

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 18-47**

A RESOLUTION APPROVING A PREFERRED ALTERNATIVE ALIGNMENT FOR CONSTRUCTING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT IN THE CITY OF TIGARD.

WHEREAS, travel in the region's southwest corridor (SWC) is slow and unreliable due to roadway congestion, and congestion has many negative physical, social, economic, and environmental impacts on our community; and

WHEREAS, transit service to important destinations in the SWC is limited, pedestrian and bicycle network gaps create barriers and unsafe conditions for transit access, and demand for transit is increasing due to growth; and

WHEREAS, the purpose of the SWC project is to address these conditions by connecting Downtown Portland, Southwest Portland, Downtown Tigard, and Tualatin with light rail to improve mobility and help communities in the corridor achieve land use visions; and

WHEREAS, the SWC Steering Committee, which includes a City of Tigard representative, has recommended a preferred alternative (PA) that proposes to extend light rail through the Tigard Triangle to an area just east of Downtown Tigard known as the Hunziker Industrial Core, and then along an existing rail corridor to Bridgeport Village in Tualatin; and

WHEREAS, the City of Tigard has multiple adopted plan and policy statements that describe the city's land use vision for these areas which are consistent with the Metro 2040 Growth Concept for Town Centers; and

WHEREAS, the 2008 Tigard Comprehensive Plan directs the city to: focus employment growth and high-density housing development in its Town Center; maintain Downtown Tigard as its primary transit center; and promote the efficient utilization of its employment and industrial lands; and

WHEREAS, the 2009 Tigard Downtown Future Vision, which builds off of the 2005 Tigard Downtown Improvement Plan, describes community aspirations to see Downtown Tigard develop into a vibrant, active, mixed-use urban village by building upon the historic retail location of Main Street and the area's existing natural features, particularly Fanno Creek; and

WHEREAS, the 2010 Tigard Transportation System Plan directs the city to plan for a multimodal transportation system that meets existing and future community needs and is closely coordinated with existing and future land uses. It recognizes that transit service is an important part of a balanced transportation system, supports high capacity transit service in the southwest corridor, and asserts that high capacity transit should facilitate and complement employment and residential growth in Downtown Tigard; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, which was developed to inform the alignment of future high capacity transit service, describes the preferred station community concepts for Downtown Tigard and the Tigard Triangle. The preferred station community concept for Downtown Tigard identifies Main Street as the center of activity with a retained mix of uses, and envisions additional opportunities for offices and housing. The preferred station community concept for the Tigard Triangle identifies the areas east of 72nd Ave as the center of activity, includes a multimodal bridge to downtown to connect both parts of the city's Town Center, and envisions additional opportunities for small-scale neighborhood services and housing; and

WHEREAS, the 2014 Hunziker Core Infrastructure Strategy, which builds off of the 2011 Tigard Economic Opportunities Analysis, describes the community's aspirations to "unlock" the economic development potential of the Hunziker Industrial Core to meet the city's economic needs and goals. According to the 2011 analysis, the city has just enough commercial, employment, and industrial land to meet the city's needs and goals under an efficient land use demand scenario. The strategy for this area, the first phase of which began in 2018, involves providing needed infrastructure in strategic locations to spur development; and

WHEREAS, the 2017 Tigard Triangle Urban Renewal Plan, which builds off of the 2015 Tigard Triangle Strategic Plan, envisions the Tigard Triangle as a dense and lively pedestrian district with a variety of neighborhood services, goods, and housing options that is connected to downtown and the region by multiple transportation modes, including a trail along Red Rock Creek and a multimodal bridge to downtown; and

WHEREAS, the City of Tigard Charter requires a public vote to support light rail or to amend its comprehensive plan or land use regulations to accommodate light rail. A vote in 2016 affirmed the public's support of the Southwest Corridor light rail proposal and allowed the city to amend some of its land use policies and regulations to accommodate the siting of light rail as proposed; and

WHEREAS, the City of Tigard supports the project's stated purpose to improve mobility in the southwest corridor with the addition of light rail service and to help affected communities achieve their land use visions; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether the recommended PA is consistent with the city's land use vision for Downtown Tigard or the Hunziker Industrial Core through the Memorandum of Understanding Regarding Construction of the Southwest Corridor Light Rail Project in Tigard City Limits ("MOU") with TriMet; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether locating a station east of Hall Boulevard will: maintain Downtown Tigard as the city's primary transit center; support Main Street's development as downtown's activity center; or help downtown grow into the urban village envisioned by the community through the MOU; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether locating a TriMet operations and maintenance facility in the Hunziker Industrial Core is an appropriate use of the city's limited industrial lands or a hindrance to the city's ability to meet its economic development needs and goals through the MOU; and

WHEREAS, City of Tigard officials, businesses and residents have participated and will continue to actively participate in the project to ensure that the city's values and vision are considered and carried out through the project's planning, design, permitting and construction activities.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

