



# Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## NOTICE OF ADOPTED AMENDMENT

07/08/2009

**TO:** Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

**FROM:** Plan Amendment Program Specialist

**SUBJECT:** City of Tigard Plan Amendment  
DLCD File Number 003-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

**DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL:** Monday, July 20, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

**Cc:** Cheryl Caines, City of Tigard  
Gloria Gardiner, DLCD Urban Planning Specialist  
Bill Holmstrom, DLCD Transportation Planner  
Meg Fernekees, DLCD Regional Representative

<paa> YA

# Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD  
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person  electronic  mailed

**DEPT OF**

**JUN 30 2009**

**LAND CONSERVATION  
AND DEVELOPMENT**

Jurisdiction: **City of Tigard**

Local file number: **CPA2009-00002**

Date of Adoption: **June 23, 2009**

Date Mailed: **June 29, 2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **April 1, 2009**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

**Amendments to the Tigard Comprehensive Plan, Transportation System Plan, and Tigard Community Development Code to allow vehicle parking on SW Main Street and SW Burnham Street and eliminate bike lanes on collector streets within the Downtown Urban Renewal District.**

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **Downtown Urban Renewal District**

Acres Involved: **N/A**

Specify Density: Previous: **N/A**

New: **N/A**

Applicable statewide planning goals:

**1**  **2**  **3**  **4**  **5**  **6**  **7**  **8**  **9**  **10**  **11**  **12**  **13**  **14**  **15**  **16**  **17**  **18**  **19**

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

**DLCD file No.** 003-09 (17474) [15602]



Please list all affected State or Federal Agencies, Local Governments or Special Districts:

**Tualatin Valley Fire & Rescue, Tri-Met, Metro, and Washington County Department of Land Use and Transportation.**

---

Local Contact: **Cheryl Caines, Associate Planner**

Phone: **(503) 718-2437** Extension: **2437**

Address: **13125 SW Hall Boulevard**

Fax Number: **503-718-2748**

City: **Tigard**

Zip: **97223**

E-mail Address: **cherylc@tigard-or.gov**

---

## **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, or by emailing **[larry.french@state.or.us](mailto:larry.french@state.or.us)**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **twenty-one (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **[larry.french@state.or.us](mailto:larry.french@state.or.us)** - **Attention: Plan Amendment Specialist**.

CITY OF TIGARD, OREGON  
TIGARD CITY COUNCIL  
ORDINANCE NO. 09- 09

AN ORDINANCE AMENDING THE TIGARD COMPREHENSIVE PLAN GOAL 12 - TRANSPORTATION, TRANSPORTATION SYSTEM PLAN CHAPTER 8, (CPA2009-00002), COMMUNITY DEVELOPMENT CODE (DCA2009-00002) CHAPTER 18.810 - STREET AND UTILITY IMPROVEMENT STANDARDS, AND THE TIGARD MUNICIPAL CODE CHAPTER 10, TO ALLOW VEHICLE PARKING AND REMOVE THE REQUIREMENT FOR SEPARATE BIKE LANES ON COLLECTOR STREETS WITHIN THE DOWNTOWN URBAN RENEWAL DISTRICT.

---

WHEREAS, Section 18.380.020 of the City of Tigard Community Development Code requires legislative amendments to be undertaken by means of a Type IV procedure, as governed by Section 18.390.060; and

WHEREAS, notice was provided to the Department of Land Conservation and Development 45 days prior to the first scheduled public hearing; and

WHEREAS, the Tigard Planning Commission held a public hearing on May 18, 2009, and recommended approval of the proposed amendment with a 7-0 vote; and

WHEREAS, notice of the public hearings was published in the Tigard Times Newspaper at least 10 business days prior to the public hearings; and

WHEREAS, the Tigard City Council finds that parking should be allowed and separate bike lanes should not always be required along collector streets within the Downtown Urban Renewal District; and

WHEREAS, the Tigard City Council has considered applicable Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197; any federal or state statutes or regulations found applicable; any applicable Metro regulations; any applicable Comprehensive Plan Policies; and any applicable provisions of the City's implementing ordinances; and

WHEREAS, the City Council has found the following to be the applicable review criteria: Community Development Code Chapters 18.380, 18.390, and 18.810; Comprehensive Plan Policy 12.1.2(c) and Goal 15; and Statewide Planning Goals 1 and 12; and

WHEREAS, the Tigard City Council held a public hearing on June 23, 2009 to consider the proposed amendments; and

WHEREAS, the Tigard City Council has determined that the proposed development code amendment is consistent with the applicable review criteria, and that approving the request would be in the best interest of the City of Tigard.



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

SECTION 1: The attached findings (**Exhibit A**) are hereby adopted in explanation of the Council's decision.

