Tigard Triangle Urban Renewal Plan

Adopted by the City of Tigard

December 13, 2016

Ordinance No. 16-24

Approved by Voters

[Date]

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

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I. DEFINITIONS

"Agency" means the Tigard Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In Tigard, the Agency is the City Center Development Agency (CCDA).

"Area" means the properties and rights-of-way located with the Tigard Triangle urban renewal boundary.

"Blight" is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

"Board of Commissioners" means the Washington County Board of Commissioners.

"City" means the City of Tigard, Oregon.

"City Council" or "Council" means the Tigard City Council.

"Comprehensive Plan" means the City of Tigard comprehensive land use plan and its implementing ordinances, policies, and standards.

"County" means Washington County, Oregon.

"Fiscal year" means the year commencing on July 1 and closing on June 30.

"Frozen base" means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

"Increment" means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

"Maximum indebtedness" means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

"ORS" means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

"Planning Commission" means the Tigard Planning Commission.

"Revenue sharing" means sharing tax increment proceeds as defined in ORS 457.470.

"Tax increment financing (TIF)" means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

"Tax increment revenues" means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

"Urban renewal area" means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

"Urban renewal plan" or "Plan" means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“Tigard Park System Master Plan” means the Park System Master Plan adopted by the Tigard City Council.

“Tigard Transportation System Plan (TSP)” means the Transportation System Plan adopted by the Tigard City Council.

II. INTRODUCTION

The Tigard Triangle Urban Renewal Plan (Plan) was developed for the Tigard City Council (City Council) with cooperative input from a Citizen Advisory Council (CAC) and Technical Advisory Committee (TAC) that were formed for this purpose. The Plan also includes input from the community received at a public open house and several public meetings and hearings before the Planning Commission, City Council, and Washington County Board of Commissioners. Pursuant to the Tigard City Charter, this Plan will go into effect when it has been adopted by City Council and approved by Tigard voters at a public election.

A. Plan Overview

The Tigard Triangle is located in the northeast corner of the city. Its triangular shape is the result of the three state highways that surround it, namely OR 99W, OR 217, and Interstate 5. The long range land use and development vision for the Tigard Triangle is outlined in the Tigard Comprehensive Plan and further defined in the recently completed Tigard Triangle Strategic Plan (TT Strategic Plan). The latter was developed with extensive public engagement and technical analysis in 2015.

The TT Strategic Plan generally describes the desired scale and design of development for the Area. It also specifically identifies the need for pedestrian amenities, multimodal transportation improvements, public spaces, and certain kinds of uses, such as housing and neighborhood-scale goods and services. Additionally, the TT Strategic Plan identifies barriers to development and how they might be overcome through specific regulatory actions, public-private partnerships, and investment strategies. Urban renewal is listed as one such strategy because it has the ability to remove barriers to development and build projects that implement the vision by utilizing tax increment financing (TIF) as a source of funding.

The purpose of this Plan, therefore, is to implement the land use and development vision for the Area and support its transformation into an active, urban, multimodal, and mixed-use district that is:

- Attractive to new residents and businesses,
- Connected to the city and the region, and
- Built around its distinguishing natural features.

The Plan Area, shown in Figure 1, consists of approximately 547.9 total acres: 383.04 acres of land in tax lots and 164.86 acres of public rights-of-way. It is anticipated that the Plan will take 35 years of tax increment collections to implement. The maximum amount of indebtedness (amount of TIF for projects and programs) that may be issued for the Plan is $188,000,000 (one hundred eighty-eight million dollars.)

Detailed goals and objectives developed by the community for this Plan are intended to guide TIF investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend funds generated by TIF. The Plan is to be administered by the city's Urban Renewal Agency, which is currently the Tigard City Center Development Agency. Substantial amendments to the Plan must be approved by City Council as outlined in

Section IX. All amendments to the Plan are to be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

In summary, the Plan is designed to implement the goals and policies of the Tigard Comprehensive Plan and the vision of the TT Strategic Plan; advance the city's mission to become the most walkable city in the Pacific Northwest; and, support the area's designation as a regional Town Center.

B. Urban Renewal Overview

Urban renewal allows for the use of TIF, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues— the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established— are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Tigard Triangle meets the definition of blight due to its infrastructure deficiencies and number of vacant and underdeveloped lots. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

III. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the CAC and TAC. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority.

Goal 1 – Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the urban renewal district to ensure that it reflects the community's values and priorities.

Objectives:

1. Invite citizens both within and outside of the boundaries of the Area, interested parties, and affected agencies to participate on urban renewal advisory committees and task forces.
2. Invite public comment at all Agency meetings.
3. Hold a public vote as required by the City Charter to use tax increment financing as a method of funding projects in the Area.

Goal 2 – Provide a safe and effective multimodal transportation network that provides access to, from, and within the Area and supports mixed-use and pedestrian-oriented development.

Objectives:

1. Develop comfortable, interesting, and attractive streetscapes—especially along designated pedestrian streets—that build upon the Area's existing assets, improve the pedestrian experience, and support a variety of commercial and social activities, e.g. cafe seating, outdoor displays, etc.
2. Create more connections within the Area by building new streets and trails so that people of all ages and abilities can enjoy healthy and interconnected lives.
3. Create more access points into and out of the Area by building new overpasses and/or undercrossings and modifying existing intersections and/or interchanges so that the Area is more connected to downtown Tigard, Portland Community College, and other neighboring areas and businesses.
4. Provide transportation choices for all modes of travel, as appropriate, and on-street parking and vegetative stormwater facilities, where feasible, when building new streets and extending and/or modifying existing streets, including but not limited to the following:
    a. Shared bicycle and vehicle travel lanes along low volume streets.
    b. Separate bicycle and vehicle travel lanes along high volume streets.
    c. Sidewalks and pedestrian crossings that connect to transit (e.g. bus) stops.

5. Allow transitional street improvements (i.e. temporary or partial improvements) that further the Area's transportation goals and objectives and support small, incremental development when construction of all permanent street elements is not practicable at the time of development.
6. Provide a reliable transportation system that effectively manages vehicle congestion and safely moves people, goods, and services to, from, and through the Area, with special consideration for the following:
    a. Pedestrian crossings of high volume streets.
    b. Freight trucks to, from, and through the Area.
    c. Transit service (e.g. buses) to, from, and through the Area.
7. Build a multi-use trail for pedestrians and bicyclists along Red Rock Creek that provides an off-street east-west connection parallel to Highway 99W and facilitates the transformation of this natural corridor into a greenway. Identify and build other off-street multi-use trails and connections as opportunities arise.
8. Develop and implement a parking management plan for the Area that supports economic development efforts, the desired land use pattern, and a balanced transportation system, including but not limited to public-private partnerships, public parking facilities, and parking enforcement.
9. Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

Goal 3 – Provide public utility improvements to support desired development.

Objectives:

1. Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek. Build regional stormwater facilities where practicable.
2. Extend the public sewer system to areas served by private septic systems.
3. Permanently fix compromised sewer lines in Red Rock Creek.
4. Ensure new water mains are constructed as needed and coordinate replacement of existing water mains.
5. Encourage sustainable utility and energy usage practices.

Goal 4 – Create a clear identity for the Area as a fun and diverse place to live, work, shop, eat, and play by building upon existing unique and desirable features.

Objectives:

1. Build public facilities that support the Area's identity as a mixed-use, multimodal, and pedestrian-oriented district, including but not limited to parks, plazas, public restrooms, recreational facilities, and non-vehicular infrastructure, e.g. bike racks, bike lockers, pedestrian shelters, and wayfinding signage.
2. Use parks, trails, stormwater facilities, and existing natural features—such as wetlands, creeks, trees/tree groves, and view corridors—to create focal points that reinforce the Area's identity as a unique and special place.

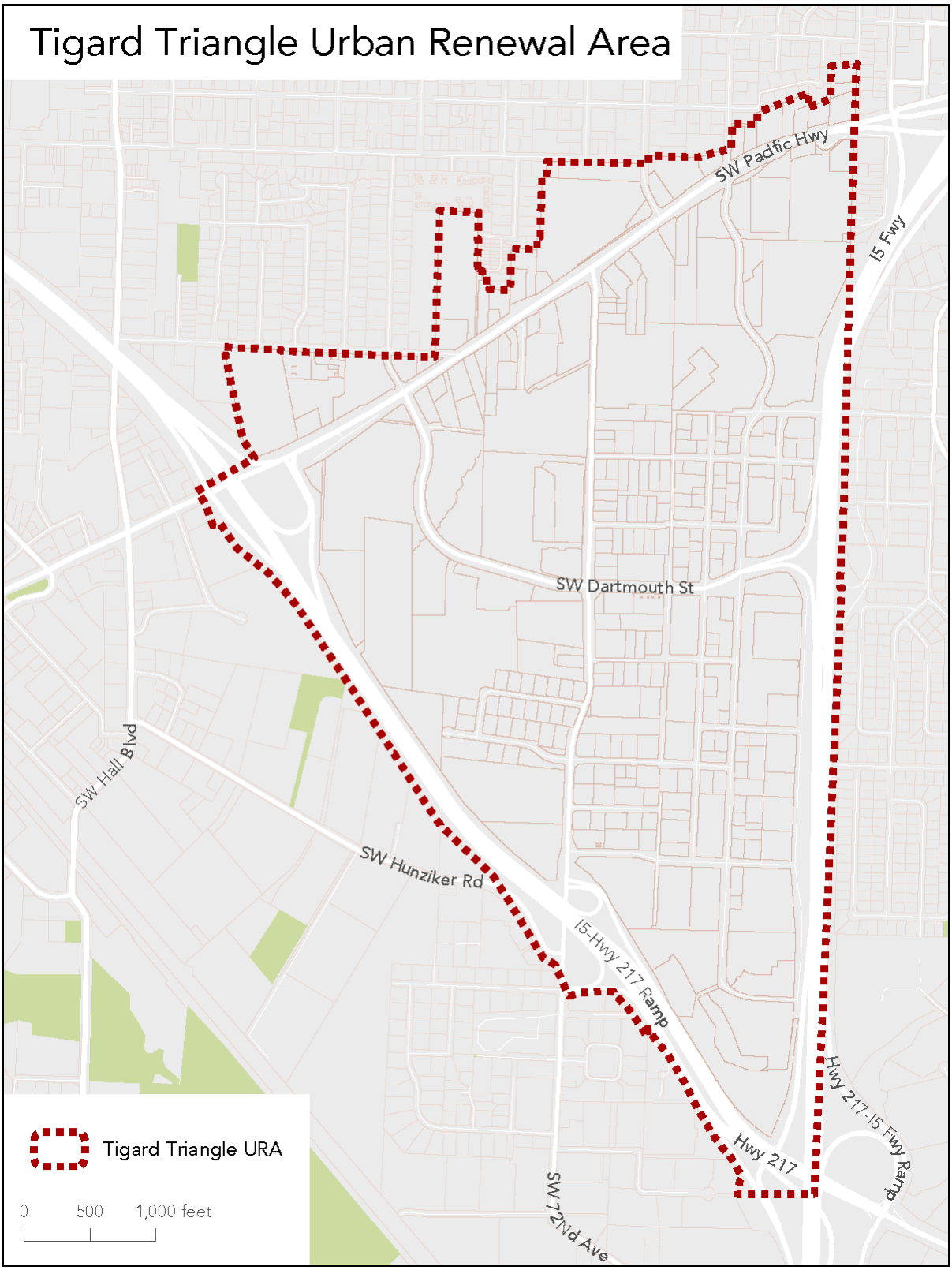
3. Apply distinctive and consistent sign, art, gateway, and streetscape treatments to visually distinguish the Area from surrounding areas.
4. Relocate or underground existing utilities as practicable to provide a more aesthetically pleasing pedestrian environment.

Goal 5 – Provide financial and technical assistance to new and existing businesses and housing developments that contribute to the Area's diversity and vitality and help it transform into a mixed-use and pedestrian-oriented district.

Objectives:

1. Support new and existing businesses by providing a variety of financial and technical assistance programs that increase the diversity of goods and services available in the Area and/or contribute to the Area's liveliness and upkeep, including but not limited to façade improvement grants, streetscape improvements, site preparation, permit fee assistance, private utility extensions/upgrades, and business development incentives.
2. Form public-private partnerships and use public investment in infrastructure and public spaces/facilities to spur private development.
3. Support the development of mixed-use buildings that provide a variety of housing types and storefront spaces for a range of community and commercial needs.
4. Assist in the development of affordable and workforce housing.
5. Assemble parcels to enhance development opportunities.
6. Encourage low impact and environmentally sustainable building practices wherever practicable.

Figure 1 – Tigard Triangle Urban Renewal Plan Area Boundary



Source: ECONorthwest

IV. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- Transportation (Goal 2)
- Public Utilities (Goal 3)
- Public Spaces, Facilities, and Installations (Goal 4)
- Re/Development Assistance and Partnerships (Goal 5)
- Finance Fees and Plan Administration

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below.

A. Transportation

The following transportation projects are intended to provide a safe and effective multimodal transportation network in the Area that supports mixed-use and pedestrian-oriented development through improved internal connectivity, external access, and mobility; a variety of travel options; comfortable, interesting, and attractive streetscapes; and, well-managed parking options.

Table 1 – Transportation Projects

Project Number	Project Type	Project Description
1	New Hwy 217 Overpass (Beveland)	Extend Beveland Rd south over Hwy 217 to Hunziker Rd/Wall St area with car, ped, and bike facilities.
2	New Street (74th Ave)	Extend 74th Ave south from 99W to Hermoso Way or Beveland Rd.
3	New Street (Atlanta)	Extend Atlanta St west from 69th Ave to Dartmouth St or future 74th Ave.
4	New Hwy I-5 Overpass (Beveland)	Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr.
5	New Hwy I-5 Overpass (Red Rock Creek)	Provide ped/bike bridge across Hwy I-5 between the Triangle and PCC Sylvania around location of Red Rock Creek.
6	Modified Intersection (Atlanta/68th)	Install traffic signal and turn lanes where needed at Atlanta St/68th Ave intersection.

Project Number	Project Type	Project Description
7	Modified Intersection (99W/68th)	Add protected left turn and transit improvements on 68th Pkwy at 99W.
8	Modified Streets	Develop comfortable, interesting, and attractive streetscapes throughout the Area, especially along designated pedestrian streets.
9	New Trail (Red Rock Creek)	Build a new trail along Red Rock Creek parallel to and south of 99W.
10	New Streets	Improve connectivity, circulation, and access throughout the Area with new or extended local streets.
11	Modified Street (72nd Ave)	TBD. Improve 72nd Ave corridor, including intersections/interchanges. Dependent on 72nd Ave Corridor Study recommendations.
12	Modified Street (99W)	Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations.
13	Modified Interchange (99W/Hwy 217)	Add second left turn lane on Hwy 217 northbound ramp to 99W.
14	Modified Signals	Upgrade signals throughout the Area with adaptive signal coordination technology.
15	Parking Management Plan	Develop a plan and implement strategies for managing parking.
16	Transportation Study	Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

B. Public Utilities

The following public utility projects are intended to address infrastructure deficiencies in the Area. This list includes the development of a stormwater master plan for the Area and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs. It also includes construction of new stormwater facilities, repair of existing sewer lines, and extension or enlargement of existing water and sewer lines as needed to support desired development.

Table 2 – Public Utility Projects

Project Number	Project Type	Project Description
1	Stormwater/Sewer	Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs.
2	Stormwater	Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.
3	Sewer	Extend public sewer system to areas served by private septic systems.
4	Stormwater/Sewer	Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.
5	Water	Install new water mains as needed.

C. Public Spaces, Facilities, and Installations

Projects within this category are intended to support the Area's new identity as a fun and diverse place to live and visit by building upon existing unique and desirable features. When considering whether to fund a specific project within this category, the Agency shall evaluate how it meets the goals and objectives of this Plan and whether it will encourage private investment in the Area and increase assessed value over time. The Agency shall also take the city's level of service standards for parks into consideration where applicable. Level of service standards are contained in the Tigard Park System Master Plan.

Projects may include, but are not limited to, the following:

- Parks, such as splash pads, nature play areas, skate parks, pocket parks, linear parks, and neighborhood parks
- Greenways, such as along Red Rock Creek
- Recreational facilities, such as those that serve the immediate needs of Area residents
- Plazas
- Public restrooms
- Public art
- Wayfinding
- Gateway installations
- District signage

As part of its evaluation, the Agency should consider consulting with the private development community to identify the kinds of amenities that would catalyze private sector development, particularly housing and mixed-use development.

D. Re/Development Assistance and Partnerships

Projects within this category are intended to contribute to the Area's diversity and vitality by providing assistance to new and existing businesses and housing developments. Projects include, but are not limited to, the following:

- Façade improvement grants/loans
- Streetscape improvements
- Technical, code, and/or fee assistance
- Site assembly
- Site clean-up/preparation
- Site acquisition
- Partnerships that facilitate housing and mixed use developments

E. Finance Fees and Plan Administration

This category allows for repayment of costs associated with implementation of the Plan, including but not limited to ongoing administration and financing costs associated with issuing long- and short-term debt, relocation costs, and other administrative costs.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section IX. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is $188,000,000 (one hundred and eighty-eight million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

C. Plan Evaluation

During the fifteenth (15th) year of the Plan, the Agency shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues, and evaluate the ability of the Plan to achieve its maximum indebtedness by the anticipated expiration date in fiscal year 2052-53. The Agency shall consult and confer with affected taxing districts regarding the results of this financial update and will consider revenue sharing if revenues are exceeding projections.

D. Plan Duration

The Agency intends that it not collect tax increment revenues for the Area after FYE 2053. The Agency shall not initiate any urban renewal projects in the Area unless the Agency reasonably projects it will be able to pay for those projects from the proceeds of indebtedness issued on or before FYE 2053, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2053, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

IX. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Tigard, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:[1]

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Amendments Requiring Concurrence

Amendments requiring written concurrence of taxing districts imposing at least 75% of the amount of taxes imposed under permanent rate limits in the urban renewal area are amendments that:

1. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

   Increasing the maximum indebtedness is also a substantial amendment, as defined above and must also meet the requirements of Section IX (A) of this Plan.

2. Extend the duration provision as defined in Section VIII (D) of the Plan.

   In addition to obtaining concurrence, extending the duration of the Plan requires approval of the Agency and City Council by resolution.

