



WASHINGTON SQUARE REGIONAL CENTER

BACKGROUND AND CONDITIONS REPORT

Washington Square Regional Center Update Project
City of Tigard | August 15, 2020

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PART 1 | INTRODUCTION

Washington Square is one of eight regional centers in the Metro 2040 Growth Concept. The original Washington Square Regional Center plan, which was developed in 1999, envisioned the area as a dense and walkable commercial hub, with lots of housing and mixed-use development served by high-quality transit.

The main tenets of the original vision remain valid, but Tigard believes an update is necessary given the significant changes that have occurred in the past 20 years with how we shop, travel, and work. The original vision also lacks an equity lens and did not anticipate the housing or climate issues that we are facing today. Tigard believes that the Washington Square Regional Center (WSRC) has the potential to change and grow to better serve the community and needs an updated plan to guide its development into the future.

The purpose of Washington Square Regional Center Update Project (Project) is to work with the community and Project partners to refine the original vision with the goal of facilitating more housing, employment, and transportation options that are consistent with Tigard’s strategic vision to be a walkable, healthy, and inclusive community. The Project will do this by:

- Facilitating diverse community input that is representative of the area’s population.
- Working with businesses and residents to understand community priorities.
- Analyzing and responding to emerging market trends.

The purpose of this Background and Conditions Report (Report) is to:

- Describe the planning framework and background for this Project
- Describe past and existing conditions in the area and identify key findings
- Provide maps to help readers understand conditions and key findings
- Provide baseline information to support technical analyses and community discussions

PART 2 | EXECUTIVE SUMMARY

The original vision was both pragmatic and aspirational. The original 1999 vision affirmed the regional center’s identity as a significant employment and retail center and envisioned it becoming even more dynamic, dense, and interconnected with the development of more housing and transportation options.

Implementation of the original vision has been challenging. The regional center is large. It is located within three jurisdictions and served by even more service providers. The various jurisdictions and service providers have not always shared the same priorities over time. More than a dozen zones regulate development in the area, and there is no dedicated funding source to build the original plan’s recommended projects. There are also significant stormwater infrastructure deficiencies in the area that are difficult to overcome due to longstanding development patterns.

The majority of the land in the regional center is devoted to commercial activity. There is very little vacant land. Almost all commercial buildings were built before the original 1999 plan. Existing zoning, which was adopted as a result of the 1999 plan, allows for more intense mixed-use development, but very little development has occurred in the past 20 years and none of it has been mixed-use. At a glance, there are several areas in the regional center that have redevelopment potential, one of which is the Washington Square Mall. As of the writing of this report:

- Washington Square Mall is actively planning to redevelop the southern portion of the mall property, which includes construction of several new buildings and a plaza and demolition of the building formerly occupied by Sears.

The number of employees and businesses in the regional center has declined by about 12% since 2003. Salaries across all industries have declined as well. The lowest paid employees made up roughly one third of the 2018 workforce—totaling over 5,000 employees—and earned 33% less than their 2003 counterparts. Lincoln Center consistently has the highest number of employees per acre, and Washington Square Mall consistently employs the greatest number of people.

The regional center population is growing and changing. It is home to both larger households and more single person households as compared to the rest of Tigard. Regional center residents are more likely to rent than own, have modestly valued homes, have somewhat lower household incomes, and be somewhat younger as compared to the rest of Tigard. The regional center is also home to a growing Black/African American population.

There is good access to the regional center, but poor access within the regional center due to barriers created by existing development, major roads, a heavy rail line, and Fanno Creek. The area also lacks a connected multimodal street system. Many of the recommended transportation and transit projects from the original 1999 plan have not been implemented either due to cost, complexity, or controversy. TriMet operates several regional transit facilities in the area, and multiple road authorities are responsible for the major roads in the area. As of the writing of this report:




- The ODOT Highway 217 auxiliary lane project is underway.
- The Washington Square Loop Trail has not been identified as a project in any of Beaverton's plans.
- The Southwest Corridor Light Rail Project is being planned for elsewhere. The Washington Square Regional Center is one of two regional centers not served by light rail.

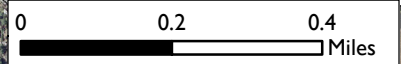
The five maps provided below show past and current conditions in the Washington Square Regional Center, including boundaries and development patterns.



Map 1. Regional Center Study Area (2001 Aerial)






-  Washington Square Regional Center (Study Area)
-  Washington Square Regional Center (Tigard Plan District Area)
-  Tigard City Boundary

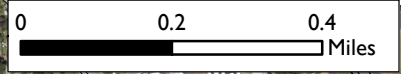




Map 2. Regional Center Boundary (2010 Aerial)

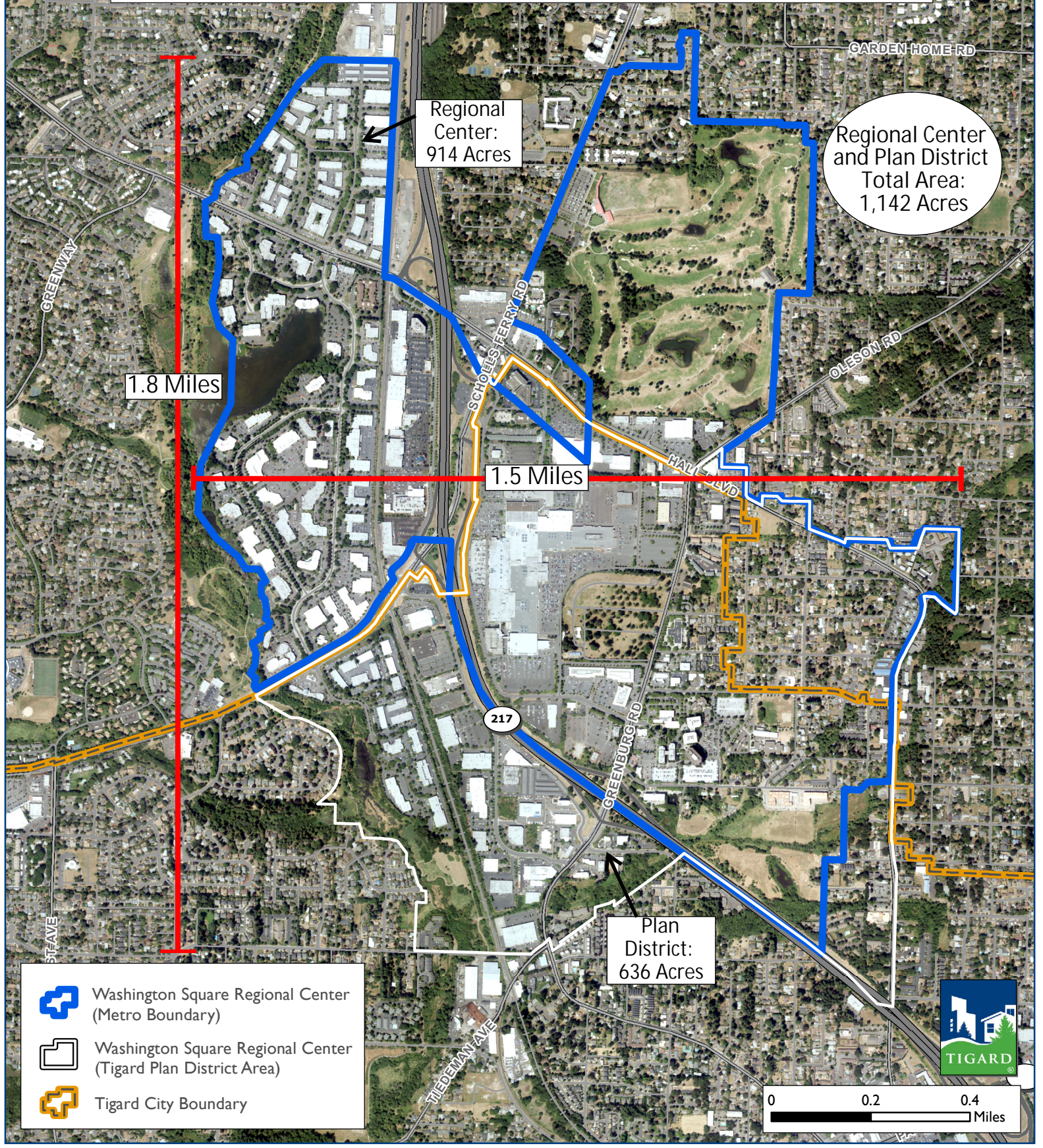


-  Washington Square Regional Center (Metro Boundary)
-  Washington Square Regional Center (Tigid Plan District Area)
-  Tigid City Boundary





Map 3. Regional Center Boundary (2018 Aerial)



Regional Center:
914 Acres

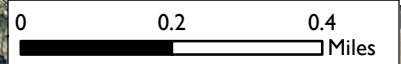
Regional Center and Plan District
Total Area:
1,142 Acres

1.8 Miles

1.5 Miles

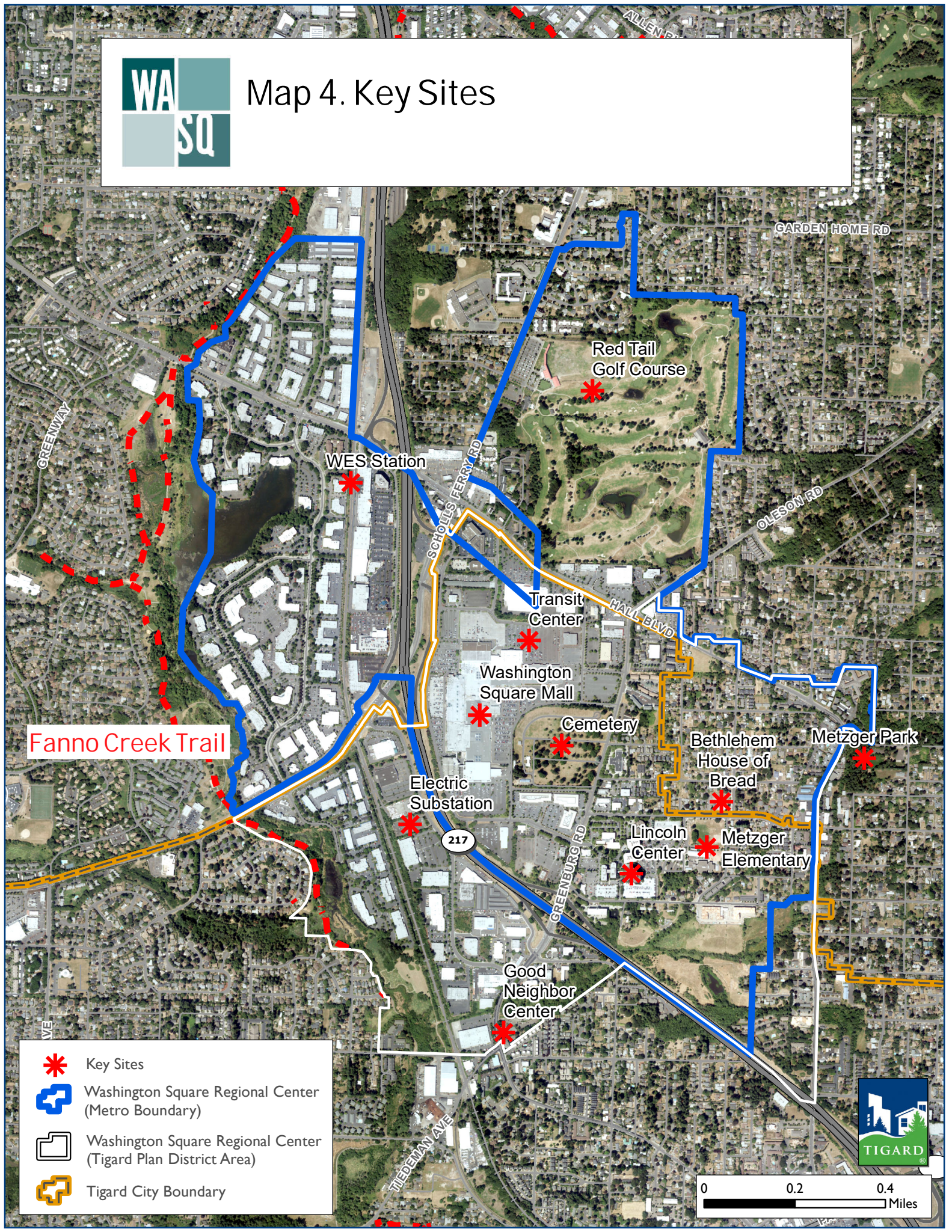
Plan District:
636 Acres

- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary





Map 4. Key Sites



Fanno Creek Trail

WES Station

Red Tail Golf Course

Transit Center

Washington Square Mall

Cemetery

Electric Substation

Bethlehem House of Bread

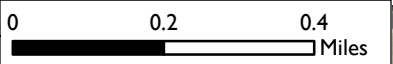
Metzger Park

Lincoln Center

Metzger Elementary

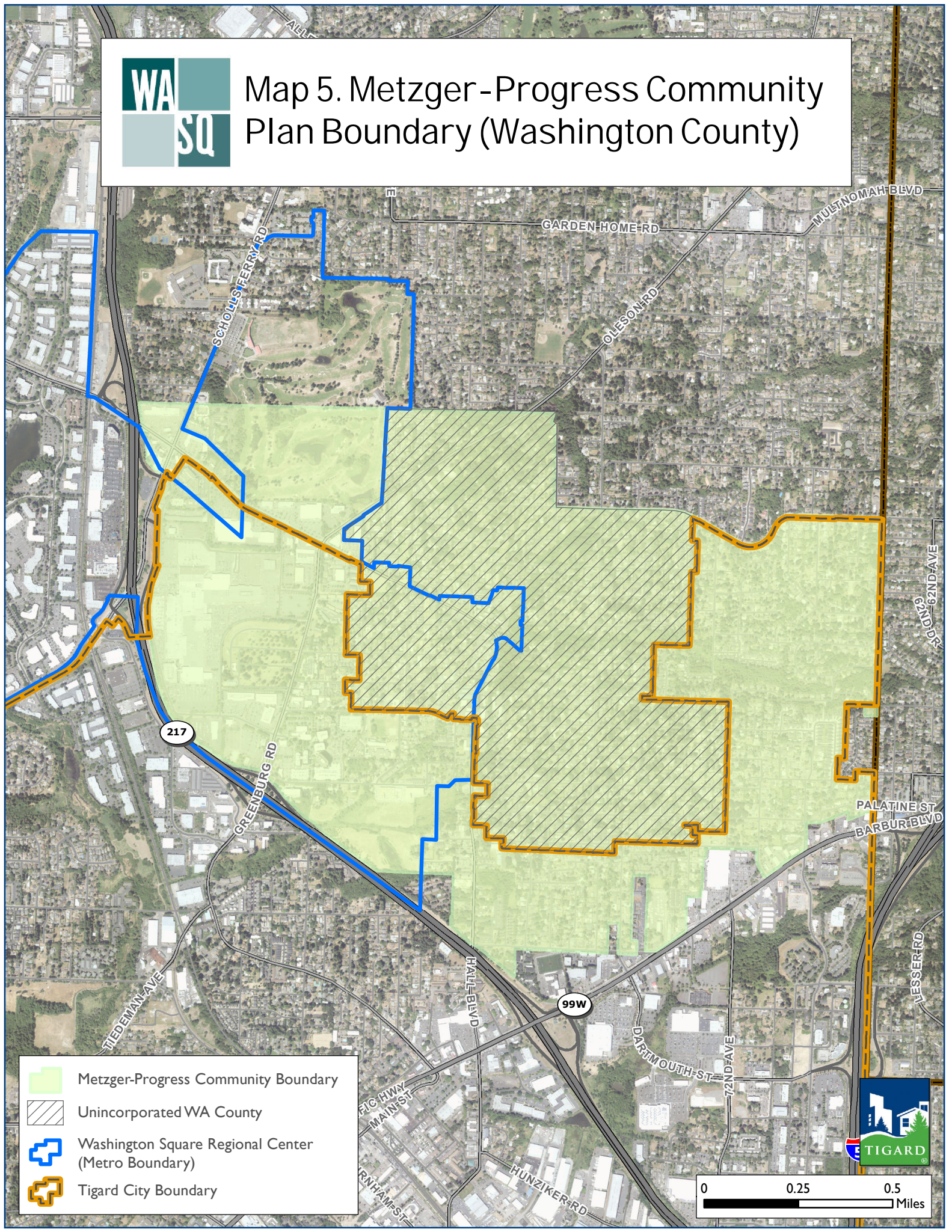
Good Neighbor Center

- Key Sites
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary

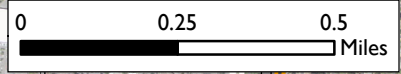




Map 5. Metzger-Progress Community Plan Boundary (Washington County)



- Metzger-Progress Community Boundary
- Unincorporated WA County
- Washington Square Regional Center (Metro Boundary)
- Tigard City Boundary



PART 3 | PLANNING FRAMEWORK

Jurisdictional Framework

For the purposes of this Report, the regional center includes the Metro-designated WSRC area and the Tigard-designated WSRC plan district area. The Project's study area is roughly the combination of the regional center and plan district boundaries, which is 1,142 acres in size. However, the main geographic focus of the Project is the portion of the regional center within the Tigard WSRC Plan District area. This area is 636 acres in size and completely within Tigard's Urban Services Area boundary.

The regional center is located within the Metro regional boundary and the following three jurisdictions:

- City of Tigard
- City of Beaverton
- Washington County (urban unincorporated area)

The regional center is served by the following service providers:

- Water: Tigard, Beaverton, Tualatin Valley Water District
- Sewer: Clean Water Services (with shared responsibilities by each of the jurisdictions)
- Stormwater: Clean Water Services (with shared responsibilities by each of the jurisdictions)
- Schools: Tigard-Tualatin School District, Beaverton School District
- Parks: Tigard, Tualatin Hills Park and Recreation District
- Streets: Tigard, Beaverton, Washington County, Oregon Department of Transportation
- Transit: TriMet

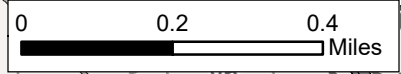
The three maps provided below show natural resource authorities and service provider boundaries.



Map 6. Natural Resources

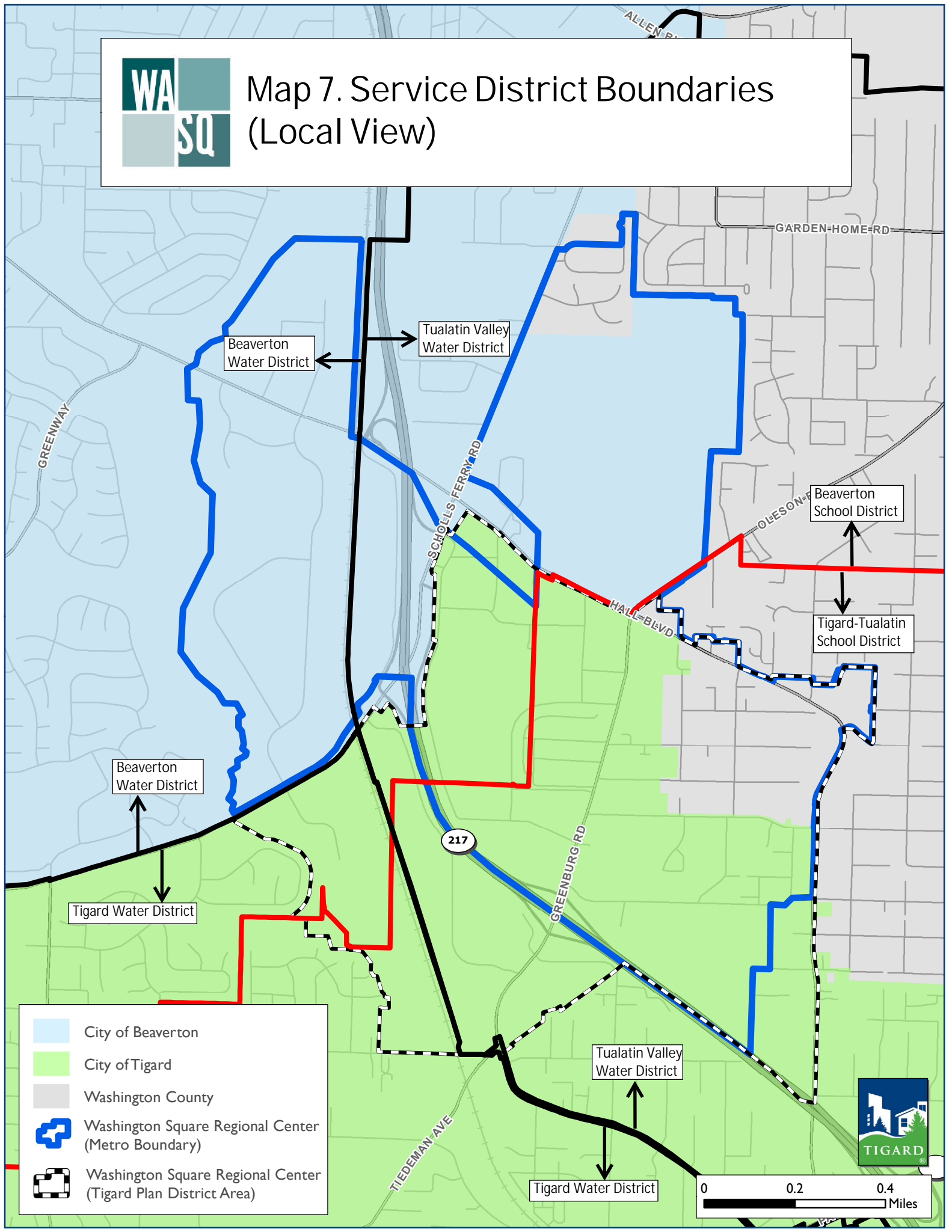


- Streams
- Significant Wetlands (Tigard)
- Vegetated Corridor (Clean Water Services)
- Parks and Greenspaces
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary





Map 7. Service District Boundaries (Local View)