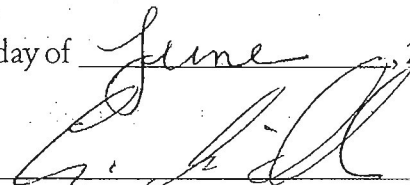
SECTION 2: The specific text amendments attached (**Exhibit B**) to this Ordinance are hereby adopted and approved by the City Council.

SECTION 3: This ordinance shall be effective 30 days after its passage by the Council, signature by the Mayor, and posting by the City Recorder.

PASSED: By UNANIMOUS vote of all Council members present after being read by number and title only, this 23<sup>rd</sup> day of June, 2009.

  
Catherine Wheatley, City Recorder

APPROVED: By Tigard City Council this 23<sup>rd</sup> day of June, 2009.

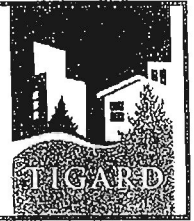
  
Craig Dirksen, Mayor

Approved as to form:

  
City Attorney

June 23, 2009  
Date

**STAFF REPORT TO THE  
PLANNING COMMISSION  
FOR THE CITY OF TIGARD, OREGON**



**SECTION I. APPLICATION SUMMARY**

**CASE NAME:** DOWNTOWN COLLECTOR STREET STANDARDS AMENDMENT  
**CASE NOS.:** Comprehensive Plan Amendment (CPA) CPA2009-00002  
 Development Code Amendment (DCA) DCA2009-00002

**PROPOSAL:** A Comprehensive Plan Amendment and Development Code Amendment to amend the Comprehensive Plan (Policy 12.1.2.c), Transportation System Plan (Chapter 8, Figure 8-10), Tigard Development Code (Chapter 18.810 Street and Utility Improvement Standards), and the Municipal Code (10.28.130 – Motor Vehicle Parking). The proposed amendments will allow vehicle parking and remove the requirement for bike lanes on collector streets within the Downtown Urban Renewal District.

**APPLICANT:** City of Tigard  
 13125 SW Hall Blvd.  
 Tigard, OR 97223

**ZONES:** CBD: Central Business District. The CBD zoning district is designed to provide a concentrated central business district, centered on the City's historic downtown, including a mix of civic, retail and office uses. Single-family attached housing, at a maximum density of 12 units/net acre, equivalent of the R-12 zoning district, and multi-family housing at a minimum density of 32 units/acre, equivalent to the R-40 zoning district, are permitted outright. A wide range of uses, including but not limited to adult entertainment, utilities, facilities with drive-up windows, medical centers, major event entertainment and gasoline stations, are permitted conditionally.

MUR: Mixed Use Residential Districts. The MUR zoning district is designed to apply to predominantly residential areas where mixed-uses are permitted when compatible with the residential use. A high density (MUR-1) and moderate density (MUR-2) designation is available within the MUR zoning district.

C-G: General Commercial District. The C-G zoning district is designed to accommodate a full range of retail, office and civic uses with a City-wide and even regional trade area. Except where non-conforming, residential uses are limited to single-family residences which 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.

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 and personal services, restaurants, in close proximity to residential areas and major transportation facilities. Within the Tigard Triangle and Bull Mountain Road District, residential uses at a minimum density of



conjunction with a commercial development. Heliports, medical centers, religious institutions and utilities are permitted conditionally. Developments in the C-P zoning district are intended to serve as a buffer between residential areas and more-intensive commercial and industrial areas.

LOCATION: Downtown Urban Renewal District.

APPLICABLE  
REVIEW

CRITERIA: Community Development Code Chapters 18.380, 18.390, and 18.810; Comprehensive Plan Policy 12.1.2(c) and Goal 15; and Statewide Planning Goals 1 and 12.

## SECTION II. STAFF RECOMMENDATION

Staff recommends that the Planning Commission find in favor to amend the Tigard Development Code 18.810, Comprehensive Plan Policy 12.1.2, Transportation System Plan Chapter 8 and Municipal Code Title 10 as proposed with any alterations as determined through the public hearing process and make a final recommendation to the Tigard City Council.

## SECTION III. BACKGROUND INFORMATION

The proposal is to amend the street standards for collector streets within the Downtown Urban Renewal District. There are four collectors within the downtown (Main, Burnham and Scoffins Streets and Ash Avenue - Exhibit A. The current standard for collector streets does not permit on-street parking and requires bicycle lanes on all collector streets within the city. The proposed amendments will allow on-street parking along collectors within the downtown. In addition, the construction of designated bicycle lanes may not be required for all collectors within the downtown. The requirement for separate bike lanes would be determined by the City Engineer. This proposal allows flexibility in downtown street design until permanent standards can be adopted and allows on-street parking, which already exists along Main Street.

### PROPOSED CHANGES

The proposed changes are as follows (Exhibit B):

1. Tigard Community Development Code Chapter 18.810 Street and Utility Improvement Standards
  - Table 18.810.1, Figure 18.810.2., and ;
  - Section 18.810.110These changes will allow vehicle parking along collector streets within the Downtown Urban Renewal District and allow bike lane requirements to be determined by the City Engineer for the same downtown collectors.
2. Comprehensive Plan Policy 12.1.2(c) - remove the requirement to construct bike lanes in accordance with the Bicycle Master Plan along collector streets within the Downtown Urban Renewal District.
3. Transportation System Plan Chapter 8 Motor Vehicles, Figure 8-10 (Arterial and Collector Sample Street Cross Sections) - the criteria within the chart regarding On Street Parking is being modified to allow exceptions.

4. Tigard Municipal Code 10.28.130 - Remove the parking restriction for the north side of Burnham Street near the intersection with Hall Boulevard (Restriction # 65). This is necessary because Burnham Street has been designed to allow parking in this area. All other Municipal Code parking restrictions on downtown collectors found in the Municipal Code will remain in effect.

#### SECTION IV. SUMMARY OF APPLICABLE CRITERIA

Chapter 18.380 states that legislative text amendments shall be undertaken by means of a Type IV procedure, as governed by Section 18.390.060G.

Chapter 18.390.060G states that the recommendation by the Commission and the decision by the Council shall be based on consideration of the following factors:

1. The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197;

Forty-five day advance notice was provided to the Oregon Department of Land Conservation and Development (DLCD) on April 2, 2009, more than 45 days prior to the first scheduled public hearing as required. In addition, the Tigard Development Code (TCD) and Comprehensive Plan have been acknowledged by DLCD. The following are the applicable Statewide Planning Goals that are applicable to this proposal:

2. Any federal or state statutes or regulations found applicable;

##### Statewide Planning Goal 1 - Citizen Involvement:

This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and for changes to the Comprehensive Plan and implementing documents. This goal has been met by complying with the Tigard Development Code notice requirements set forth in Chapter 18.390. Notice has been published in the Tigard Times Newspaper prior to the public hearing. In addition a notice was posted on the City website.

##### Statewide Planning Goal 12 - Transportation

This goal outlines provisions to insure a safe, convenient and economic transportation system. Transportation plans must consider all modes of transportation, meet local, regional, and state transportation needs and plan requirements, conserve energy, and facilitate the flow of goods and services. The proposed amendment will affect bicycle users by accommodating bicycle traffic in designated lanes or wider vehicle travel lanes.

3. Any applicable METRO regulations;

There are no applicable Metro regulations under the Metro Urban Growth Management Functional Plan. The 2004 Regional Transportation Plan addresses street design from a region-wide perspective. The collector streets affected by this amendment are not considered regionally significant; therefore, the regional street design standards do not apply.

4. Applicable Comprehensive Plan Policies:



## CITIZEN INVOLVEMENT

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

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

Goal 1.2 Ensure all citizens have access to:

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

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

Policy 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.

Policy 6. The City shall provide opportunities for citizens to communicate to Council, boards and commissions, and staff regarding issues that concern them.

The City has published notice of the hearing and posted the site pursuant to TDC 18.390.050 for Type IV Procedures. In addition, a copy of the hearing notice was posted on the City website. Public hearings will be held before the Planning Commission and City Council. With these public involvement provisions this application is consistent with applicable Citizen Involvement policies.

## TRANSPORTATION

Goal 12.1 Transportation System

Policy 2 (A)

Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:

The development of and implementation of public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.

The proposed collector street standards will still accommodate multiple modes of traffic. Sidewalks are provided for pedestrians. Bicycles lanes or wider vehicle travel lanes are required to accommodate bicyclists.

Policy 2 (C)

Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the bicycle master. All schools, parks, public facilities, and retail areas shall strive to have direct access to a bikeway.

The policy requires bike lanes on all collectors consistent with the bicycle master plan. The Bicycle Master Plan (Figure 6-2) shows proposed bike lanes on Burnham Street, Scoffins Street, and Ash Avenue. Lanes are not shown on Main Street. As proposed, the amendment will allow streets to be designed with or without designated bike lanes within the downtown. Bicycles will still be accommodated by wider vehicle travel lanes

where bike lanes were not provided (e.g. Burnham Street). In addition, some off-street bicycle circulation is currently provided by the Fanno Creek Trail that runs parallel to Burnham Street.

## SPECIAL PLANNING AREAS - DOWNTOWN

Goal 15.4 Develop comprehensive street and circulation improvements for pedestrians, automobiles, bicycles, and transit.

Policy 1. The downtown shall be served by a complete array of multi-modal transportation services including auto, transit, bike, and pedestrian facilities.

As proposed, the collector street standards will serve multiple modes of travel including autos, transit, bike, and pedestrians. The City is currently working on a circulation plan for the downtown that will improve connectivity and establish street standards for the downtown. In addition, the City is also undertaking a comprehensive review of the Transportation System Plan (TSP). The proposed amendments will allow flexible street standards for the downtown until more appropriate standards can be established.

5. Any applicable provision of the City's implementing ordinances.

### Code Section 18.380 Zoning Map and Text Amendments:

This section regulates amendments. It outlines the process for reviewing Development Code Text Amendments. The present amendment will be reviewed under the Type IV legislative procedure as set forth in the chapter. This procedure requires public hearings by both the Planning Commission and City Council.

### Code Section 18.390 Decision-Making Procedures:

This chapter establishes standard decision-making procedures for reviewing applications. The amendment under consideration will be reviewed under the Type IV legislative procedure as detailed in the chapter.

### Code Section 18.810 Street and Utility Improvement Standards:

This section of the code provides standards for the implementation of public and private facilities and utilities such as streets, sewers, and drainage. The amendment modifies the collector standards to allow on-street parking in the downtown, but also eliminates the requirement for designated bicycle lanes. The removal of this requirement does not mean that bike lanes will not be provided, but provides options and flexibility for downtown street design.

## SECTION V. STAFF ANALYSIS

The current Comprehensive Plan (Transportation Chapter), TSP, and Development Code street standards address collectors on a city-wide basis. Little consideration was given on how collectors might function in different areas of the city. In this case, downtown collectors serve not only as connectors between arterials such as Pacific Highway and Hall Boulevard; they also transport users to a destination – Downtown Tigard. In addition to conveying traffic through the area and connecting to regional public transit available at the Tigard Transit Center, downtown collectors should also accommodate those wishing to spend time within the downtown by providing public parking options on the streets. On-street parking will be essential as the downtown redevelops to its intended dense form.



Collector streets typically do not allow on-street parking due to the larger traffic volumes carried by collectors and the higher rates of speed which are permitted. In the downtown, the speeds will likely be lower than on a typical collector street and on-street parking also acts as a traffic calming device causing drivers to travel at lower speeds. Downtown streets are also likely to be designed differently and therefore, will function differently from other collectors within the city.

The City is currently within Periodic Review and will be updating the TSP and Transportation chapter of the Comprehensive Plan. In addition, a circulation plan is also being prepared for the downtown. As noted above this plan will improve connectivity and establish street standards for the downtown. The amendments being proposed with this application could be further altered, eliminated or replaced in the future. Until those plans are finalized, the proposed changes will allow some flexibility in the design of collectors within the downtown and accommodate existing on-street parking along Main Street.

## SECTION VI. OTHER ALTERNATIVES


No Action - The code would remain unchanged. Parking will not be permitted on any collector in the City. Designated bicycle lanes will be required on all collector streets throughout the City.

Alternate Actions - Apply the amendment to specific downtown collector streets. The public already parks along portions of Main Street, Burnham Street and Ash Avenue. Burnham Street has been redesigned to accommodate on-street parking.

## SECTION VII. ADDITIONAL CITY STAFF & OUTSIDE AGENCY COMMENTS

The City of Tigard Police Department, Engineering Division, Public Works Department, Long Range Planning Division, and the Current Planning Code Enforcement Officer were given copies of the proposed code amendment. Only Code Enforcement and Police responded with no objections.

Tualatin Valley Fire and Rescue, Clean Water Services (CWS), Metro, ODOT Rail, and the Oregon Department of Land Conservation and Development (DLCD) were notified of the proposed amendment. No written comments were received from most agencies. CWS responded with no concerns or objections to the proposed amendments, but did note that any improvements to upgrade streets to the new designations would require Storm Water Connection Permit approval.