- SECTION 1: To the extent the PA conforms to the authorization ordinance approved by voters through the passage of Measure 34-255 in November 2016, and Sections 52 and 53 of the City's Charter, the City Council of the City of Tigard expresses its support of the PA.
- SECTION 2: If the SWC Project terminates at Bridgeport in the City of Tualatin, Tigard and TriMet will recommend to the Steering Committee that the Project will locate at least four light rail stations in the City of Tigard as follows: (1) one serving the northern portion of the Tigard Triangle; (2) one serving the southern portion of the Tigard Triangle; (3) one serving downtown Tigard; and (4) one serving the 72nd Avenue corridor. The final location of the terminal station at Bridgeport may be an additional station in Tigard.
- SECTION 3: With regard to the station serving downtown Tigard, the project must meet the conditions below. The following concepts will be included in a draft and final Conceptual Design Report to be presented to the City Council for acceptance:
- a. Light rail station platform(s) will be located immediately south and east of Hall Boulevard. In consultation with Tigard, TriMet will lead planning and design studies to determine the optimal location of bus transit facilities and park and ride facilities to optimize and pedestrianize the downtown station area for Tigard residents, employees, visitors and transit passengers, for consideration by the Steering Committee. TriMet and Tigard will work to jointly agree to the final location of such facilities for consideration by the Steering Committee.
 - b. Pedestrian access and multimodal connectivity to the Downtown Tigard station platform are important to achieving the goals of creating an active station, fostering transit ridership, and facilitating connections to residences and businesses. Design of pedestrian connections along and across Hall Boulevard are of considerable importance to achieving these goals and the parties acknowledge that Hall Boulevard, in its current state, impedes safe and convenient multimodal use and crossing. TriMet and Tigard recognize the need for clear, safe multimodal access to a light rail station on Hall Boulevard and share this as a priority. The parties agree to work together with ODOT on a redesign of Hall Boulevard in the light rail station area, from the freight railroad to Hunziker Street, and that the Hall Boulevard redesign will be presented to the Tigard City Council at 15, 30 and 60 percent of Project completion. Eligible Project elements within the station area will be funded as part of the Project. For other elements, TriMet and Tigard will jointly seek funding from ODOT and others to include as Project betterments. The parties also agree to seek a jurisdictional transfer of Hall Boulevard.

- c. Tigard desires transit-oriented development ("TOD") to occur around the Downtown Tigard station and recognizes that the construction of parking facilities is a financial hurdle to TOD's feasibility. In conjunction with a Station Optimization Study, the parties will consider additional non-transit parking at the structure that supports transit-oriented development. The parties understand that the FTA will not fund parking facilities for non-transit uses and the funds for any additional non-transit parking will need to be provided by sources outside the SWC Project. Based on Tigard's findings, the park and ride parking structure will be designed and constructed accordingly. Upon adoption of the Land Use Final Order, the parties will begin negotiating a Shared Use Agreement to be completed prior to the Engineering phase of the Project, which will define the obligations of each party related to the financing, construction, operations, maintenance, and use of the structure. This proposal will be informed by the Steering Committee's decision on the location and size of park and ride facilities along the alignment.
- d. Tigard seeks to enhance urban design, redevelopment potential, and the potential for station area density around the downtown station. To that end, TriMet agrees to locate, design, construct, and operate any Operations and Maintenance Facility ("O&M Facility") in Tigard city limits to maximize the redevelopment potential of the downtown station area. The O&M Facility will be located and designed to complement adjacent development and include physical and visual connections to its surrounding environment wherever possible.
- e. TriMet will help mitigate business impacts in the Hunziker Industrial Core through standard federally required mechanisms in the Uniform Relocation Act, and through the proactive development of an Employment Transit Oriented Development District which TriMet will, through its planning and design efforts, help to effectuate. The goal is to achieve an overall employment density increase in the Hunziker Industrial Core after the Project is constructed as compared to before.

SECTION 4: If the Project does not terminate at Bridgeport in Tualatin, Tigard and TriMet will recommend to the Steering Committee three light rail stations will be located in the City of Tigard as follows: (1) one serving the northern portion of the Tigard Triangle; (2) one serving the southern portion of the Tigard Triangle; and (3) one serving downtown Tigard. With regard to the downtown-serving station, TriMet and Tigard will work jointly to agree to the design and location of an MOS station prior to Steering Committee action in advance of the FEIS publication.

SECTION 5: TriMet will demonstrate support for Tigard efforts to establish a multimodal Ash Avenue crossing across the existing freight tracks by furthering Tigard's interest in this crossing in Project negotiations with ODOT Rail and the railroad companies. This may be done by conducting a study of the nexus of this crossing with the Project and

considering inclusion of the new crossing in the Project's Rail Order. TriMet will support Tigard's efforts to fund the new crossing as a Project betterment. Tigard will identify up to two existing public crossings that Tigard will close at Tigard's cost as part of an agreement with ODOT Rail.

SECTION 6: TriMet will study and design the Project to accommodate bicycle and pedestrian travel to establish an active transportation connection between downtown and the Tigard Triangle. This multi-use path will be a betterment and both parties agree to be co-applicants for grants to fund the bicycle and pedestrian infrastructure.

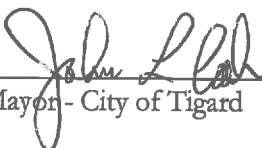
SECTION 7: To capitalize on real estate value created by the light rail project, TriMet will work with Tigard on a Joint Development Project Proposal that focuses on significant residential and employment (i.e. ridership-enhancing) development opportunities.

SECTION 8: The parties seek to preserve and develop affordable housing in the city limits in proximity to the Project. TriMet and Tigard are both parties to the executed "Memorandum of Understanding Between the City of Portland, City of Tigard, Metro, Washington County and the Tri-County Metropolitan Transportation District of Oregon Regarding Southwest Corridor and Affordable Housing" ("Affordable Housing MOU"). As parties to the Affordable Housing MOU, TriMet agrees to use Project property to encourage development of affordable housing consistent with FTA requirements and Tigard agrees work to implement the Equitable Housing Strategy, facilitate construction of affordable housing, and work with TriMet to encourage ridership in the SW Corridor, which the parties recognize as encouraging enhanced transit corridors for streetcar and bus operations. Tigard anticipates using tax increment financing and potentially other funds for the development of affordable housing at or near TriMet stations.

SECTION 9: TriMet and Tigard will develop an IGA to define the scope and budget necessary for City staff participation in Project activities.


SECTION 10: This resolution is effective immediately upon passage.

PASSED: This 13th day of November 2018.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard