

 Metro | Memo

Date: Tuesday, March 22, 2011  
To: Tigard HCT Land Use Plan Project Management Team  
From: Crista Gardner, Metro  
Subject: Tigard HCT Land Use Plan Evaluation Objectives & Criteria

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The Tigard HCT Land Use Plan will evaluate concept alternatives and Station Community Typologies for each of the station communities. The alternatives will include proposed land use patterns, multi-modal transportation networks, natural resources, parks and open space. Basic land use metrics for each station area alternative will include jobs-to-housing ratio, median household size, people per acre, dwelling units per acre, total businesses per acre, FAR and building height, parking ratios, and land use mix. The transportation element will include a street network and bicycle, pedestrian, and transit facilities and services.

In order to determine the best possible alternative for each individual station community, the project team drafted evaluation objectives and criteria to compare the alternatives. The project team based these evaluation objectives and criteria on input from the stakeholder interviews conducted for this project (2010) and applicable city, regional and federal policies: the EPA, HUD, & DOT Federal Livability Principles (2010), the region's six desired outcomes (2007), the regional transportation plan goals (2010), and the City of Tigard Comprehensive Plan (2007).

Therefore, the evaluation objectives and criteria reinforce the will of the community and are in agreement with the applicable plans, program and funding sources. The evaluation objectives and criteria are divided into the following general categories.

- **Community.** Existing policies call for supporting existing neighborhoods, fostering vibrant communities, and enhancing community livability. Stakeholders discussed places they like, including neighborhood village scale and feel and community gathering spaces.
- **Economy.** Existing policies call for enhancing economic competitiveness and maintaining a strong, diversified local economy. Stakeholders discussed creating a thriving business environment.
- **Transportation.** Existing policies call for providing more safe and reliable transportation choices and an accessible, equitable and sustainable transportation system. Stakeholders discussed a desire for walkable neighborhoods, parking, less auto congestion, and high quality, reliable transit.
- **Environment.** Existing policies call for preserving clean air and water, minimizing contributions to global warming, and protecting and restoring natural resources. Stakeholders discussed parks, trails, trees and nature, including descriptions of natural areas as some of the places they like.
- **Equity.** Existing policies call for ensuring equity and providing opportunities for a variety of housing types. Stakeholders discussed the need for equity and economic diversity, especially in housing.
- **Fiscal Stewardship & Policy Coordination.** Existing policies call for leveraging investments, coordinating policies, and ensuring fiscal stewardship and accountability.

Following are the Tigard HCT Land Use Plan Objectives and Criteria.

| <i>Tigard HCT Land Use Plan Objective</i>  | <i>Tigard HCT Land Use Plan Criteria</i>  |
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| <b>Community</b>   |   |
| Link land use and transportation solutions to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; serves as a catalyst for private investment; preserves and protects existing stable neighborhoods; and supports active transportation options, jobs, schools, shopping, services, recreational opportunities and housing proximity. | <ul style="list-style-type: none"> <li>- People – Density of people supports transit</li> <li>- Physical form – Density of intersections supports development</li> <li>- Place – Provides opportunities for urban amenities</li> <li>- Political will – Leverages community support</li> </ul>  |
| <b>Economy</b>   |   |
| Support a diverse and growing local economy through the movement of people, goods, and services and access to housing, jobs, services, shopping, educational, cultural and recreational opportunities.   | <ul style="list-style-type: none"> <li>- Potential – Market conditions support development types</li> <li>- Property ownership – Offers development potential</li> </ul>  |
| <b>Transportation</b>  |   |
| Provide safe, efficient, and affordable transportation options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement.   | <ul style="list-style-type: none"> <li>- Ped/Bike – Improves bicycle and pedestrian connectivity and access</li> <li>- Performance – Provides transit connectivity and access</li> <li>- Parking policies support transit-oriented community</li> <li>- Minimizes impact on traffic congestion</li> <li>- Enhances ridership generating potential</li> <li>- Minimizes the need for new railroad crossings</li> </ul> |
| <b>Environment</b>   |   |
| Create access to natural resources, open spaces, trails and parks; support active living that contributes to human health; minimize impacts to natural systems.  | <ul style="list-style-type: none"> <li>- Minimizes impacts to natural areas, including wetlands, floodplains, waterways, watershed, riparian habitat, wildlife corridors and/or potentially eligible historic properties</li> <li>- Preserves or enhances natural areas, open spaces, trails and parks</li> <li>- Curtails greenhouse gas emissions</li> </ul>  |
| <b>Equity</b>  |   |
| Create a place that provides opportunities and benefits for members of the community.  | <ul style="list-style-type: none"> <li>- Enhances opportunities to lower household costs for housing and transportation</li> </ul>  |
| <b>Fiscal Stewardship &amp; Policy Coordination</b>  |   |
| Leverage the policies and investments of Southwest Corridor Plan and other applicable studies or grant opportunities   | <ul style="list-style-type: none"> <li>- Eligible for funding (FTA or other grants)</li> <li>- Considers cost of capital investments and improvements</li> </ul>  |