod
- Los Empresarios de Tigard
- Business Coaching
- Advance Tigard/Workforce Development
- Missing Middle RLF
- Community Investment Trust

3

ECOnorthwest

ENVIRONMENTAL SCAN

STRENGTHS

- **Strategic Location and Regional Connectivity:** Tigard sits at the crossroads of I-5, Hwy 217, and Hwy 99W which provide regional connection to Portland and other major hubs.
- **High Quality of Life & Outdoor Recreation Amenities:** Strong quality of life amenities including parks, recreation, safety, housing variety, and multimodal transportation boost talent and residential attraction.
- **Strong Local Business Networks:** Businesses trust and rely on existing networks such as the Tigard Chamber, Washington County, and women-focused industry groups. The City also has an active and successful micro-enterprise ecosystem and entrepreneurial culture.

4

ECOnorthwest

ENVIRONMENTAL SCAN

WEAKNESSES

- **Lack of a Formal Citywide Economic Development Strategy:** Although the City's 2020–2025 Strategic Plan offers some direction, it does not provide a dedicated framework for prioritizing or focusing economic development projects and programs.
- **Constrained Employment Land Supply:** Tigard is land locked and has limited vacant industrial and employment land, restricting growth in job-dense industries unless redevelopment occurs.
- **Low Program and Services Awareness Among Businesses:** Small and medium-sized businesses lack awareness of City programs and find process time-consuming or difficult to navigate.
- **Office and Industrial Submarket Declining:** office and industrial markets in Tigard are experiencing declining demand as large space is vacated by tenants and limited new construction.

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ENVIRONMENTAL SCAN

OPPORTUNITIES

- **Redevelopment Potential in Key Growth Areas:** Redevelopment potential in Downtown, Tigard Triangle, Washington Square Regional Center, and the Hwy 99 corridor.
- **Education & Workforce Partnership:** Partnerships with workforce organizations (WorkSystems) and large employers to tailor workforce training needs and fill workforce readiness gaps. George Fox University Portland Center could expand facility use for workforce training.
- **Business Support System Enhancements:** Support businesses with customer service, permit navigation, relationship development, and grants/loans to help micro-enterprises grow beyond the start-up phase into the mid-tier scale.
- **Leverage Existing City Assets:** Tigard benefits from a range of economic and recreational assets that can serve as a foundation for future development. Harnessing these resources strategically will be critical to advancing the City's economic development objectives

6 ECOnorthwest

ENVIRONMENTAL SCAN

CHALLENGES

- **Regional Economic Uncertainty & Employment Contraction:** Layoffs at major employers (like Intel and Wells Fargo) create workforce instability. Inflation and escalation on cost of goods, insurance, and borrowing strains households and businesses.
- **Competition from Peer Cities:** Other regional cities have been cited as great places to start new businesses due to streamlined permitting and proactive business retention strategies. Stil other locations in WA County have greater industrial land availability.
- **Trust Barriers Among Vulnerable Communities:** Immigrant communities may avoid city programs, undermining equitable economic participation.

Appendix B: Engagement List

The following community organizations, companies, and partners were invited to participate in a series of focus groups based on organization type:

Small/Medium Business	Community Partners	Property Owners/Large Employers	Workforce, Education and Finance	Regional Partnership and Coordination
TCAC and TDA Rep	Adelante Mujeres	City of Beaverton	Creekside HS	Washington County
Tigard Chamber of Commerce	Jesse Aronson, Worksystems	Perlo Construction	PCC	Business Oregon
Tigard Bull Mountain Farmers Market	xceleratewomen	PacTrust	George Fox	Greater Portland Inc
WG Acupuncture	Centro	Macerich	Worksystems	City of Tualatin
Wow Cow	National Association of Minority Contractors (NAMC)	Fought & Co	CRAFT3	City of Sherwood
NW Accent	Hillsboro Medical Center	United Fab Solutions	Small Business Development Center	Explore TV
Cloudminders	Portland Community College	Verxcorp	WorkSource	Westside Economic Alliance
Shipping Strategies Group	Latino Built	Abbott		City of Beaverton
Tualatin Valley Creates	Oregon Association of Minority Entrepreneurs (OAME)	Biamp		
Enterprising Generations	Northwest Native Chamber (NWNC)	Cushman		
Pho /tiger & Foxy's	APANO	NAI Elliott		

