

**City of Tigard**  
**Local Community Growth Aspirations**  
**January 30, 2009**



The City of Tigard aspires to provide a functional, multi-modal transportation connection between the Washington Square Regional Center, the Downtown Tigard Town Center, and the Tigard Triangle. This is critical to integrate their urban functions and create a synergy of urban density land uses. Also, the City's designated employment areas can be part of this land use framework in that they are easily accessible and provide close-to-home job opportunities for residents.

The City does not have an up-to-date Economic Opportunities Analysis, but will be producing one as part of Periodic Review over the next 15-18 months.

**Washington Square Regional Center**

18-hour community

50 dwelling units per acre

2.0 FAR or greater

Maintain regional shopping niche and expand high quality mixed use, residential, and employment opportunities

Opportunity to provide for an integrated bus and high capacity transit system

Significant multi-modal transportation improvements are needed to achieve objectives of the Washington Square Regional Center Plan

If the region cannot fund these improvements a revised planning effort is needed

Frequent transit connection between WES station and mall/offices is needed

Parking standards need to be addressed and additional structured parking will be required

ODOT mobility/capacity standards hinder high density/high FAR development

Housing construction has been slow and new strategies are needed

Pedestrian and bike connectivity/safety needs to be improved

Street connectivity needs to be improved

### **Downtown Tigard Town Center**

18-hour community

50-year estimate for build out:

2500 dwelling units

1.9 million sq. ft. office/commercial/employment (approx. 1 million sq. ft. today)

Mixed use urban village/includes 2-8 story buildings

Transit supportive land use densities

Opportunity to provide an integrated bus/rail transit center

Parking standards need to be addressed and structured parking will ultimately be required

Street connectivity needs to be improved

Urban Renewal in place

### **Highway 99W Corridor**

18-hour community

40-50 dwelling units per acre

30-40 employees per acres

2.0 FAR or greater

2-10 story buildings with larger buildings at key nodes

High Capacity Transit is key component

Mixed use/multi-family housing focused on transit trips

High capacity transit supportive land uses

ODOT mobility/capacity standards could hinder high density/high FAR development

Pedestrian and bike safety needs to be improved

High level urban design quality and aesthetics will be necessary

### **Tigard Triangle (bordered by Interstate 5, Highway 99W, and Highway 217)**

14-hour community

40-50 dwelling units per acre

30-40 employees per acres

2.0 FAR or greater (current standard is 0.4 b/c of ODOT mobility standards)

Mixed use community with neighborhood commercial focus

Significant multi-modal transportation improvements are needed  
Transit service needs to be improved  
Access to high capacity transit along  
ODOT mobility/capacity standards hinder high density/high FAR development  
Housing construction has been slow and new strategies are needed  
Pedestrian and bike safety needs to be improved  
Transportation demand management strategies need to be implemented

### **Employment Lands (Metro Designated)**

14-hour community  
30-40 employees per acres  
Desire to increase employees per acre  
Significant multi-modal transportation improvements are needed  
Transit service needs to be improved  
ODOT mobility/capacity standards hinder redevelopment  
Pedestrian and bike safety needs to be improved

### **Residential Neighborhoods**

Desire to maintain single-family structure and focus high density urban uses in  
Centers/Corridors/Employment Areas  
Significant multi-modal transportation improvements are needed, especially bike and pedestrian  
connectivity  
Street connectivity between neighborhoods needs to be improved  
Transit service needs to be improved  
Pedestrian and bike safety needs to be improved



January 29, 2009

Tom Brian, Chair  
Washington County Board of Commissioners  
155 N. First Avenue, Suite 300  
Hillsboro, OR 97124

Chair Brian:

At the January, 2009 Reserves Coordinating Committee (RCC) meeting, you requested that Washington County cities present their aspirations for future growth. The Tigard City Council briefly discussed this matter at its January 6, 2009 goal-setting meeting and at a January 27, 2009 study session. The Council offers the following in response to your request.

Because the City's geographic location is such that it is separated from new urban growth areas by unincorporated urban development, future expansion to the City's municipal boundaries will require the County to take affirmative action to make it possible for Tigard to be the urban service provider to these areas. Furthermore, the City does not "aspire" to acquire new lands for urban development; rather, it is our position that it is the City's responsibility to provide governance and other city services to new urban reserve areas within its vicinity when they are needed to accommodate urban growth.