C. Minor Amendments

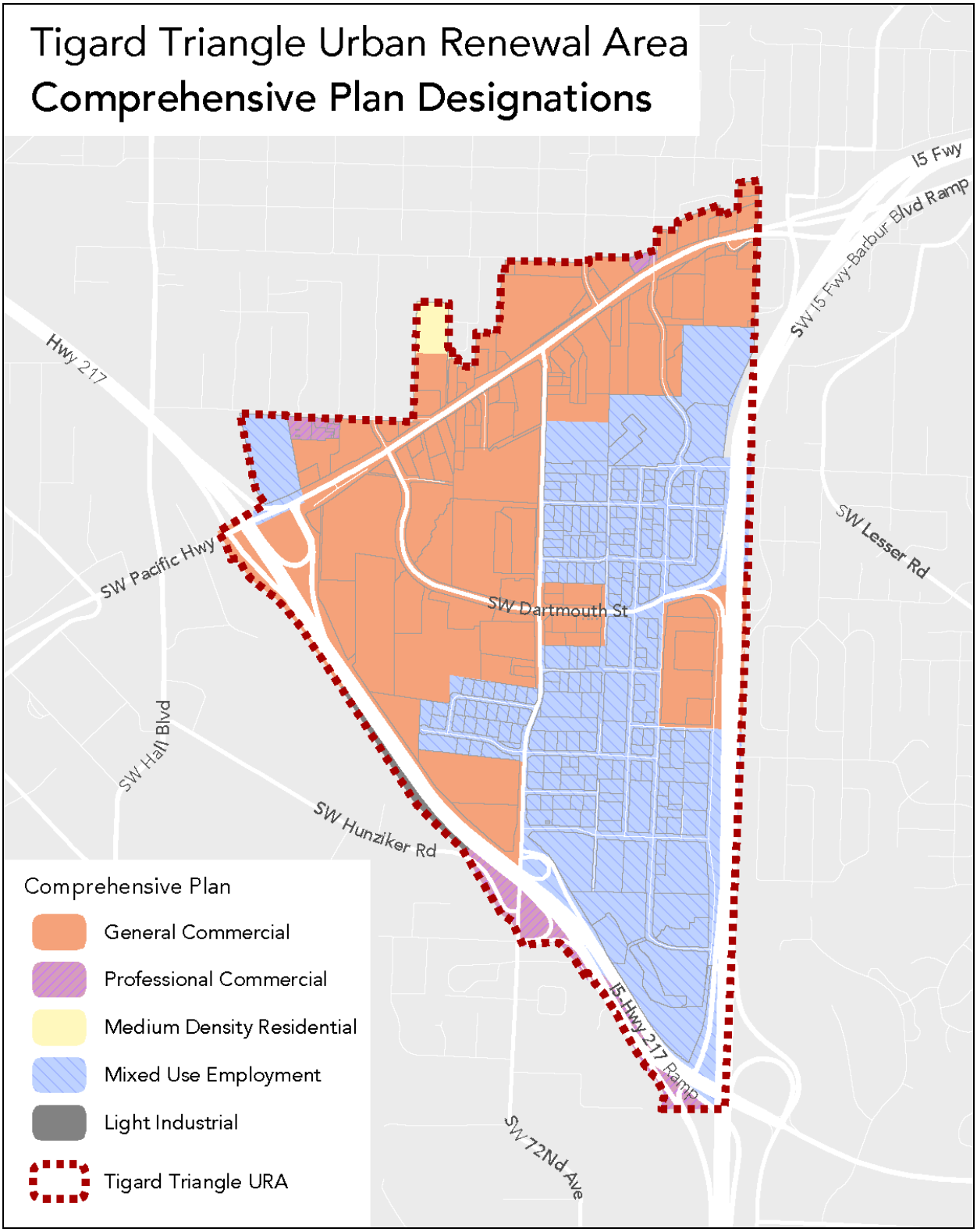
Minor Amendments are amendments that are not Substantial Amendments as defined in ORS 457 or Amendments Requiring Concurrence as defined in this Plan. Minor Amendments require approval of the Agency by resolution.

[1] Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

D. Amendments to the Tigard Comprehensive Plan and/or Tigard Community Development Code.

Amendments to the Tigard Comprehensive Plan and/or Tigard Community Development Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

Figure 2 – Comprehensive Plan Designations



Source: ECONorthwest

X. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Tigard Comprehensive Plan, Tigard Community Development Code Chapter 18.500 Zoning Districts, Tigard Transportation System Plan, and Tigard Park System Master Plan. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Tigard Community Development Code.

A. Tigard Comprehensive Plan

Citizen Involvement

Goal 1.1: Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policies:

3. *The City shall establish special citizen advisory boards and committees to provide input to the City Council, Planning Commission, and City staff.*
4. *The City shall provide staff and financial support to the Committee for Citizen Involvement and any other appointed board or committee.*
5. *The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.*

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.

Policies:

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.*
2. *The City shall utilize such communication methods as mailings, posters, newsletters, the internet, and any other available media to promote citizen involvement and continue to evaluate the effectiveness of methods used.*
3. *The City shall work to maximize citizen involvement through education and accessibility.*
4. *The City shall ensure citizens receive a timely response from policy-makers regarding recommendations made through the citizen involvement program.*

5. *The City shall seek citizen participation and input through collaboration with community organizations, interest groups, and individuals in addition to City sponsored boards and committees.*
6. *The City shall provide opportunities for citizens to communicate to Council, boards and commissions, and staff regarding issues that concern them.*

The Plan conforms to Citizen Involvement Goals 1.1 and 1.2, as a Citizen Advisory Council (CAC) was formed to help develop the Plan. The CAC included representatives from neighborhood organizations, the business and development community, and standing city advisory committees on land use, transportation, etc. They met four times to review the boundary, goals and objectives, finances, and draft Plan and Report. There was also an open house where citizens were given information on the proposed Plan and public meetings and hearings before the Planning Commission and City Council where citizens had the opportunity to comment on the proposed Plan. The Plan was voted on by the citizens of Tigard in May of 2017.

Parks, Recreation, Trails, and Open Space

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.

Policies:

1. *Tigard shall acquire, develop, and maintain a diverse system of parks, trails, open space, and recreational facilities that are safe, functional, and accessible to all of its population.*
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.*
3. *The City shall seek to achieve or exceed the ideal park service level standard of 11.0 acres of parkland per thousand population.*
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.*
5. *The City shall develop other parks, including linear parks, special use facilities, urban plazas, skate parks, and pet arenas, consistent with the descriptions and standards contained in the park system master plan.*
9. *The City shall integrate green concepts into park and open space design, maintenance, and operations.*
20. *The City shall continue to improve access to neighborhood parks and other facilities in order to serve all citizens, regardless of ability.*

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

Policies:

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

The Plan conforms to Parks, Recreation, Trails, and Open Space Goals 8.1 and 8.2, as there are projects in the Plan to develop plazas, parks, greenways, and public restrooms in the Area. There are also plans for the development of a trail system along Red Rock Creek parallel to and south of 99W.

Economy

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

Policies:

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

Goal 9.2: Make Tigard a center and incubator for innovative businesses, including those that focus on environmental sustainability.

1. *The City shall institute appropriate land use regulations to accommodate a contemporary mix of economic activities.*

Goal 9.3: Make Tigard a prosperous and desirable place to live and do business.

Policies:

1. *The City shall focus a significant portion of future employment growth and high-density housing development in its Metro-designated Town Center (Downtown); Regional Center (Washington Square); High Capacity Transit Corridor (Hwy 99W); and the Tigard Triangle.*
3. *The City shall commit to improving and maintaining the quality of community life (public safety, education, transportation, community design, housing, parks and recreation, etc.) to promote a vibrant and sustainable economy.*

The Plan conforms to Economy Goals 9.1, 9.2 and 9.3, as there are projects in the Plan to provide financial and technical assistance to new and existing businesses and housing developments to help with the development of vacant and underutilized lands in the Area. Development assistance will include, but is not limited to, façade improvement grants/loans, streetscape improvements, technical assistance, site assembly, site clean-up/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use developments. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various organizations including the Tigard Chamber of Commerce.

Housing

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

Policies:

1. *The City shall adopt and maintain land use policies, codes, and standards that provide opportunities to develop a variety of housing types that meet the needs, preferences, and financial capabilities of Tigard's present and future residents.*
3. *The City shall support housing affordability, special-needs housing, ownership opportunities, and housing rehabilitation through programs administered by the state, Washington County, nonprofit agencies, and Metro.*
5. *The City shall provide for high and medium density housing in the areas such as town centers (Downtown), regional centers (Washington Square), and along transit corridors where employment opportunities, commercial services, transit, and other public services necessary to support higher population densities are either present or planned for in the future.*

Goal 10.2: Maintain a high level of residential livability.

1. *The City shall adopt measures to protect and enhance the quality and integrity of its residential neighborhoods.*
2. *The City shall provide multi-modal transportation access from residential neighborhoods transit stops, commercial services, employment, and other activity centers.*
5. *The City shall encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.*

The Plan conforms to Housing Goals 10.1 and 10.2, as there are projects in the Plan to facilitate workforce and affordable housing and transit-oriented and mixed-use development. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various organizations including Community Partners for Affordable Housing and REACH Community Development.

Transportation

Goal 12.1: Develop mutually supportive land use and transportation plans to enhance the livability of the community.

1. *The City shall plan for a transportation system that meets current community needs and anticipated growth and development.*
2. *The City shall prioritize transportation projects according to community benefit, such as safety, performance, and accessibility, as well as the associated costs and impacts.*
3. *The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses.*

4. *The City shall promote land uses in transportation investments that promote balanced transportation options.*
5. *The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors.*
6. *The City shall support land use patterns that reduce greenhouse gas emissions and preserve the function of the transportation system.*
9. *The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system.*
10. *The City shall require all development to meet the adopted transportation standards or provide appropriate mitigations.*

Goal 12.2: Develop and maintain a transportation system for the efficient movement of goods.

2. *The City shall manage the transportation system to support desired economic development activities.*
3. *The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections.*
4. *The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services.*
6. *The City shall develop and maintain an efficient arterial grid system that provides access within the City, and searched through traffic in the City.*
9. *The City shall require the provision of appropriate parking in balance with other transportation modes.*
11. *The City shall design the transportation system to provide connectivity between Metro designated centers, corridors, employment and industrial areas.*

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

3. *The City shall design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.*
4. *The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.*
5. *The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.*
6. *The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.*
7. *The City shall develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way.*
8. *The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.*

9. *The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plans.*
10. *The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street.*
11. *The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.*

Goal 12.4: Maintain and improve transportation system safety.

1. *The City shall consider the intended uses of street during the design to promote safety, efficiency, and multi-modal needs.*
2. *The City shall ordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.*
3. *The City shall require new development to provide safe access for all modes to and from a publicly dedicated street.*
5. *The City shall prioritize intersection improvements to address safety deficiencies.*
9. *The City shall require new transportation facilities to meet adopted lighting standards.*

Goal 12.6: Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community.

2. *The City shall seek to invest in capital projects that leverage other infrastructure investments.*
3. *The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.*

The Plan conforms to Transportation Goals 12.1, 12.2, 12.3, and 12.4, as there are projects in the Plan to improve the transportation system for all modes of travel and to create better access to, from, and within the Area. The specific projects include modifying existing streets, constructing new streets, providing better pedestrian and bicycle access, intersection improvements, overpass connections, parking solutions for vehicles and bicycles, and trail development along Red Rock Creek. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various agencies including Metro, TriMet, Washington County, and the Oregon Department of Transportation.

B. Tigard Community Development Code

The land uses in the Area will conform to the zoning designations in the community development code, including maximum densities and building requirements, and are incorporated by reference herein. The following zoning districts are present in the Area.

C-G: General commercial district. The C-G zoning district applies to roughly half of the land in the Area. This zoning district is designed to accommodate a full range of retail, office and civic uses with a citywide and regional trade area. Except where nonconforming, residential uses are limited to single-family residences that are located on the same site as a permitted use. A wide range of uses, including but not limited to adult entertainment, automotive equipment repair and

storage, mini-warehouses, utilities, heliports, medical centers, major event entertainment, and gasoline stations, are permitted conditionally.