PREPARED BY: Cheryl Caines  
Associate Planner

May 11, 2009

DATE

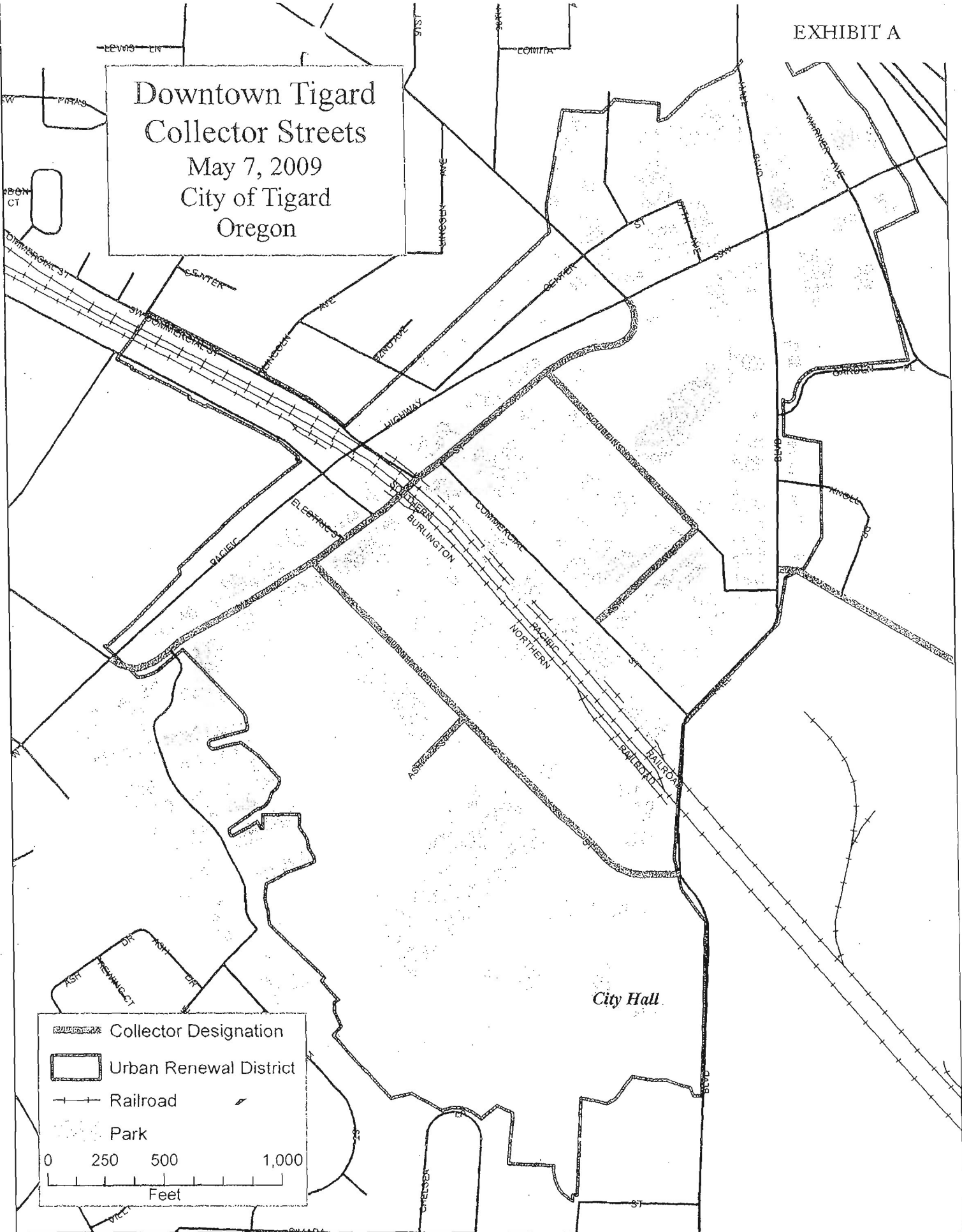


APPROVED BY: Dick Bewersdorff  
Planning Manager

May 11, 2009

DATE

Downtown Tigard  
Collector Streets  
May 7, 2009  
City of Tigard  
Oregon



Collector Designation

Urban Renewal District

Railroad

Park

0 250 500 1,000  
Feet

CPA2009-00002 & DCA2009-00002  
**COLLECTOR STREET STANDARDS AMENDMENT**  
 May 11, 2009

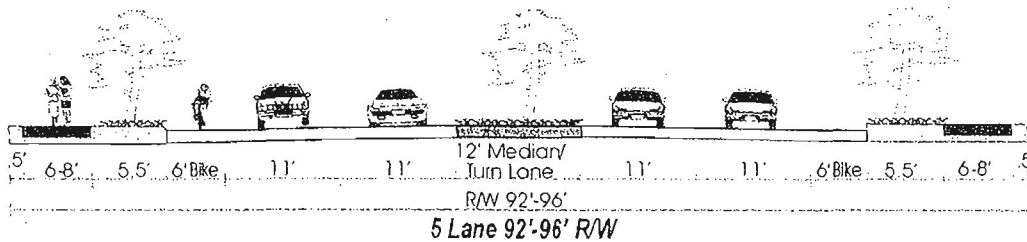
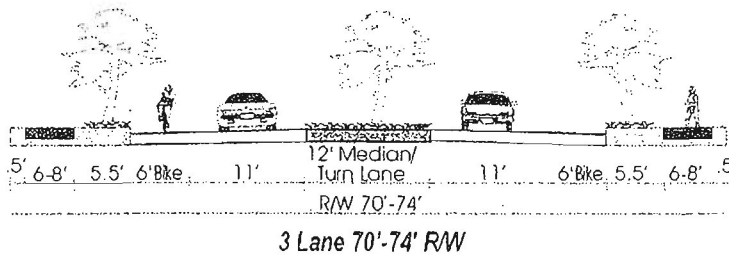
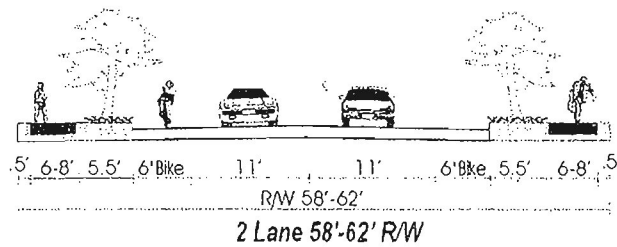
**Explanation of Formatting**