Taco Del Sol		Unitus Credit Union		
Sugarland Taste		Embassy Suites		
HibisBloom		Jason Graf, FFF		
Minute Man Press				
HMC				
Native Chamber				

AIS-6108 **7.**

Business Meeting

Meeting Date: 03/03/2026

Length (in minutes): 45 Minutes

Agenda Title: Street Maintenance Fee Discussion

Authored By: Nichole George

Presented By: Project Manager George, City Engineer Wisniewski, and Kittelson Consultants Susan Wright and Nick Popenuk

Item Type: Update, Discussion, Direct Staff

Information

EXPLANATION OF ISSUE

The City's Street Maintenance Fee (SMF) is in need of a change in methodology as to how the fee is calculated for each use type. City staff have been working with a consultant and are ready to brief the council and seek direction for next steps in the process.

ACTION REQUESTED

Staff is requesting feedback from Council about a draft code update with the proposed new trip generation methodology and further discussion on program decision points required before implementation of the new methodology.

BACKGROUND INFORMATION

The City of Tigard has more than 150 miles of streets, which it is responsible for maintaining. To help maintain the city's transportation infrastructure, the city charges a Street Maintenance Fee (SMF) to Tigard residents and businesses that is assessed monthly on utility statements. The Street Maintenance Fee was adopted on January 5, 2010, by Council and is based on the minimum off-street vehicle parking spaces required under the Tigard Community Development Code at the time for commercial customers and on a "per unit" basis for residential customers. This revenue supports the maintenance and construction of existing roadways, excluding Highway 99 and Hall Boulevard, which are state roads. Tigard is one of almost two dozen Oregon cities that have adopted street maintenance fees to close the gap between local needs and state funding. For more than a decade, the city has used its SMF to supplement the lack of funding from the state gas tax. By having a locally based fee, communities are provided with a stable source of revenue to pay for maintenance and repairs in a timely and efficient manner.

There are two common methods used in calculating a transportation utility fee: a flat fee and the more complicated trip generation methodology. Cities using trip generation establish different rates for different categories of use. Most cities use the Institute of Transportation Engineers (ITE) manual as a model for their trip generation methodology. There have been several needs identified for this update. One primary reason deals with changes to minimum parking space requirements for development. Several years ago, the City updated the code for developments within the Triangle area of our City which does not require parking. In 2023, the State followed this action and rolled back minimum parking requirements in certain areas in 61 cities and 8 metro regions throughout the state, including Tigard. The elimination of these parking requirements makes assessment of the Street Maintenance Fee in these impacted areas problematic. Also, there has been difficulty in auditing the

parking space-based fee, which has led to a reduction in revenue collected.

In January 2021, the City hired Kittleson (Consultants) to update the Street Maintenance Fee from a parking space-based fee to a trip generation-based fee. Kittleson has a background in helping jurisdictions create street maintenance fees based on different parameters, but specifically trip generation-based. Originally, the contract was for five months with a draft ordinance to be completed by June 30, 2021. This has since been extended due to the data cleanup process taking much longer than anticipated. The data cleanup has since been revamped with today's data and rates. The data today has been mapped to a previous dataset, allowing staff to identify the businesses within Tigard and assign them an ITE code, building on the work that was done previously. One goal with the new code/methodology, is to keep the fee relatively the same for our residents. Commercial and other non-residential uses will experience some changes. For example, previously Costco was charged based on parking spots and now will see two bills, one for the warehouse and one for the gas station. The two bills will showcase the associated trips with each of those business types.

Part of the work on this project yet to be finalized includes how to keep the data up to date and accurate. To simplify the data in our billing system, the idea of business type groupings, or "buckets", was discussed. Currently, the draft methodology has these buckets identified. During this meeting, staff will identify businesses who are impacted the most, and a few cases where staff will ask direction from Council on a path forward.

Dates of Previous and Potential Future Considerations
October 2025 Business Forum; January 2026 Investment & Infrastructure Meeting; March 2026 Council Meeting; May 2026 Council Meeting; Summer 2026 Residents and Commercial Notification; Fall/Winter 2026 Work flow and implementation with Utility Billing; January 2027 SMF New methodology implemented.

Public Involvement
March 2026 Council Meeting; May 2026 Council Meeting; Summer 2026 Residents and Commercial Notification.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
Council Goals for 2025-2026 “Cultivate Tigard as a great place to live, work, and play” - The City’s Street Maintenance Fee provides funding to maintain our existing street infrastructure and is a critical component to meet Council Goal Strategy 3.2 "Invest in the safety, connectivity, and adequate maintenance of the transportation network; center vulnerable users in transportation investments."

ALTERNATIVES & RECOMMENDATION

None at this time. Staff will be asking for guidance and direction from Council on the proposed methodology update.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation

Street Maintenance Fee – Code Update

Nichole George, Project Manager
Nick Popanuk, Tiberius Solutions LLC
Susan Wright, Kittelson, PE, PTOE

CITY OF Tigard

Agenda

- History of the Street Maintenance Fee (SMF)
  - What it funds
- Why are we updating the SMF?
- Existing Methodology
- How is it changing?
  - Approach/philosophy and considerations
- Scenarios
- Next Steps

History

- Street Maintenance Fee is billed through City's Utility Bill
- Generates approximately $5,000,000/year
- Adopted in 2010 with fees associated with parking spots
  - Residential properties charged per unit
    - $9.11/month per housing unit
    - Goal is to keep single family bill roughly the same
  - Non-residential based on parking spots
    - $2.98/month per parking stall
  - Religious institutions reduced by 50%
  - Gas Stations based on number of fueling positions

Where do SMF dollars go?

Pavement Maintenance Program (PMP)

~164 miles

Excluding parts of Greenberg, 99W and Hall Blvd (ODOT)

Rehab and preventative maintenance of our roadways

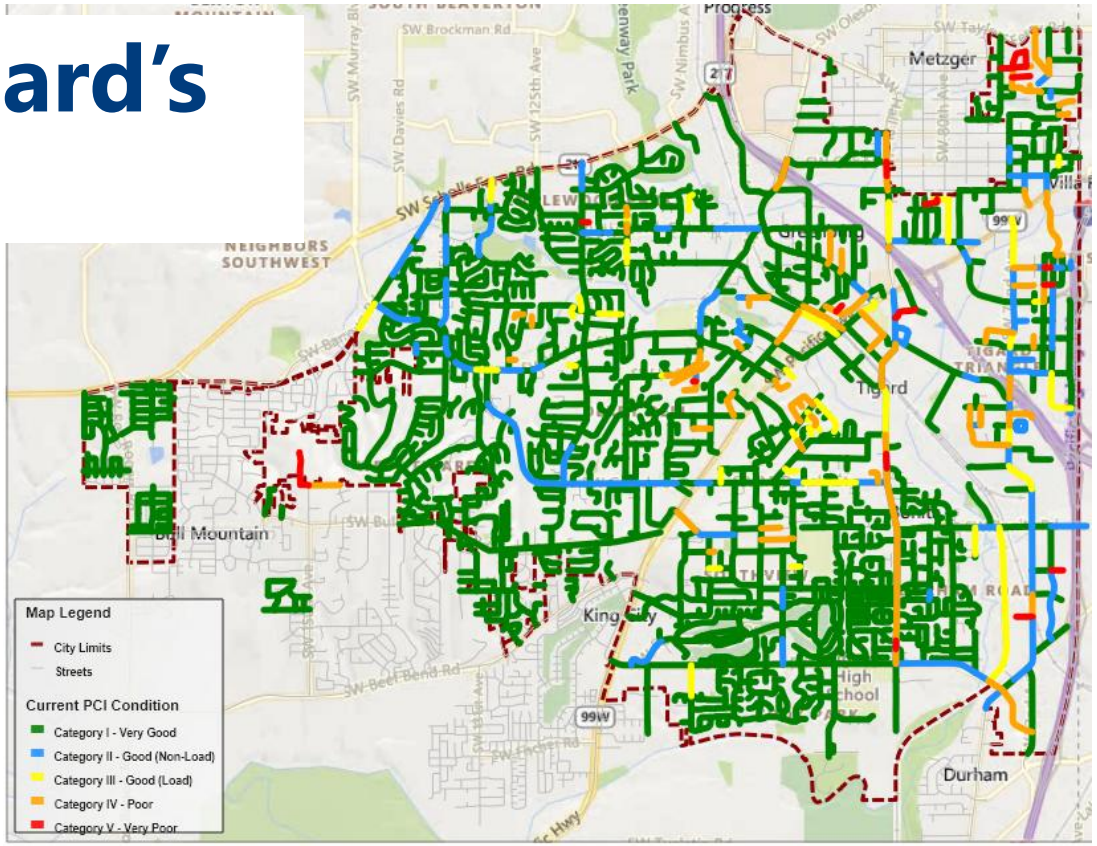
~Rehab
~Crack Seal with Slurry
~Chip Seal



Photo of Slurry Seal

State of Tigard's Roadways

Continuous maintenance of our roadways has kept the Cities Pavement Condition index at Very Good.



StreetSaver Pavement Condition Map (0-100)

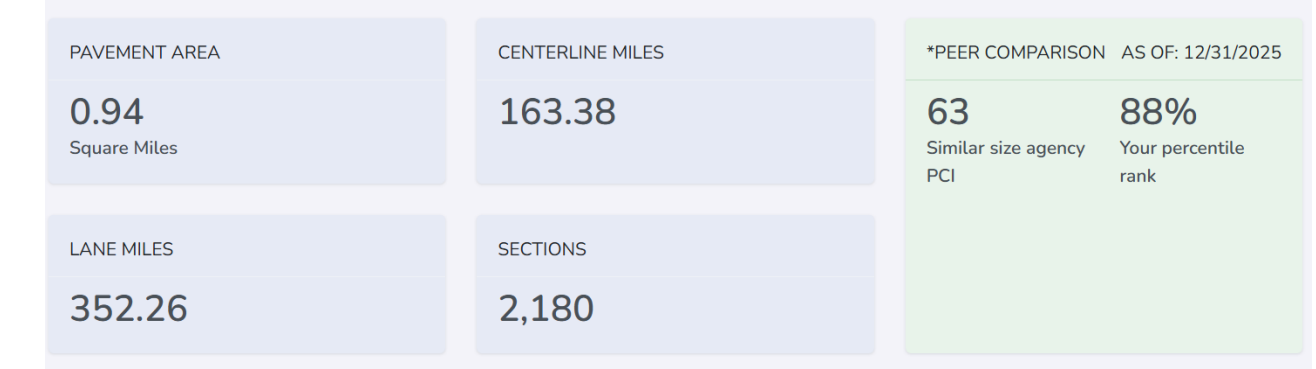
PCI Range	Pavement Classification
0-10	Failed
11-25	Very Poor
26-40	Poor
41-55	Fair
56-70	Good
71-85	Very Good
86-100	Excellent

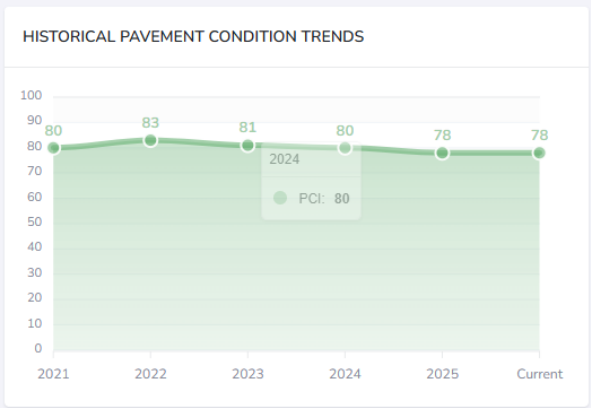
Goals of the program

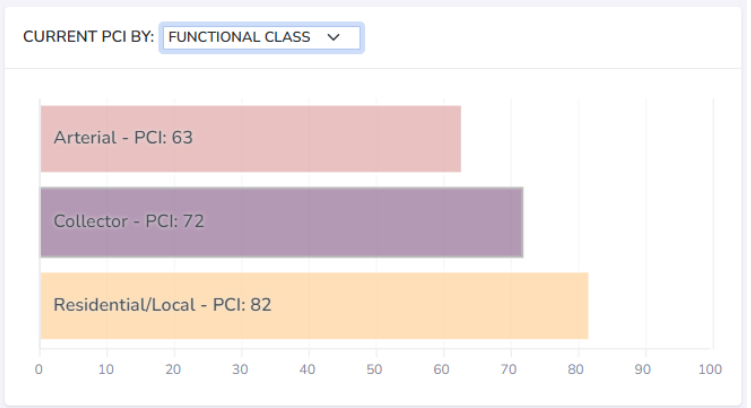
Continuous maintenance of our roadways has put our network average Pavement Condition Index (PCI)

PCI = 78

Very Good (71-85)







StreetSaver Executive Summary

StreetSaver – PCI of "Very Good" (70-90 PCI)

- PMP based on budget scenario ~4-5 Million maintaining city wide PCI at "very good".
- Upcoming maintenance challenges
  - Curb reveal
- Shifting focus to rehab instead of maintenance
  - Commercial streets

Current Maintenance Budget (5-year)

Project Name	2026	2027	2028	2029	2030	2031	Total
Pavement Management Program (PMP)	$4,675,000	$4,935,000	$5,210,000	$5,500,000	$5,810,000	$6,003,000	$32,133,000

Currently based on simple increment each year;
GOAL: budget based on program goals and need.

Why are we updating the SMF?

- Council requested staff explore trip-generation based methodology
- Parking-based methodology outdated
  - Changes in state regulations and city code related to parking
  - Reduced parking requirements but vehicle trips still occurring (transit/deliveries/shared parking/higher parking occupancy) – growing disconnect between fee and impact

Existing Methodology

- Street Maintenance Fee (TMC 15.20)