MUE: Mixed-use employment. The MUE zoning district applies to roughly half of the land in the Area and is the city's only regional mixed-use employment district. This zoning district permits a wide range of uses including major retail goods and services, business/professional offices, civic uses and housing; the latter includes multi-family housing at a maximum density of 25 units/acre, equivalent to the R-25 zoning district. A wide range of uses, including but not limited to community recreation facilities, medical centers, schools, utilities and transit-related park-and-ride lots, are permitted conditionally. Although it is recognized that the automobile will accommodate the vast majority of trips to and within the Triangle, it is still important to: (1) support alternative modes of transportation to the greatest extent possible, and (2) encourage a mix of uses to facilitate intra-district pedestrian and transit trips even for those who drive.

R-12: Medium-density residential district. The R-12 zoning district is designed to accommodate a full range of housing types at a minimum lot size of 3,050 square feet. A wide range of civic and institutional uses are also permitted conditionally.

C-P: Professional/administrative commercial district. The C-P zoning district is designed to accommodate civic and business/professional services and compatible support services, e.g., convenience retail, personal services, and restaurants in close proximity to residential areas and major transportation facilities. Residential uses at a minimum density of 32 units/net acre, i.e., equivalent to the R-40 zoning district, are permitted in conjunction with a commercial development. Heliports, medical centers, religious institutions and utilities are permitted conditionally. Development in the C-P zoning district is intended to serve as a buffer between residential areas and more-intensive commercial and industrial areas.

C. Tigard Transportation System Plan

Goal 1: Land use and transportation coordination – develop mutually supportive land use and transportation plans to enhance the livability of the community. The city shall plan for a transportation system that meets current community needs and anticipated growth and development.

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

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

Goal 4: Safe transportation system – maintain and improve transportation system safety.

Goal 5: Inter-agency coordination – coordinate planning, development, operation and maintenance of the transportation system with appropriate agencies.

Goal 6: Transportation funding – fund and equitable, balanced and sustainable transportation system that promotes the well-being of the community.

In addition to the above applicable goals, the Tigard Triangle is identified as one of three special areas within the city with significant growth opportunities and transportation challenges.

The Tigard Triangle is a priority opportunity for community development and economic activity. The triangle has long been a retail and commercial hub within the city. Today, the triangle is zoned for commercial and mixed-use development and is identified as an area of significant future growth in housing and jobs.

Although the area is bordered by three major regional roadways, in many ways those roadways function as barriers to access the triangle. Travel to and from the Tigard Triangle is funneled from Pacific Highway via 72nd Avenue, Dartmouth Street and 68th Parkway; the Highway 217/72nd Avenue interchange; the northbound I-5 interchange with Haines Street; and the southbound I-5 interchange with Dartmouth Street.

Access to and from the Tigard Triangle area is, and will remain, a critical issue to the success of the Tigard Triangle area. The majority of employees and customers traveling to the area on city streets access the Tigard Triangle area off of Pacific Highway. There is considerable congestion on Pacific Highway in the vicinity of the Tigard Triangle and this congestion is forecast to worsen with future development and regional growth.

A second issue with the Tigard Triangle relates to non-auto mobility/circulation to/from and within the area. The triangle area as a whole is generally sloping downward from Pacific Highway and I-5 to Highway 217. The topography makes pedestrian and bicycle transportation more difficult. These conditions are worsened by incomplete bicycle and pedestrian systems within the Triangle. At the broadest level, options for improving access to the Tigard Triangle area fall into the following categories:

- *Provide additional intersection and roadway capacity improvements to improve traffic operations at the boundary streets.*
- *Minimize additional roadway capacity infrastructure investment and focus on travel demand management (TDM) programs.*
- *Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.).*
- *Create a mix of critical additional capacity and implementing TDM programs.*

The Plan conforms to the Transportation System Plan goals and recommendations, as there are projects in the Plan to improve the transportation system for all modes of travel and to create better access to, from, and within the Area. The specific projects include modifying existing streets, constructing new streets, providing better pedestrian and bicycle access, intersection improvements, overpass connections, parking solutions for vehicles and bicycles, and trail development along Red Rock Creek. The Plan was developed with the guidance of a Technical Advisory Committee, comprised of partners from various agencies including Metro, TriMet, Washington County, and the Oregon Department of Transportation.

D. Tigard Park System Master Plan

Goal 1: Provide a wide variety of high quality park and open spaces for all residents, including both: 1) Developed areas with facilities for active recreation; and 2) Undeveloped areas for nature-oriented recreation and the protection and enhancement of valuable natural resources within the parks and open space system.

Goal 2: Create a citywide network of interconnected on- and off-road pedestrian and bicycle trails.

Goal 3: Provide Tigard residents with a broad range of recreational, cultural and educational activities.

The Plan conforms to the Park System Master Plan, as there are projects in the Plan to develop plazas, parks, greenways, and public restrooms in the Area. There are also plans for the development of a trail system along Red Rock Creek parallel to and south of 99W.

XI. APPENDIX A: LEGAL DESCRIPTION

Tigard Triangle Urban Renewal Area
Tigard, Oregon
Area = 548 Acres

A tract of land, including road rights-of-way, located in the Northeast One-Quarter, the Southeast One-Quarter, and the Southwest One-Quarter of Section 36, Township 1 South, Range 1 West and the Northwest One-Quarter, the Northeast One-Quarter, and the Southeast One-Quarter of Section 1, Township 2 South, Range 1 West, Willamette Meridian, City of Tigard, Washington County, Oregon, and being more particularly described as follows:

Beginning at the southeast corner of Lot 1 of the plat of "Villa Ridge No. 2", being on the Willamette Meridian, the easterly line of Washington County, in the Northeast One-Quarter of Section 31, Township 1 South, Range 1 West, Willamette Meridian, in the City of Tigard, Washington County, Oregon (Assessor's Map 1S 1 36AD):

1. Thence along the Willamette Meridian, being the easterly line of Washington County, Southerly 8,592 feet, more or less, to its intersection with the easterly extension of the south line of Lot 2 of the plat of "Salem Freeway Subdivision" (Assessor's Map 2S 1 01DD);
2. Thence along said easterly extension, Westerly 585 feet, more or less, to the southwesterly right-of-way line of State Highway 217 (Assessor's Map 2S 1 01DD);
3. Thence along said southwesterly right-of-way line, Northwesterly 1,471 feet, more or less, to the west line of Lot 3 of the plat of "Varns Acres" (Assessor's Map 2S 1 01DA);
4. Thence along said west line, Southerly 65 feet, more or less, to the southwesterly right-of-way line of State Highway 217, also being the north line of Lot 9 of the plat of "72nd Business Center" (Assessor's Map 2S 1 01DA);
5. Thence along said southwesterly right-of-way line, Northwesterly 773 feet, more or less, to the easterly right-of-way line of SW 72nd Avenue (Assessor's Map 2S 1 01DB);
6. Thence crossing SW 72nd Avenue, Northwesterly 258 feet, more or less, to the intersection of the westerly right-of-way line of SW 72nd Avenue and the southwesterly right-of-way line of SW Hunziker Street (Assessor's Map 2S 1 01DB);
7. Thence along said southwesterly right-of-way line, Northwesterly 549 feet, more or less, to Engineers Station 'H' 453+50, 80 feet right, as shown on Washington County Survey Number 25355 (Assessor's Map 2S 1 01DB);
8. Thence Northwesterly 285 feet, more or less, to the intersection of the northeasterly right-of-way line of SW Hunziker Street and the southwesterly right-of-way line of State Highway 217 (Assessor's Map 2S 1 01AC);
9. Thence along said southwesterly right-of-way line, Northwesterly 3,627 feet, more or less, to the intersection of the southeasterly right-of-way line of SW Pacific Highway and the southwesterly right-of-way line of State Highway 217 (Assessor's Map 2S 1 01BB);
10. Thence crossing said SW Pacific Highway, Northwesterly 128 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Pacific Highway and the southwesterly right-of-way line of State Highway 217 (Assessor's Map 1S 1 36CC);
11. Thence crossing said State Highway 217 along the northeasterly extension of the northwesterly right-of-way line of SW Pacific Highway, Northeasterly 505 feet, more

or less, to the intersection of the northwesterly right-of-way line of SW Pacific Highway and the northeasterly right-of-way line of State Highway 217 (Assessor's Map 1S 1 36CC);

12. Thence along said northeasterly right-of-way line of State Highway 217, Northwesterly 155 feet, more or less, to the west line of Document Number 2016-13886 (Assessor's Map 1S 1 36CC);
13. Thence along said west line, Northwesterly 727 feet, more or less, to the southerly right-of-way line of SW Pfaffle Street (Assessor's Map 1S 1 36CC);
14. Thence along said southerly right-of-way line, Easterly 1,609 feet, more or less, to the southerly extension of the east line of Document Number 2016-18082 (Assessor's Map 1S 1 36CA);
15. Thence along said southerly extension and the east line thereof, Northerly 1,113 feet, more or less, to the south line of the plat of "Tigard Woods, A Condominium Community" (Assessor's Map 1S 1 36CA);
16. Thence along said south line, Easterly 296 feet, more or less, to the west line of the plat of "White Oak Village" (Assessor's Map 1S 1 36CA);
17. Thence along said west line, Southerly 198 feet, more or less, to the north line of Tract 'A' of said plat (Assessor's Map 1S 1 36CA);
18. Thence along said north line, Easterly 4 feet, more or less, to the northeast corner thereof (Assessor's Map 1S 1 36CA);
19. Thence along the east line of said Tract 'A', Southeasterly 304 feet, more or less, to the northwest corner of Lot 26 of said plat (Assessor's Map 1S 1 36CA);
20. Thence along the west line of said Lot 26, Southerly 69 feet, more or less, to the southwest corner thereof (Assessor's Map 1S 1 36CA);
21. Thence along the south line of said Lot 26 and the south line of Lot 27, Easterly 58 feet, more or less, to the southeast corner of said Lot 27 and the west line of Document Number 2001-29328 (Assessor's Map 1S 1 36DB);
22. Thence along the west line of said Deed, Southerly 65 feet, more or less, to the south line of said Deed (Assessor's Map 1S 1 36DB);
23. Thence along said south line, Easterly 160 feet, more or less, to the west line of Document Number 2000-00576 (Assessor's Map 1S 1 36DB);
24. Thence along said west line and the west line of Document Number 2007-115624, Northerly 319 feet, more or less, to the south line of Partition Plat Number 2009-027 (Assessor's Map 1S 1 36DB);
25. Thence along said south line, Easterly 192 feet, more or less, to the southeast corner thereof (Assessor's Map 1S 1 36DB);
26. Thence along the east line of said plat, Northerly 100 feet, more or less, to the south line of Document Number 2000-14791 (Assessor's Map 1S 1 36DB);
27. Thence along said south line, Easterly 21 feet, more or less, to the west line of Document Number 2001-49756 (Assessor's Map 1S 1 36DB);
28. Thence along said west line, Northerly 451 feet, more or less, to the south line of the plat of "Metzger Acre Tracts" (Assessor's Map 1S 1 36AC);
29. Thence along said south line, Easterly 34 feet, more or less, to the west line of Document Number 2001-49756 (Assessor's Map 1S 1 36AC);
30. Thence along said west line, Northerly 126 feet, more or less, to the southerly rightof-way line of SW Spruce Street (Assessor's Map 1S 1 36AC);

31. Thence along said southerly right-of-way line and the easterly extension thereof, Easterly 769 feet, more or less, to the easterly right-of-way line of SW 71st Avenue (Assessor's Map 1S 1 36AD);
32. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the north line of Document Number 2016-75996 (Assessor's Map 1S 1 36AD);
33. Thence along said north line, Easterly 380 feet, more or less, to the northwest corner of Document Number 2016-64828 (Assessor's Map 1S 1 36AD);
34. Thence along the north line of said Deed and the northeasterly extension thereof, Northeasterly 258 feet, more or less, to the easterly right-of-way line of SW 69th Avenue (Assessor's Map 1S 1 36AD);
35. Thence along said easterly right-of-way line, Northerly 189 feet, more or less, to the south line of Document Number 2005-78796, being a line parallel to and 88 feet southerly of the north line of Lot 1, Block 1 of the plat of "Villa Ridge" (Assessor's Map 1S 1 36AD);
36. Thence along said parallel line, Easterly 190 feet, more or less, to the west line of Document Number 2008-19233 (Assessor's Map 1S 1 36AD);
37. Thence along said west line, Northerly 88 feet, more or less, to the northwest corner thereof (Assessor's Map 1S 1 36AD);
38. Thence along the north line of said Deed and the north line of Document Number 2008-74471, Northeasterly 416 feet, more or less, to the west line of Document Number 85-51861 (Assessor's Map 1S 1 36AD);
39. Thence along said west line, Southerly 110 feet, more or less, to the southwest corner of said Deed (Assessor's Map 1S 1 36AD);
40. Thence along the south line of said Deed and the south line of Deed Book 794, Page 602, Northeasterly 179 feet, more or less, to the west line of Document Number 93-07010 (Assessor's Map 1S 1 36AD);
41. Thence along said west line, Northerly 249 feet, more or less, to the south line of the plat of "Villa Ridge No. 2" (Assessor's Map 1S 1 36AD);
42. Thence along said south line, Northeasterly 194 feet, more or less, to the Point of Beginning.

The above described tract of land contains 548 acres, more or less.

10/17/2016

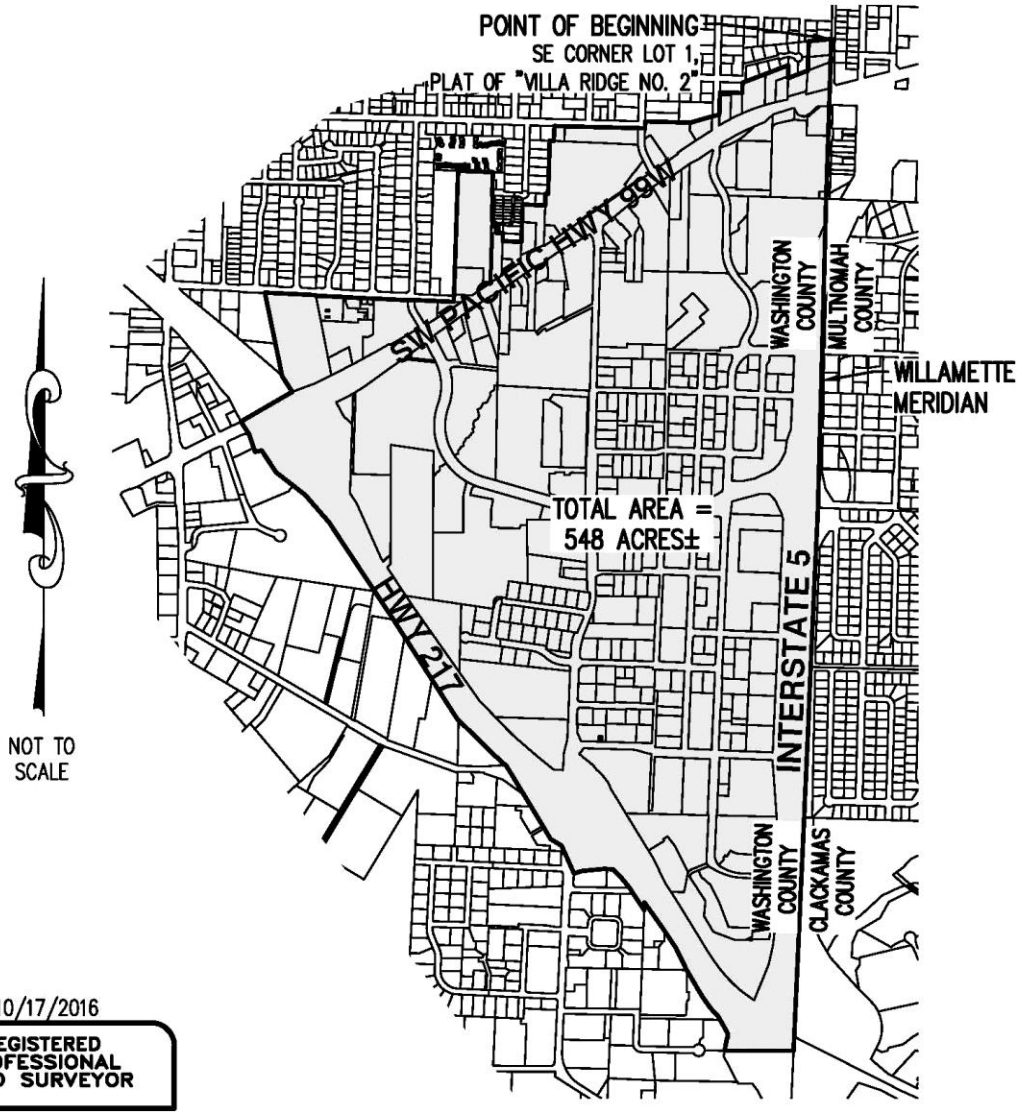
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

SHEET 1 OF 9

MAP OF URBAN RENEWAL AREA

A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223

TIGARD TRIANGLE
URBAN RENEWAL AREA

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
P: 503.563.6151 F: 503.563.6152 aks-eng.com

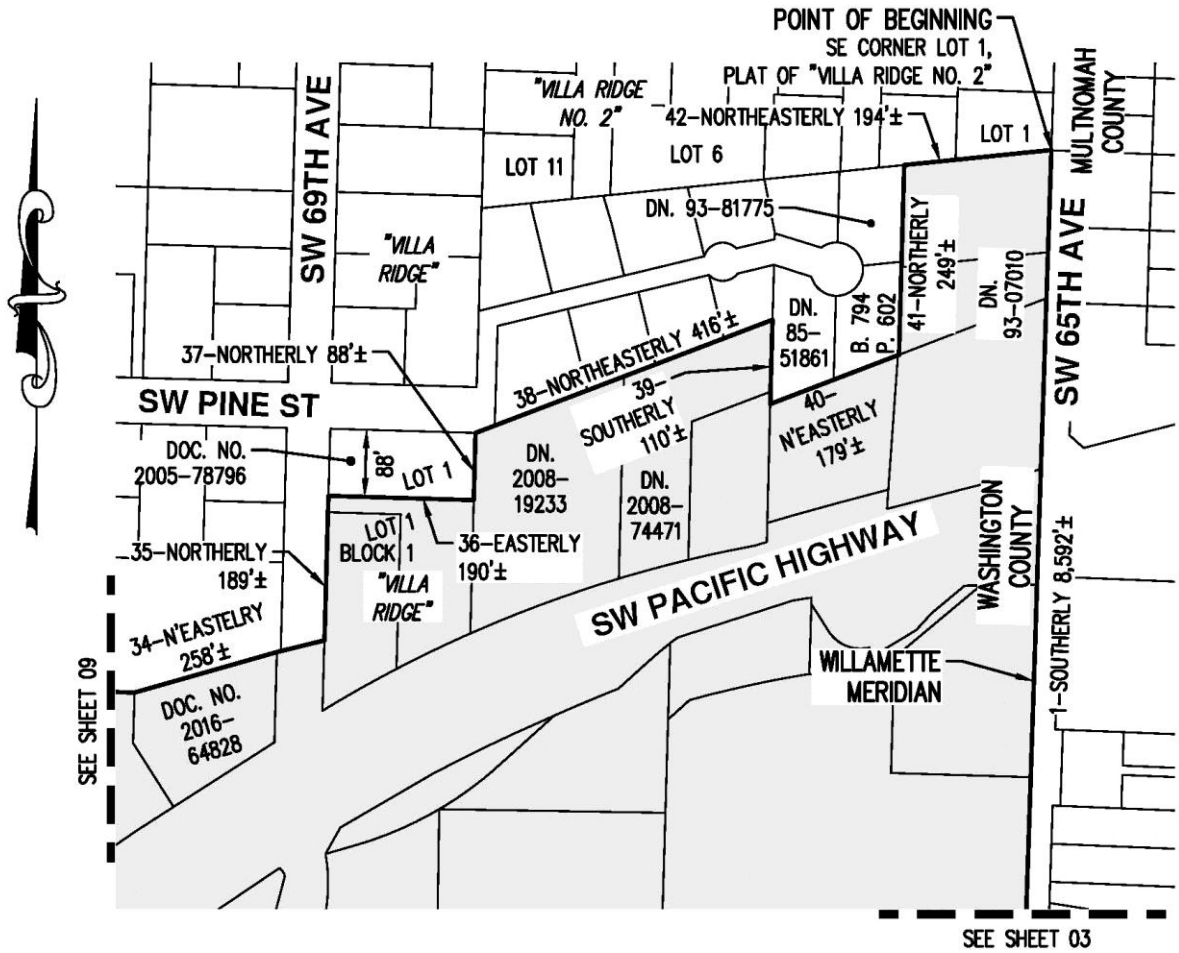
EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570

DWG: 5570 COT UR-01 | 01

SHEET 2 OF 9

MAP OF URBAN RENEWAL AREA

A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

SCALE 1" = 200 FEET

200 0 80 120 160 200

PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223

TIGARD TRIANGLE
URBAN RENEWAL AREA

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
P: 503.563.6151 F: 503.563.6152 aks-eng.com

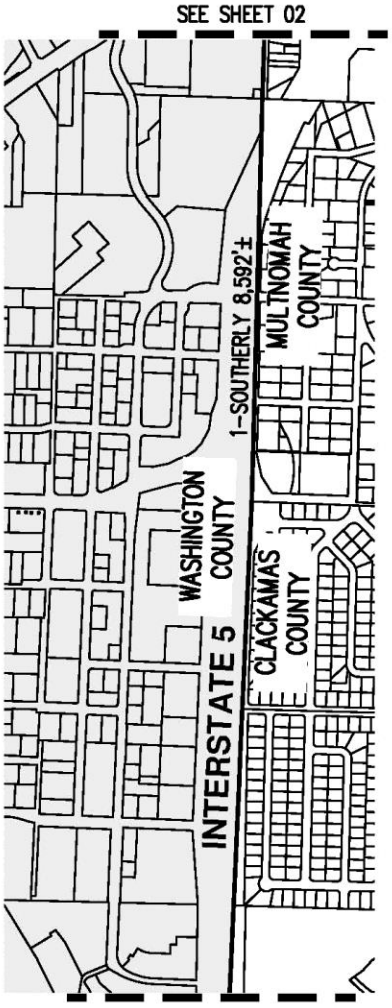
EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570

DWG: 5570 COT UR-02 | 02

SHEET 3 OF 9

MAP OF URBAN RENEWAL AREA

A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



SCALE 1" = 1000 FEET

1000 0 400 600 8001000

10/17/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223

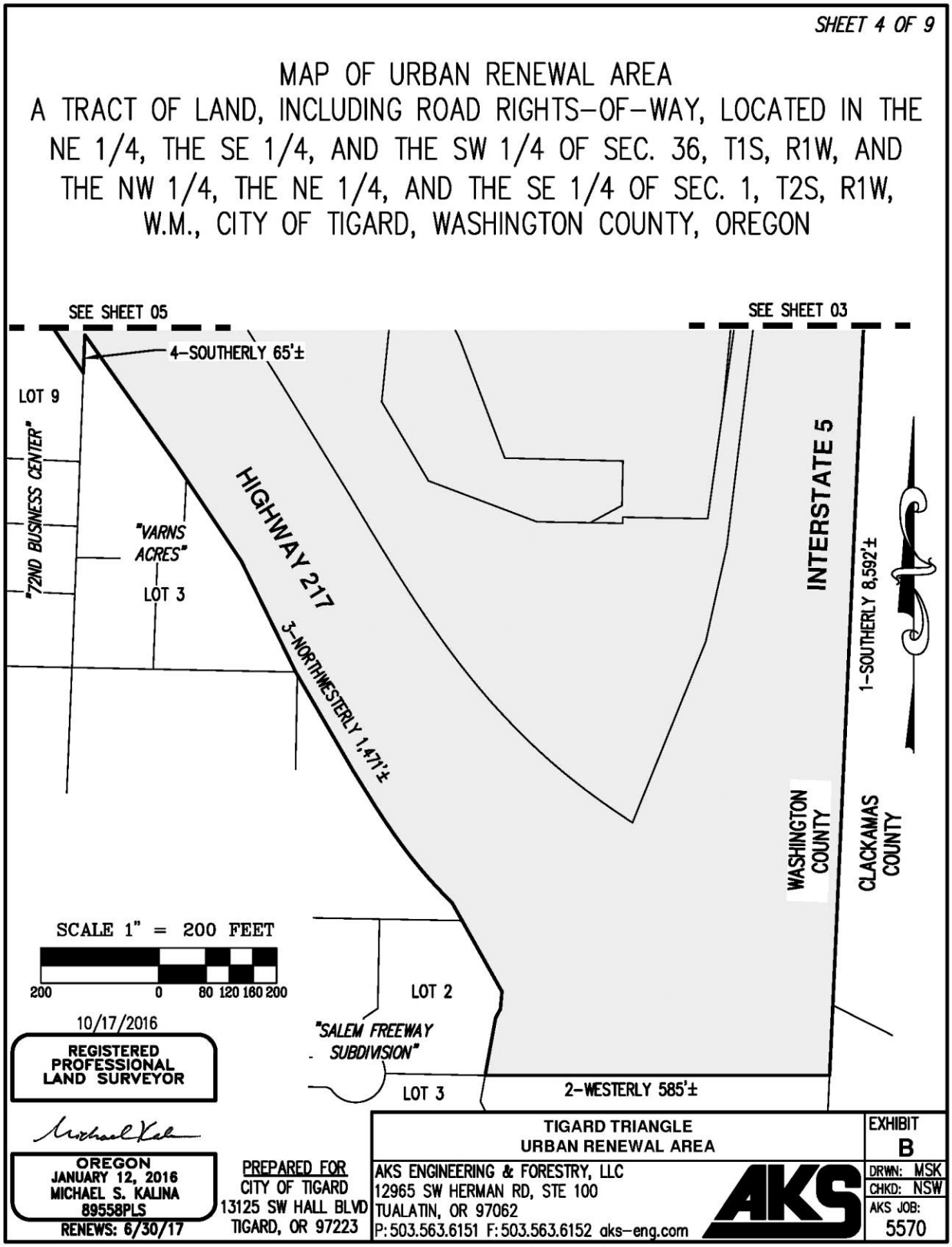
TIGARD TRIANGLE
URBAN RENEWAL AREA

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
P:503.563.6151 F:503.563.6152 aks-eng.com

EXHIBIT B

DRWN: MSK
CHKD: NSW
AKS JOB: 5570

DWG: 5570 COT UR-03 | 03


SHEET 4 OF 9
MAP OF URBAN RENEWAL AREA
A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON
SEE SHEET 05
SEE SHEET 03
4-SOUTHERLY 65'±
LOT 9
"72ND BUSINESS CENTER"
"VARNS ACRES"
LOT 3
HIGHWAY 217
3-NORTHWESTERLY 1,471'±
INTERSTATE 5
1-SOUTHERLY 8,592'±
WASHINGTON COUNTY
CLACKAMAS COUNTY
SCALE 1" = 200 FEET
200 0 80 120 160 200
LOT 2
"SALEM FREEWAY SUBDIVISION"
LOT 3
2-WESTERLY 585'±
10/17/2016
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17
PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223
TIGARD TRIANGLE
URBAN RENEWAL AREA
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
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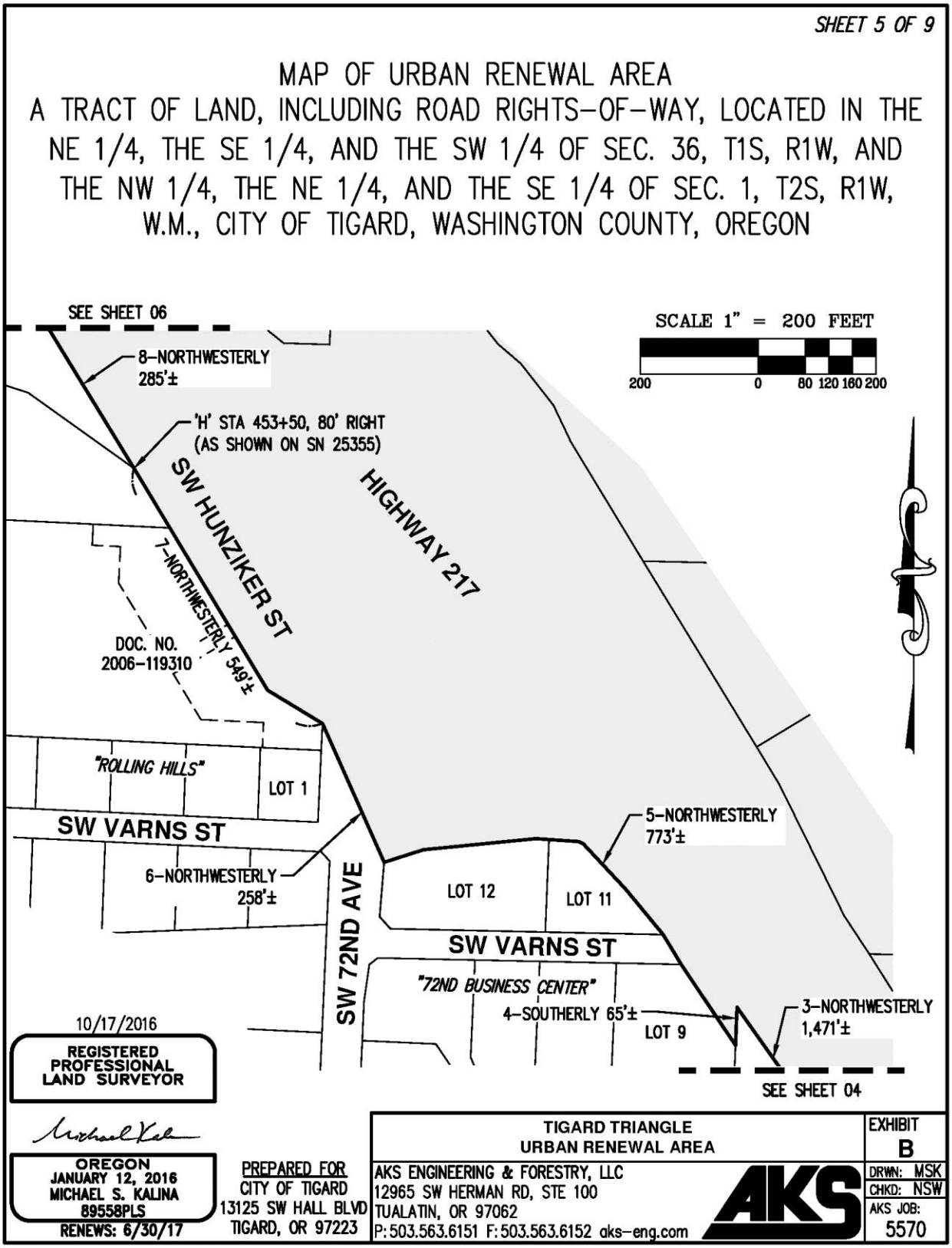
AKS
EXHIBIT
B
DRWN: MSK
CHKD: NSW
AKS JOB:
5570
DWG: 5570 COT UR-04 | 04


SHEET 5 OF 9
MAP OF URBAN RENEWAL AREA
A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON
SEE SHEET 06
SCALE 1" = 200 FEET
200 0 80 120 160 200
8-NORTHWESTERLY 285'±
'H' STA 453+50, 80' RIGHT (AS SHOWN ON SN 25355)
SW HUNZIKER ST
HIGHWAY 217
7-NORTHWESTERLY 549'±
DOC. NO. 2006-119310
"ROLLING HILLS"
LOT 1
SW VARNS ST
6-NORTHWESTERLY 258'±
SW 72ND AVE
5-NORTHWESTERLY 773'±
LOT 12
LOT 11
SW VARNS ST
"72ND BUSINESS CENTER"
4-SOUTHERLY 65'±
LOT 9
3-NORTHWESTERLY 1,471'±
SEE SHEET 04
10/17/2016
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS
RENEWS: 6/30/17
PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
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TIGARD TRIANGLE URBAN RENEWAL AREA
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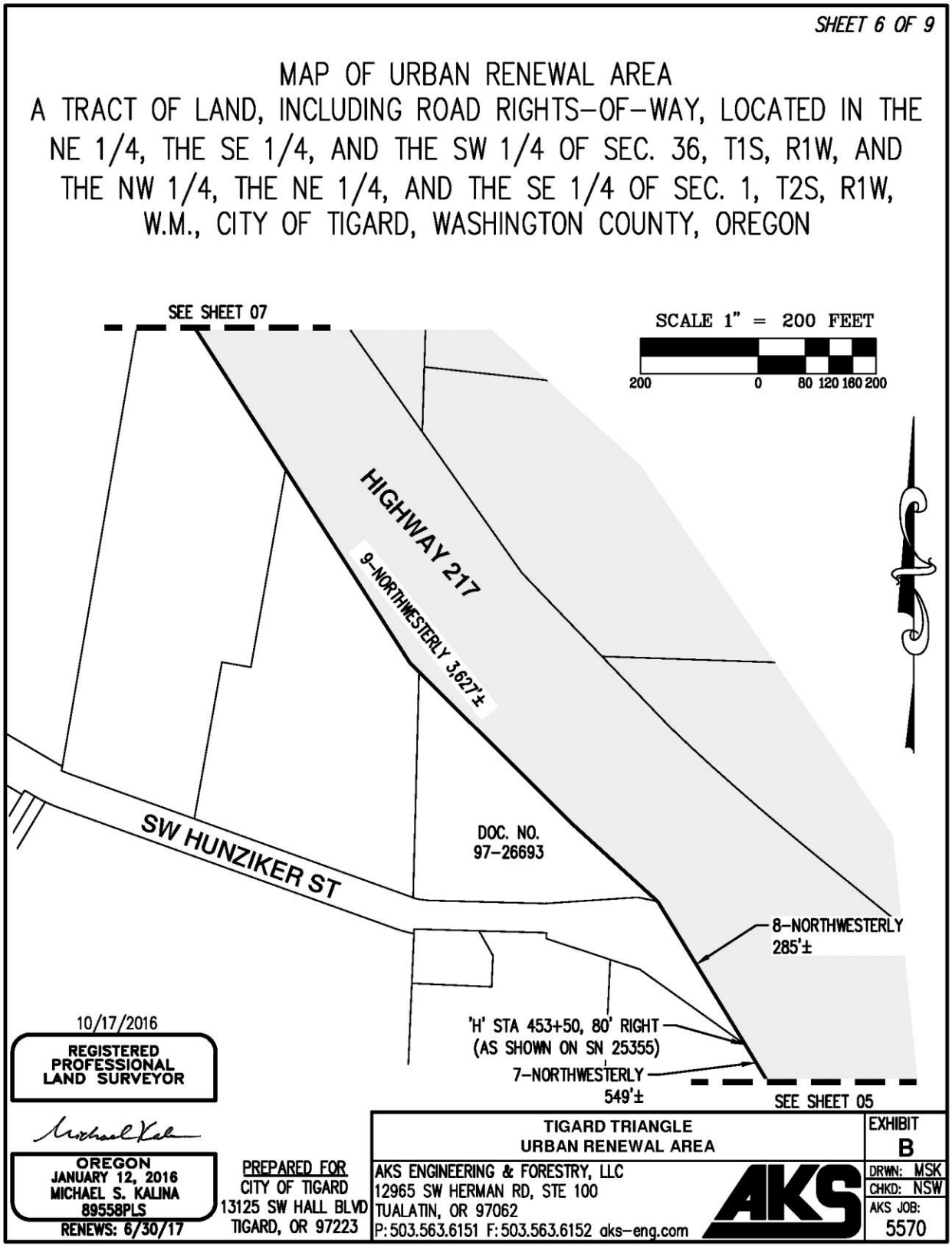
AKS
EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570
DWG: 5570 COT UR-05 | 05


SHEET 6 OF 9
MAP OF URBAN RENEWAL AREA
A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON
SEE SHEET 07
SCALE 1" = 200 FEET
200 0 80 120 160 200
HIGHWAY 217
9-NORTHWESTERLY 3,627'±
SW HUNZIKER ST
DOC. NO. 97-26693
8-NORTHWESTERLY 285'±
'H' STA 453+50, 80' RIGHT (AS SHOWN ON SN 25355)
7-NORTHWESTERLY 549'±
SEE SHEET 05
10/17/2016
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS
RENEWS: 6/30/17
PREPARED FOR
CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223
TIGARD TRIANGLE URBAN RENEWAL AREA
AKS ENGINEERING & FORESTRY, LLC
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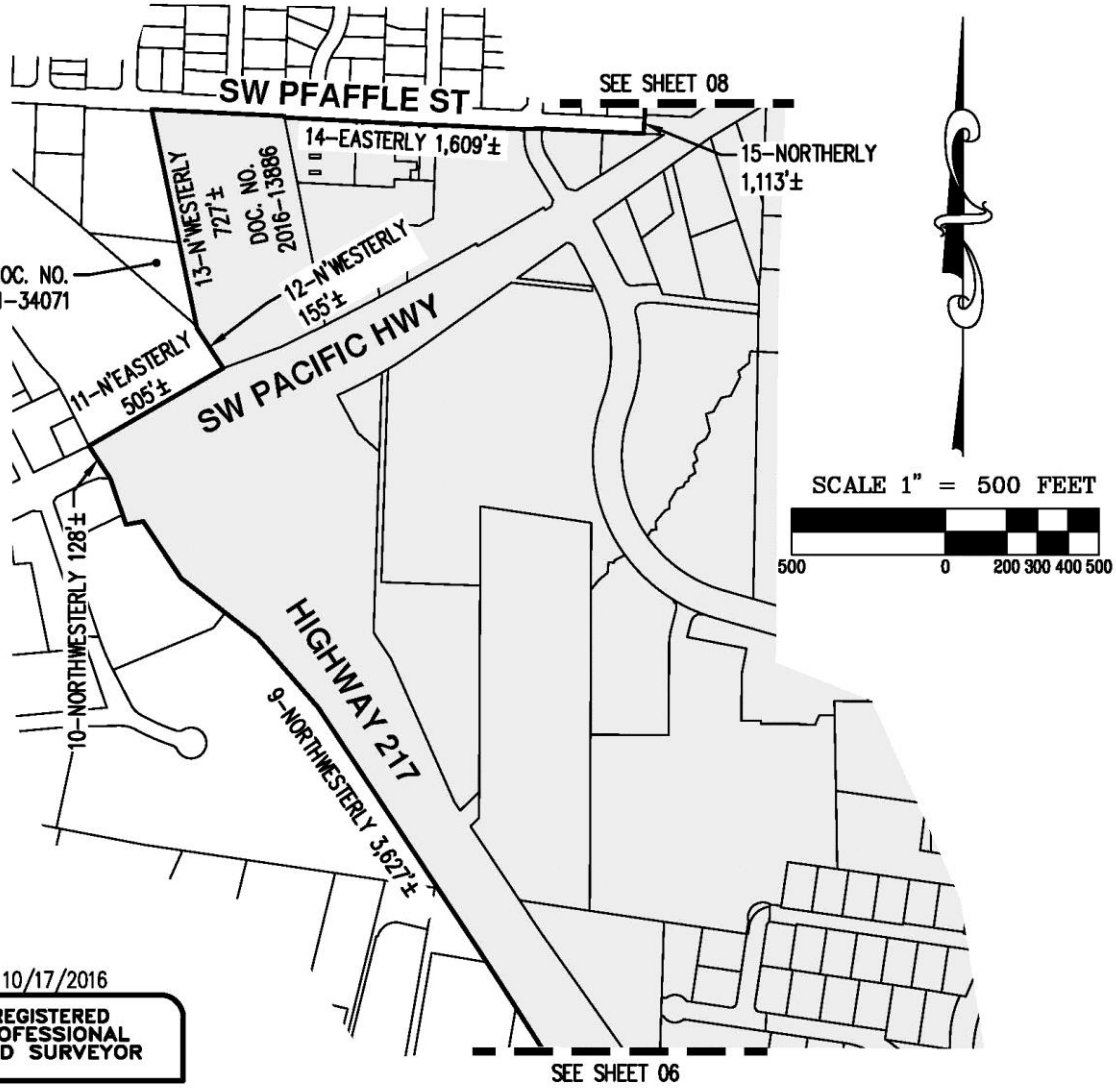
AKS
EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570
DWG: 5570 COT UR-06 | 06

SHEET 7 OF 9

MAP OF URBAN RENEWAL AREA

A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/17

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TIGARD, OR 97223

TIGARD TRIANGLE
URBAN RENEWAL AREA

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EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570

DWG: 5570 COT UR-07 | 07

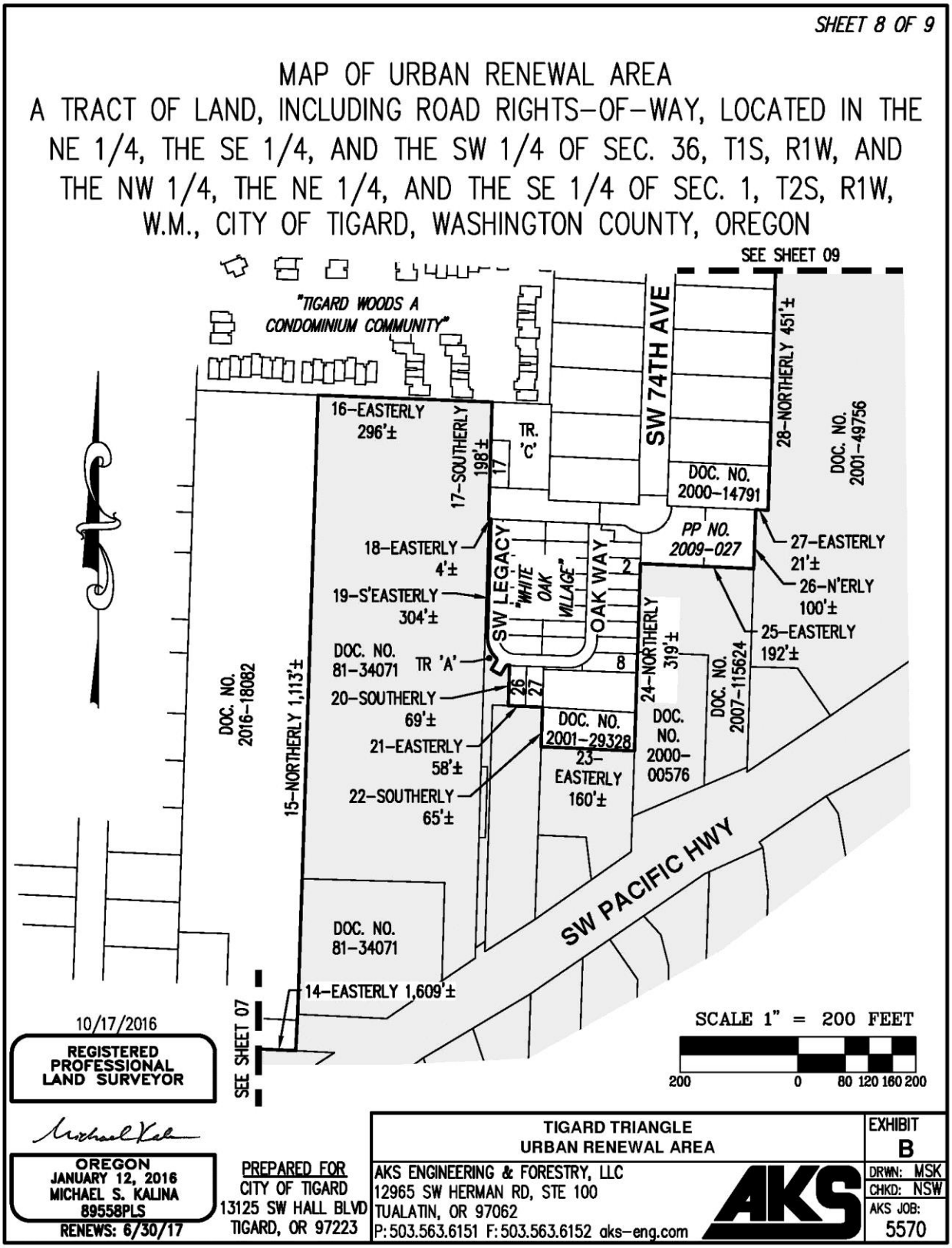
SHEET 8 OF 9
MAP OF URBAN RENEWAL AREA
A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON
SEE SHEET 09
"TIGARD WOODS A CONDOMINIUM COMMUNITY"
SW 74TH AVE
28-NORTHERLY 451'±
DOC. NO. 2001-49756
16-EASTERLY 296'±
17-SOUTHERLY 198'±
TR. 'C'
DOC. NO. 2000-14791
PP NO. 2009-027
27-EASTERLY 21'±
26-N'ERLY 100'±
25-EASTERLY 192'±
18-EASTERLY 4'±
19-S'EASTERLY 304'±
SW LEGACY "WHITE OAK VILLAGE" OAK WAY
DOC. NO. 81-34071
TR 'A'
20-SOUTHERLY 69'±
21-EASTERLY 58'±
22-SOUTHERLY 65'±
24-NORTHERLY 319'±
DOC. NO. 2001-29328
23-EASTERLY 160'±
DOC. NO. 2000-00576
DOC. NO. 2007-115624
DOC. NO. 2016-18082
15-NORTHERLY 1,113'±
DOC. NO. 81-34071
14-EASTERLY 1,609'±
SW PACIFIC HWY
SEE SHEET 07
SCALE 1" = 200 FEET
200 0 80 120 160 200
10/17/2016
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS
RENEWS: 6/30/17
PREPARED FOR
CITY OF TIGARD
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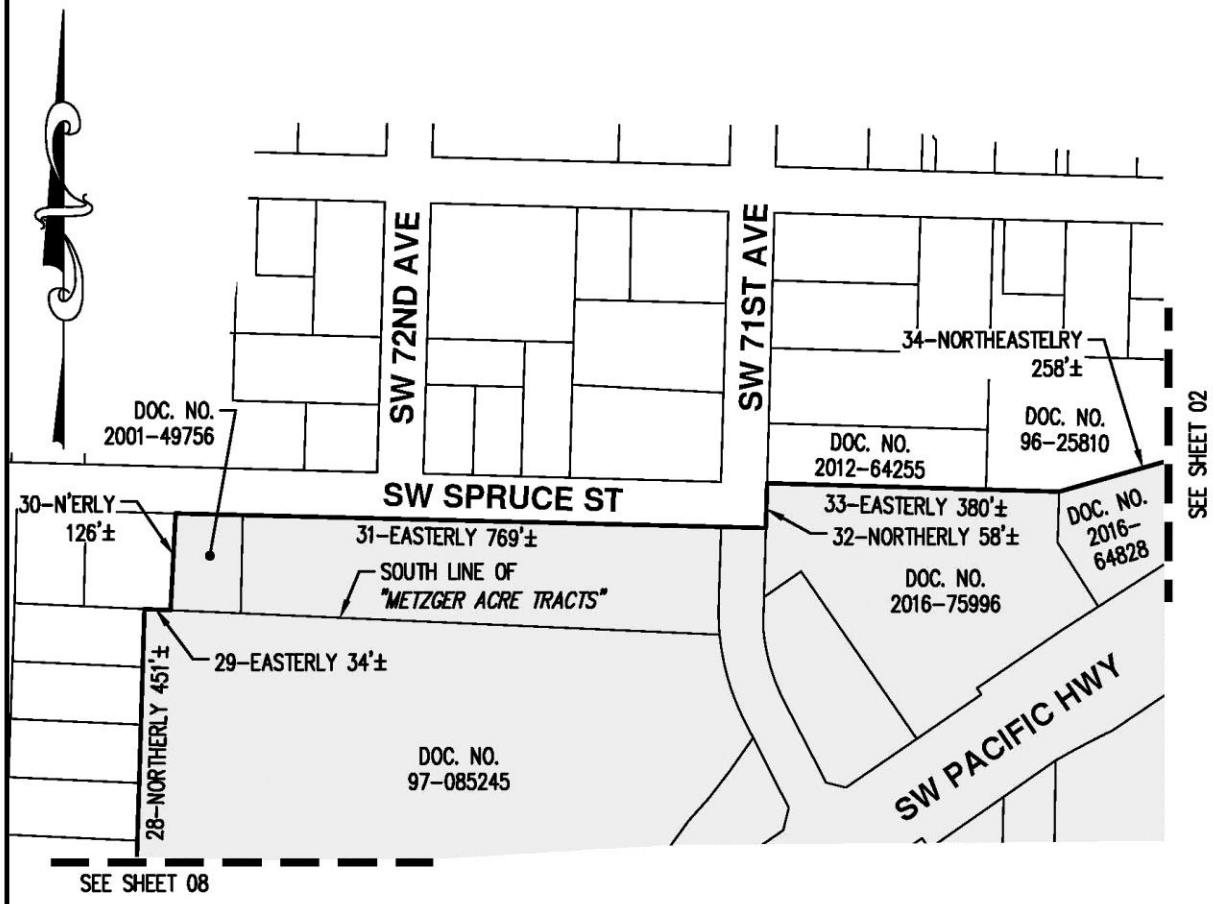
EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570
DWG: 5570 COT UR-08 | 08

SHEET 9 OF 9

MAP OF URBAN RENEWAL AREA

A TRACT OF LAND, INCLUDING ROAD RIGHTS-OF-WAY, LOCATED IN THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 36, T1S, R1W, AND THE NW 1/4, THE NE 1/4, AND THE SE 1/4 OF SEC. 1, T2S, R1W, W.M., CITY OF TIGARD, WASHINGTON COUNTY, OREGON



10/17/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
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RENEWS: 6/30/17

SCALE 1" = 200 FEET

200 0 80 120 160 200

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EXHIBIT B
DRWN: MSK
CHKD: NSW
AKS JOB: 5570

DWG: 5570 COT UR-09 | 09