These text amendments employ the following formatting:  
**[Bold, Underline and Italic]** – Text to be added

Proposed code language is as follows:

**Chapter 18.810**  
**STREET AND UTILITY IMPROVEMENT STANDARDS**  
**18.810.030 Streets**

Figure 18.810.2  
 Collector Sample Cross Sections <sup>u</sup>  
 (Ord. 02-33)



<sup>u</sup>*Parking is allowed on collectors within the Downtown Urban Renewal District. Bike lane requirements on these same collectors shall be determined by the City Engineer.*



**Table 18.810.1**  
Minimum Widths for Street Characteristics

Type of Street	Right-of-Way Width (Ft)	Paved Width (Ft)	Number of Lanes	Min. Lane Width (Ft)	On-street Parking Width (Ft)	Bike Lane Width (Ft)	Sidewalk Width (Ft)	Landscape Strip Width (Ft) (exclusive of curb)	Median Width (Ft)
Arterial	64'-128'	Varies	2 - 7 (Refer to TSP)	12'	N/A	6' (New Streets) 5'-6' (Existing Streets)	8' (Res. & Ind. Zones) 10' (Comm. Zones)	5'	12' <sup>(1)</sup>
Collector	58'-96'	Varies	2 - 5 (Refer to TSP)	11'	N/A 8' <sup>(4)</sup>	6' (New Streets) <sup>(2)</sup> 5'-6' (Existing Streets) <sup>(2)</sup>	6' (Res. & Ind. Zones) 8' (Comm. Zones)	5'	12' <sup>(1)</sup>
Neighborhood Route	50'-58'	28'-36'	2	10'	8'	5'-6'	5'-6' <sup>(2)</sup>	5'	N/A
Local: Industrial/Commercial	50'	36'	2			N/A	5'-6' <sup>(2)</sup>	5'	N/A
Local: Residential									
• Under 1500 ADT	54'/50' <sup>(3)</sup>	32'/28' <sup>(3)</sup>	2		8' (both sides)	N/A	5'-6' <sup>(2)</sup>	5'	N/A
• Under 500 ADT	50'/46' <sup>(3)</sup>	28'/24' <sup>(3)</sup>	2		8' (one side)	N/A			
• Under 200 ADT	46'/42' <sup>(3)</sup>	24'/20' <sup>(3)</sup>	2		(No Parking)	N/A			
Cul-de-sac bulbs in Industrial and Commercial zones	50' radius	42' radius	N/A	N/A		N/A			N/A
Cul-de-sac bulbs in Residential zones	47' radius	40' radius	N/A	N/A		N/A		N/A	N/A
Alley: Residential	16'	16'			N/A	N/A	N/A	N/A	N/A
Alley: Business	20'	20'			N/A	N/A	N/A	N/A	N/A

(Ord. 02-33)

<sup>1</sup> Medians required for 5 and 7 lane roadways. They are optional for 3 lane roadways.

<sup>2</sup> Sidewalk widths for these streets shall be 5 ft with landscape strip; 6 ft if against curb (if permitted in accordance with 18.810.070.C).

<sup>3</sup> "Skinny Street" roadway widths are permitted where cross section and review criteria are met. Refer to corresponding cross sections (Figures 18.810.3, 18.810.4 and 18.810.5) for details and conditions.

<sup>4</sup> Parking is allowed on collectors within the Downtown Urban Renewal District.

<sup>5</sup> Bicycle lane requirements on collectors within the Downtown Urban Renewal District shall be determined by the City Engineer.

18.810.110 Bikeways and Pedestrian Pathways

A. Bikeway extension.

1. As a standard, bike lanes shall be required along all Arterial and Collector routes and where identified on the City's adopted bicycle plan in the Transportation System Plan (TSP). *Bike lane requirements along collectors within the Downtown Urban Renewal District shall be determined by the City Engineer.*



a policy or implementation strategy specifically conflicts with the updated TSP, the specific policy or implementation strategy has been deleted.

## Section 1: Transportation System

### KEY FINDINGS

- There are 22 intersections near or at capacity based on the 2001 Tigard Transportation System Plan.
- There is no continuous bicycle network in Tigard.
- There are significant gaps in the sidewalk system with few interconnected locations linking to schools, retail, parks, and transit.
- Segments of Highway 217 and I-5 are over capacity and ORE 99W will continue to serve more through traffic in the future.
- Future traffic models indicate ORE 99W and half of the signalized traffic intersections fail within 20 years assuming no improvements are made.
- Travel time data on Highway 217 indicates that some of the slowest travel speed on the facility occurs in Tigard due to existing capacity issues and the need for interchange improvements.
- In the development of the transportation system plan, seven goals were identified which were used as the guidelines for the development of the policies and implementation strategies. The goals were: livability, balanced transportation system, safety, performance, accessibility, goods movement, and coordination.