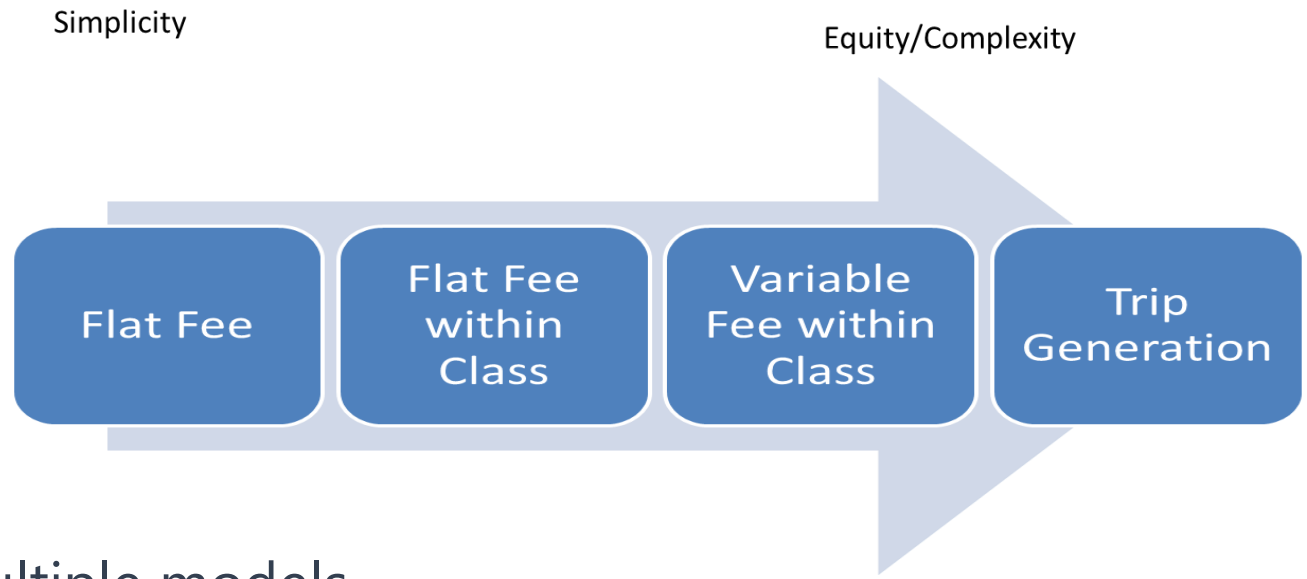
1. For residential property, the fee shall be charged on a **per unit basis**.

2. For nonresidential property other than gasoline stations, the fee shall be based on the minimum number of **vehicle parking spaces** as stated in the minimum and maximum off-street vehicle and bicycle parking requirements in the Tigard Community Development Code for each occupied unit.

3. In recognition that religious institutions have minimum parking space requirements that are relatively large in comparison to the actual use of those spaces, the total fee for each religious institution shall be **reduced by 50**%.

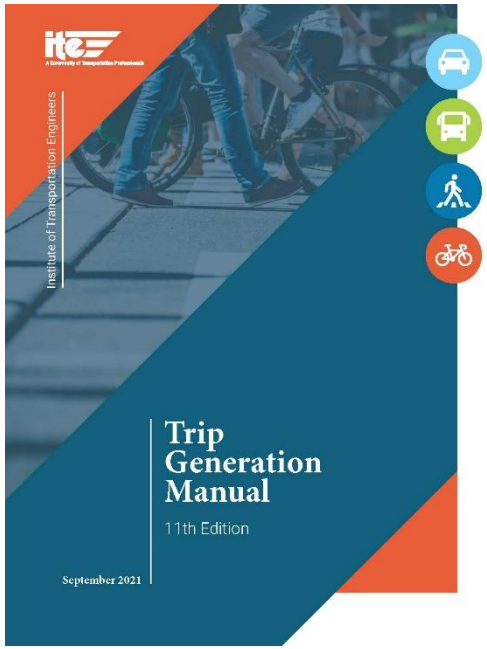
4. The street maintenance fee for gasoline stations shall be based on the **number of fueling positions**.

How is it changing?



- Evaluated multiple models

Why Change to Trip Generation?

