

SUMMARY MEMO

Date: June 24, 2008

To: Tigard Park and Recreation Advisory Board;
Dan Plaza and Steve Martin, City of Tigard Parks

From: Ryan Mottau, Project Manager, MIG, Inc.

Re: Park System Master Plan Update

PLANNING CONTEXT

The purpose of this document is to summarize the context for the *Tigard Park System Master Plan Update*. Sources included *Tigard 2007*, *Tigard Community Profile – 2006 Edition*, *Tigard Beyond Tomorrow – Vision Progress 2005*, and *Comprehensive Plan* updates adopted in February of 2008. The planning team has also connected with other, in-progress planning efforts, such as the *Neighborhood Trails Study* and ongoing updates to the *Comprehensive Plan*.



PLANNING AREA

The planning area for this *Master Plan Update* includes the area within the Tigard city limits. At the time of the 1999 *Master Plan*, the land area of Tigard included 6938 acres. By 2006, annexations had increased Tigard's land area to 7496 acres, or 11.71 square miles.

HISTORY

Several families, including that of Wilson M. Tigard originally settled in the area in the 1850s. Tigard has remained in touch with the rural, agricultural past. A number of historic sites in the city help create and maintain this identity. When the City incorporated in 1961, a thriving Main Street had been long established, rooted in an early nineteenth century expansion fueled by the Oregon Electric Railway.

DEMOGRAPHIC PROFILE

POPULATION

At the time of the 1999 *Park System Master Plan*, Tigard's population was 37,000. By 2006, the population had reached 46,300. This 2006 figure is the most current official estimate of the population of Tigard and will be used for analysis in this plan update process. (There is no official projection of population growth over the 10-year planning horizon.) For the purposes of this plan update, growth is assumed at a relatively conservative 2% per year. This results in a 2028 population of approximately 71,600 people. The table on the next page compares the population growth since the previous plan and the projection for the planning horizon.

Year	Population
1999	37,000
2006	46,300
2028	71,600

AGE

The highest percentages of Tigard residents fall into the 25-34 and 35-44 age groups. In 2000, 40% of the City's population ranged in age from 35 to 64 years, with 10% older than 65 years. The median age of a Tigard resident was 34.5 years, slightly younger than the median for Oregon (36.3) and U.S. (35.3) populations, and slightly older than the median for Washington County population (33.0).

ETHNICITY AND LANGUAGE

The majority of Tigard residents identify themselves as white (85.4%). Asians make up about 6% of the population in the City of Tigard. Approximately 9% of Tigard citizens identify themselves as Hispanic or Latino. By comparison, the Hispanic or Latino population is 11.2% in Washington County and 12.5% in the U.S.



English is the predominant language spoken in 83.4% of homes with children between the ages of five and 17; Spanish is spoken in 8.4% of households; Chinese, Korean, or Vietnamese is spoken in 3%.

EDUCATION

Ninety-one percent of Tigard residents over the age of 25 have earned a high school diploma; 44% have completed a college degree program.

HOUSEHOLD TYPE

The average household size in Tigard is 2.48 people. Families account for two-thirds of Tigard households. Of family households, 33.5% have children under the age of 18. In non-family households, 26.7% of residents live alone; 7.8% of residents living alone are 65 years of age or older.

INCOME, EMPLOYMENT, AND HOUSING

In 1999, the median household income in Tigard was \$51,581. In 2005, it was \$54,001. Comparing the median annual household income to other jurisdictions, Tigard household income is slightly less than that of Washington County, but \$10,000 more than Portland and Oregon households. The highest percentage of Tigard households (21.7%) has an annual income of between \$50,000 and \$74,999. Households with annual

incomes of \$100,000 or more make up 15.7% of the total. Households with annual incomes of \$15,000 or less make up 8.8% of the total.

Tigard businesses provide 37,861 full- and part-time jobs. The number of residents over the age of 16 in the workforce is 25,537; 70% of them work outside of Tigard. The discrepancy in the number of jobs in Tigard compared to the number of residents working in the City indicates that thousands of workers commute to Tigard for employment.

The average annual wage for all jobs in Tigard is \$40,375, which is above average for the state of Oregon and below average for jobs in Washington County. Roughly 75% of all Tigard jobs can be classified as commercial and 25% can be classified as industrial. About half of these businesses employ four people or fewer. Approximately 420 home-based businesses employ 640 people.

In 2005, the median house price in Tigard was \$269,900, up 46% from 2000. Wages, however, remained flat or grew slowly. Many homeowners (13.6%) are paying 35% or more of their income for housing costs. Even more renters than homeowners--30.6%--are paying 35% or more of their income for housing costs. Tigard has an inadequate supply of affordable housing; almost 500 people are on a waiting list.

LAND USE AND TRANSPORTATION

RESIDENTIAL DEVELOPMENT

The majority of new development has occurred in the City's west quadrant in previously undeveloped areas. Residential development also occurred on larger vacant parcels in the southern quadrant. Infill development has occurred throughout the City.

Tigard maintains a buildable lands inventory (BLI) that tracks available residential land. The 2006 Buildable Land Inventory identified approximately 600 acres of undeveloped land available for development. The inventory also screens out land that is not compatible with current policies and development practices, including land that is too steep, or otherwise too environmentally sensitive to build on. This 600 acres of buildable land represents approximately 8% of the nearly 7,500 acres of land within Tigard's city limits.

The majority of available land was zoned residential (71.8%), with 9.1% zoned for commercial, 12.2% zoned industrial, and 6.9% zoned for mixed use. Of the buildable residential land, 1% is zoned R-1 or R-2 (low density), 54% is zoned R-3.5 or R-4.5, 26 is zoned R-7 (medium density). No land zoned R-40 remains in the inventory.



Based on minimum density requirements, Tigard has a zoned capacity of 6,308 additional dwelling units. At least 50 percent of new residential units must be attached single-family housing or multiple-family housing.

D O W N T O W N

Downtown Tigard is designated as a Station Community in the 2040 Regional Growth Concept, indicating its location along the Westside Commuter Rail corridor. This designation indicates the intention to increase density and promote downtown as an important center of the community. This intention is also emphasized in the recently completed Downtown Improvement Plan. The downtown plan lays out a blueprint for a vital, vibrant, mixed-use and pedestrian-friendly environment. Included in the features that will make Tigard's downtown unique are a central plaza to increase community identity, and the integration of environmental features into multi-modal transportation and pedestrian-friendly streets.



I N D U S T R I A L L A N D S

A scarcity of job-generating industrial and commercial land is an important issue in Tigard, and the City has developed policies that allow flexible use of limited land resources to meet economic and recreation needs. In 2000, Tigard developed and adopted innovative code changes to authorize recreational uses within industrial zoning districts. The code changes allow industrial floodplain to be used for outdoor recreation, provided the recreational use does not preclude development of the upland portion of an industrial property. The amendments also allow conditional use of industrial upland for recreation. Buildable industrial land developed for outdoor recreational use is not removed from the City's industrial land inventory, but continues to be available for conversion to industrial use. The new flexibility enabled the City to locate a suitable site for Potso Dog Park in an industrial area.

T R A N S P O R T A T I O N

A key advantage that Tigard has in the Portland metropolitan region is its location along a variety of different major transportation routes. Interstate 5 forms the eastern border of Tigard and four major freeway exits provide access to the area. Highway 217 cuts through the City, connecting I-5 with the western parts of the region. Highway 99 nearly bisects the City and passes directly through the downtown area.

One of the major main railway lines passes through Tigard north to south. This corridor is important for freight traffic and is the route of the new Westside Commuter Rail, a heavy rail mass transit project to provide better access to the important employment and residential areas on the western side of the Portland metropolitan region.

Trails have also become an important transportation facility in the City, providing both local access to neighborhoods and regional connections. The Fanno Creek Trail is the most complete regional trail link in Tigard and, when completed, will provide an almost uninterrupted off-street connection from the north to the south, where it connects to Durham and Tualatin over the newly completed Ki-a-Kuts Bicycle and Pedestrian Bridge over the Tualatin River.. City is currently conducting a Neighborhood Trail Study which, when completed later this year, will provide valuable information in Tigard's quest to develop a comprehensive trail system within the City of Tigard



STAKEHOLDERS

METRO

As an important part of the organization's role in promoting a regional park and open space system, Metro has acquired extensive open space properties through the region using voter-approved bonds. Metro currently owns approximately 27 acres of greenspace in Tigard. The City manages the properties as natural areas through Intergovernmental Agreements (IGAs) with Metro. The IGAs require the City to develop site-specific management plans with input from the community. The plans must be approved by the Metro Council before the properties can be opened for public use.

WASHINGTON COUNTY

In addition to providing typical county-level services to all of the cities within Washington County, the County government is also responsible for planning the unincorporated areas beyond Tigard's city limits.

SCHOOL DISTRICTS

The Tigard area is served by two public school districts: Beaverton and Tigard-Tualatin. The Beaverton School District owns no property within Tigard. The Tigard-Tualatin School District (TTSD) operates nine schools, from elementary to high school, within Tigard.

TTSD projects slow, steady growth in enrollments, with an increase of 7% by 2011-12. It has purchased 20 acres on unincorporated Bull Mountain, where most growth is expected to occur, to accommodate a new school or schools. The District has also reserved a portion of Fowler Woods for possible future school facilities, but there are no additional schools currently planned within the Tigard city limits.



NEIGHBORING CITIES

Tigard is bordered by both large and small cities including Portland, Beaverton, Tualatin, Durham, and King City. Many of these cities provide park and recreation services that are utilized by Tigard residents, and their residents also use Tigard facilities that are convenient or provide different opportunities. In an interconnected region such as this, citizens are typically more concerned with whether or not a facility is provided at all, rather than who owns or operates it.

CITIZEN GROUPS AND NON-PROFITS

A wide variety of citizen and non-profit groups based in or near Tigard have important roles in supporting and augmenting local park and recreation opportunities. Some groups are essentially advocates for a particular place or idea, while others provide educational and volunteer opportunities for local residents of all ages. Interest in natural areas and environmental features is the common purpose of many such organizations. These include the Tualatin Riverkeepers, Fans of Fanno Creek, Friends of the Refuge, and many others.

Other groups, such as the dog park and skate park committees, are loosely affiliated with the City but are not official City-sponsored citizen groups. These groups have been organized around a particular type of facility that they feel is needed in the park system. The dog park committee was organized to assist the City in creating and maintaining off-leash areas for dogs. The skate park committee worked to identify a site and funding to develop what has become the Jim Griffith Memorial Skate Park. The focus of the private Friends of Tigard-Bull Mountain Trails is the bicycle/pedestrian trail network. The City interacts with each of these groups to different degrees, and many local residents belong to or support one or more of these groups.