### GOAL:

#### 12.1 Transportation System

### POLICIES:

1. Plan, design, and construct transportation facilities in a manner which enhances the livability of Tigard by:
  - A. Proper location and design of transportation facilities.





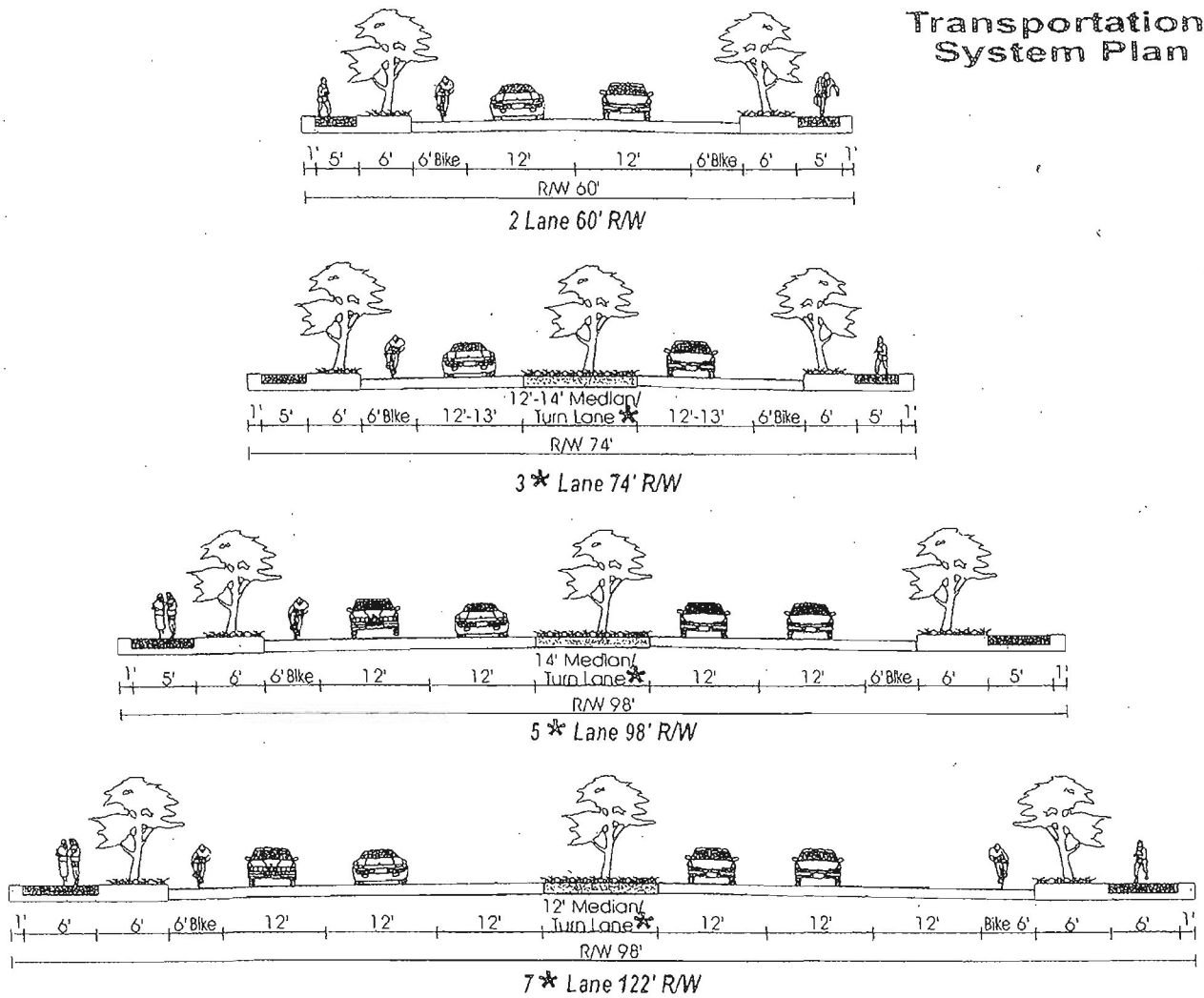
- B. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.
  - C. Addressing issues of excessive speeding and through traffic on local residential streets through a neighborhood traffic program. The program should address corrective measures for existing problems and assure that development incorporates traffic calming.
2. Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:

*“Encouraging pedestrian accessibility by providing safe, secure, and desirable pedestrian routes.”*

- A. The development of and implementation of public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.
- B. Coordination with TriMet, and/or any other transit providers serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility.
- C. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the bicycle master plan, with the exception of collectors within the downtown urban renewal district. All schools, parks, public facilities, and retail areas shall strive to have direct access to a bikeway.
- D. Construction of sidewalks on all streets within Tigard. All schools, parks, public facilities, and retail areas shall strive to have direct access to a sidewalk.
- E. Development of bicycle and pedestrian plans which link to recreational trails.
- F. Design local streets to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel and provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.
- G. Tigard will participate in vehicle trip reduction strategies developed



**CITY OF TIGARD  
Transportation  
System Plan**



**Criteria**

<b>Vehicle Lane Widths:</b> (minimum widths)	Truck Route = 12 ft. Bus Route = 12 ft. 11 ft. (12 ft. Preferred)
<b>Collector</b>	10-11 ft.
<b>On Street Parking:</b>	None (with few existing exceptions)
<b>Bicycle Lanes:</b> (minimum widths)	New Construction = 6 ft. Reconstruction = 5 to 6 ft.
<b>Sidewalks:</b> (minimum width)	5-13 ft. Consider Curb Extensions on Ped Routes
<b>Landscape Strips:</b>	Required
<b>Medians:</b>	5/7 Lane = Required 3 Lane = Optional
<b>Neighborhood Traffic Management:</b>	Only Under Special Conditions: Selected Measures

\* Note that, sidewalk widths above 6 ft. may require additional right-of-way. Where appropriate, the median/turn lane may not be provided resulting in 2, 4 and 6 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs.

**Figure 8-10  
ARTERIAL AND COLLECTOR  
SAMPLE STREET CROSS SECTIONS  
REQUIRED ROW WIDTH**

## TIGARD MUNICIPAL CODE

terminus thereof;

49. Within the northerly half of S.W. Walnut Place; also, within the southwest half of S.W. Walnut Place beginning at S.W. Pacific and, thence, extending a distance of one hundred seventy-five feet southeasterly along the curblines;

50. Within a portion of the right-of-way of S.W. Hampton Street being all that portion thereof lying between S.W. 72nd Avenue and S.W. 66th Avenue;

51. Repealed by Ordinance 98-09;

52. Repealed by Ordinance 98-09;

53. Within the southeast half of the most southerly end of S.W. Main Street, beginning at the intersection of the southeast curblines of S.W. Pacific Highway and S.W. Main Street and extending seventy-five feet along the Main Street curblines to a point; also, therein, beginning at a point on the Main Street curblines which lies two hundred five feet from said intersecting curblines and extending thirty feet therealong to a point;

54. Within the westerly half of the right-of-way of 115th Avenue extending from the intersection with S.W. Gaarde Street northerly to the intersection of S.W. Fonner Street;

55. Within the northwesterly right-of-way of S.W. McKenzie Street from a point twenty feet southeasterly from the intersection of the centerlines at S.W. McKenzie St., and S.W. Grant St., to a point ninety feet southeasterly of the centerline intersection;

56. On the northwesterly half of S.W. Ash Avenue beginning at the northeast right-of-way line of S.W. Commercial Street and extending thence northeasterly one hundred thirty-eight feet.

57. Within the curblines on each side of

S.W. Genesis Loop, extending from the most southerly intersection thereof with S.W. 115th Avenue easterly a distance of one hundred sixty-five feet;

58. Along both sides of S.W. Durham Road between Hall Boulevard and Pacific Highway;

59. Repealed by Ord. 95-32;

60. Within the west half of the right-of-way of S.W. 92nd Avenue, beginning at the intersection thereof with the south right-of-way line of S.W. Durham Road; thence, extending southerly one thousand four hundred fifty feet;

61. Within the right-of-way of S.W. 92nd Avenue, beginning at a point which lies one thousand four hundred fifty feet southerly of the south right-of-way line of S.W. Durham Road; thence, extending southerly one thousand one hundred ninety feet; excepting therefrom the south six hundred eighty feet of the west half thereof;

62. Along the east side of S.W. 85th Avenue from Durham Road to a point four hundred fifty feet south of the south curblines of Durham Road;

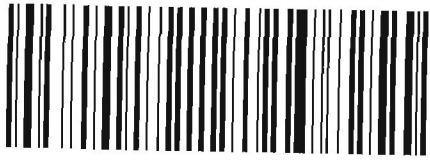
63. On S.W. Varns Street from S.W. 72nd Avenue to a point one hundred twenty-five feet west of the west curblines of 72nd Avenue;

64. On S.W. Watkins Avenue from S.W. Pacific Highway to a point seventy-five feet west of the west curblines of Pacific Highway;

~~65. Along the north side of S.W. Burnham Street from Hall Boulevard to a point six hundred seventy-five feet west of the west curblines of Hall boulevard, measured along the north curblines of Burnham Street;~~

66. On S.W. 69th Avenue from Pacific Highway to a point one hundred fifty feet north of the north curblines of Pacific Highway, measured





7008 2810 0001 3831 8835



City of Tigard  
Current Planning Division  
13125 SW Hall Blvd.  
Tigard, OR 97223

---

ATTN: PLAN AMENDMENT ~~SPECIALIST~~  
OR. Dept. of Land Conservation & Development  
635 Capital Street NE, Suite 150  
Salem, OR 97301-2540

RETURN RECEIPT  
REQUESTED