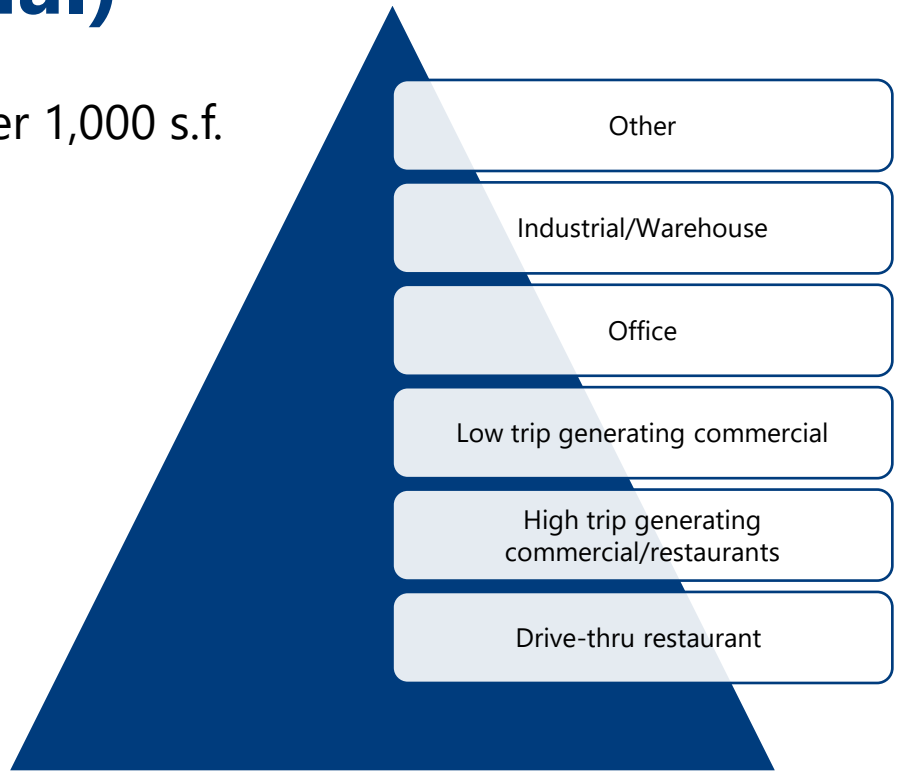


- Closer representation of use/damage to roadways by trip generators
- Fairness/equity in applying fees
- Accounts for increased delivery trips
- Accounts for trips generated by zero-parking residential units

ITE: Institute of Transportation Engineers

Example Trip Generation Categories (non-residential)

Low Trip Generation per 1,000 s.f.



High Trip Generation per 1,000 s.f.

- Over 100 land use categories and trip generation rates in the data
- Each non-residential category will be grouped into approximately 6 rate "buckets". Each bucket will generate appx. 1/6 of the trips

Example Fee Calculation

- Fees for most land uses will be based on square footage
  - Exceptions
    - Residential – dwelling units
    - Parks and cemeteries – acres
    - Gas/service stations – pumps
    - Golf courses – holes
    - Hotels/Motels – rooms
    - Movie theaters – screens
    - Schools – students
  - Square Footage Calculation Formula

Monthly Fee = Building Sq. Ft. X Trip Generation Rate (trips/sq. ft.) X Fee per trip

What will the new fee be?

- Two components
  - How much do we need to fund?
    - Current fee generates ~$5M/year
    - Pavement condition and costs will dictate funding needs
    - Intend to hold constant for first year
  - How do we distribute costs
    - Desire for residential fee per single-family home to hold steady
    - Cost per trip will be set based on funding amount ($5M) and total trips estimated
    - Higher trip generating land uses will pay more than lower trip generating land uses (but same rate per trip for non-residential)

Work Completed To Date

- Classified all taxlots with a trip generation category
- Estimated square footage with tax lot data in RLIS and/or measurements via an aerial
- Estimated the total trips citywide
  - square footage x trip rate for each taxlot
- Determined the rates to be applied per trip to generate necessary amount of funding for annual maintenance needs

Draft Fee per Trip

	Trips	Percentage
Residential	192,501	40%
Non-residential	292,327	60%
Total	**484,828**	Daily Trips

As we refine the data, these numbers may change slightly

Budget needs:	$5,000,000	per year

~ Average need over next 5 years
* Maintenance Need will Dictate this

Monthly Revenue	$416,666.67	per month
Flat rate assumption	**$0.86/trip**	per month
Single Family Detached	**$7.83/Month**	

($5,000,000 / 484,828 / 12)

Draft Fee per Trip

Policy Guidance -

- Should we set a minimum bill of $9.11/month (current residential bill)?
  - If so, this would generate an additional $800,000/year
  - Or the $800k could be applied to lower commercial bills.