This philosophy is consistent with the City's urbanization policies that urban development should occur within cities for the well-being of future citizens and the region as a whole. Furthermore, if new development is to occur in the Portland metropolitan area, it is the City's expectation, that new urban growth will occur within its boundaries. Therefore, with this in mind, Tigard's expectation is that within the next half-century, the City's boundaries will likely extend to lands west and south of Tigard. Additionally, it is expected that there will be higher density development in appropriate areas inside the current city limits such as the Downtown, Highway 99W Corridor and the Tigard Triangle.

It must be stressed that decisions to be a city service provider to these lands is not Tigard's alone. There are other cities in southeast Washington County that Tigard must coordinate with. Also, the City needs to work with the County and citizens in unincorporated areas. It is Tigard's position that urban growth decisions must be made collectively with full awareness of the costs and benefits.

More specifically, it is the City's expectation that it will be a municipal service and governance provider to future urban development between the City's western and southern boundaries and the Tualatin River. It is most likely that in the near future the City, with the County's leadership, will provide services to urban growth Areas 63 and 64. In the longer

term, it is expected that Tigard will include the unincorporated area generally north of Beef Bend Road and east of Roy Rogers Road. Ultimately, lands east of Roy Rogers Road, generally to the Tualatin River and Vandermost Road, are also expected to be within the City.

Tigard wishes to emphasize the distinction between its community aspirations and its expectation that it will be called upon to accommodate growth. The City's aspiration is to provide the opportunities for a high quality of life; the development of a resilient economy; a safe and hospitable community; vibrant recreational and cultural opportunities and a clean and sustainable natural environment. Another City aspiration is to be a good steward of its fiscal resources and to provide services to allow new development at such time that associated capital, operations, and maintenance expenditures can be balanced with revenues. The City does not wish to burden its existing residents with the costs of new growth. Therefore, the City's initial focus will be to accommodate future population and employment growth inside its City limits where investments in urban services have already been provided and the maximum use of existing public investments can be attained.

Sincerely,



Craig E. Dirksen  
Mayor

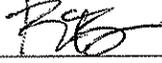
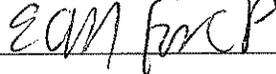
- C: Members of the Tigard City Council
- Mayor and Members of the City Council of King City
- Mayor and Members of the City Council of Tualatin
- Mayor and Members of the City Council of Durham
- Mayor and Members of the City Council of Sherwood
- Metro Councilor Kathryn Harrington

Agenda Item #  
Meeting Date

6A  
April 7, 2009

**COUNCIL AGENDA ITEM SUMMARY**  
City Of Tigard, Oregon

Issue/Agenda Title Urbanization Issues: City of Tigard Community Aspirations and Growth Expectations

Prepared By: Ron Bunch\_ Dept Head Approval:  City Mgr Approval: 

**ISSUE BEFORE THE COUNCIL**

Discuss with the Beaverton City Council Tigard's Community Development aspirations and growth expectations

**STAFF RECOMMENDATION**

The following talking points are provided for Council's reference.

**KEY FACTS AND INFORMATION SUMMARY**

- The City Tigard accepts that new urban lands will be needed to accommodate population and employment growth expected in coming decades.
- Tigard's development aspiration is to increase urban densities in its Downtown, Washington Square, along Highway 99W, and in the Tigard Triangle. , The City also aspires to increase employment opportunities in its existing industrial, commercial and office park designations. High capacity transit is essential to achieve these objectives.
- The City also wants its low-density residential neighborhoods to retain their single-family land use designation.
- It is Tigard's expectation that it will provide municipal services, including water to 1) unincorporated areas within its Urban Services Area; 2) Urban Growth Areas 63 and 64 and lands south to Beef Bend Road.
- Tigard will ultimately grow toward the Tualatin River and Vandermost Road, excluding areas King City has determined necessary for its future growth.

The City's ultimate 30 - 50 year growth scenario of new housing and jobs is summarizes as follows:

New Housing Developed Inside Existing City Boundaries (Aspiration)	14,000	New Jobs Established Inside Existing City Boundaries	23,000
New Housing Developed on Lands Added to the City Boundaries	8,300	New Jobs Established on Lands Added to the City Boundaries	5,700
<b>Total Estimated New Housing Units</b>	<b>22,300</b>	<b>Total Estimated New Jobs</b>	<b>28,700</b>

**OTHER ALTERNATIVES CONSIDERED**

N/A

**CITY COUNCIL GOALS**

N/A