Single Family Detached	**$7.83/Month**
Single Family Detached (Current)	**$9.11/Month**

Example Street Maintenance Fees

Land uses with high parking turnover may see increased bills, low parking turnover may see decreased bills.
Example doesn't reflect potential buckets.

Likely Increases



Likely Decreases

ITE Land Use Code	Median Unit Size	Median # of Trips	Potential Monthly Bill - Scenario 1 $0.86/trip	Potential Monthly Bill - Scenario 2 $0.63/trip	Existing Median Bill for Land Use
720 - Medical-Dental Office Building	7,700 s.f.	258	$222	$162	$63
770 - Business Park	22,300 s.f.	221	$190	$140	$101
820 - Shopping Center	11,500 s.f.	175	$151	$111	$85
942 - Automobile Care Center	5,100 s.f.	84	$72	$53	$33
710 - General Office Building	20,000 s.f.	157	$135	$99	$130
712 - Small Office Building	4,000 s.f.	28	$24	$18	$30
130 - Industrial Park	27,600 s.f.	74	$64	$47	$100
150 - Warehousing	40,400 s.f.	56	$48	$35	$134

Example Buckets

< 5 Trips / 1,000 sq.ft.	Rate
Furniture Store	1.0
Warehousing	1.4
Fire and Rescue Station	3.2
General Light Industrial	3.6
Assisted Living	4.2
Manufacturing	4.3

5-10 trips/1,000 sq.ft.	Rate
Nursing Home	6.8
Church	6.8
General Office Building	7.8
Day Care Center	9.4
Specialty Trade Contractor	9.8
Business Park	9.9

10-20 trips/1,000 sq.ft.	Rate
Home Improvement Superstore	10.4
Hair Salon/Spa	13.5
Trampoline Park	14.9
Shopping Center	16.4
Automobile Care Center	16.6
Tire Store	18.6

20-30 trips/1,000 sq.ft.	Rate
Animal Hospital/Veterinary Clinic	21.5
Fine Dining Restaurant	22.9
Automobile Parts Sales	24.0
Walk-in Bank	25.7
Discount Club	26.6
Automobile Sales (Used)	27.1

30-50 trips/1,000 sq.ft.	Rate
High-Turnover Restaurant	32.2
Health/Fitness Club	38.7
Pharmacy/Drugstore with Drive-Through Window	40.7
Drinking Place	43.3
Drive-in Bank	44.5
Coffee/Donut Shop without Drive-Through Window	49.6

>50 trips/1,000 sq.ft.	Rate
Fast Casual Restaurant	70.0
Automated Car Wash	114.1
Coffee/Donut Shop with Drive-Through Window	114.1
Fast-Food Restaurant with Drive-Through Window	116.5
Marijuana Dispensary	227.8
Convenience Market	319.5

All land uses in the same bucket would have the same rate applied. Rate applied would be weighted average.

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Establishing a Bucket Rate

- Example bucket rate calculation

$$\frac{\textbf{61,017 trips}}{\textbf{1,630 thousand s.f.}} = \textbf{37.4 trips/1,000 s.f.}$$

30-50 trips/1,000 sq.ft.	
	Rate
High-Turnover Restaurant	32.2
Health/Fitness Club	38.7
Pharmacy/Drugstore with Drive-Through Window	40.7
Drinking Place	43.3
Drive-in Bank	44.5
Coffee/Donut Shop without Drive-Through Window	49.6

Total accounts = 140

Total trips generated = 61,017

Total square footage = 1,630,000 s.f.

Weighted trip rate = **37.4 trips/1,000 s.f.**
(would apply to all land uses in bucket)

Next Steps

- Update the draft methodology based on council direction
- Refine the "buckets"
- Prepare Draft invoices for review

Timeline

- Adoption / Code Amendment – May 2026
- Draft Rates for Review – Summer 2026
- Implement – 2027



Thank you

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