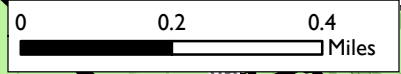
City of Beaverton

City of Tigard

Washington County

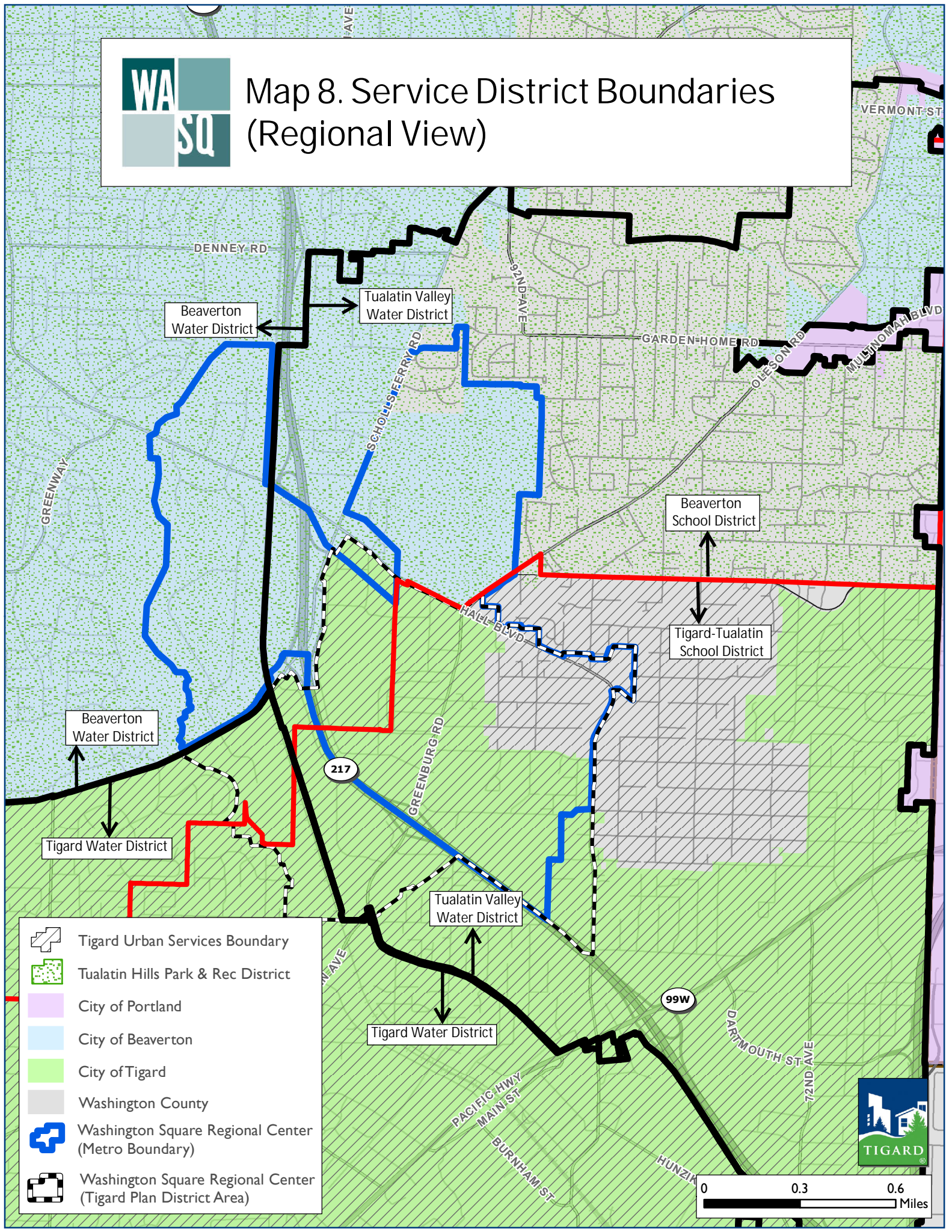
Washington Square Regional Center (Metro Boundary)

Washington Square Regional Center (Tigard Plan District Area)

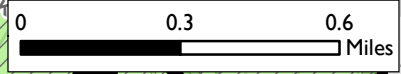




Map 8. Service District Boundaries (Regional View)



- Tigard Urban Services Boundary
- Tualatin Hills Park & Rec District
- City of Portland
- City of Beaverton
- City of Tigard
- Washington County
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)

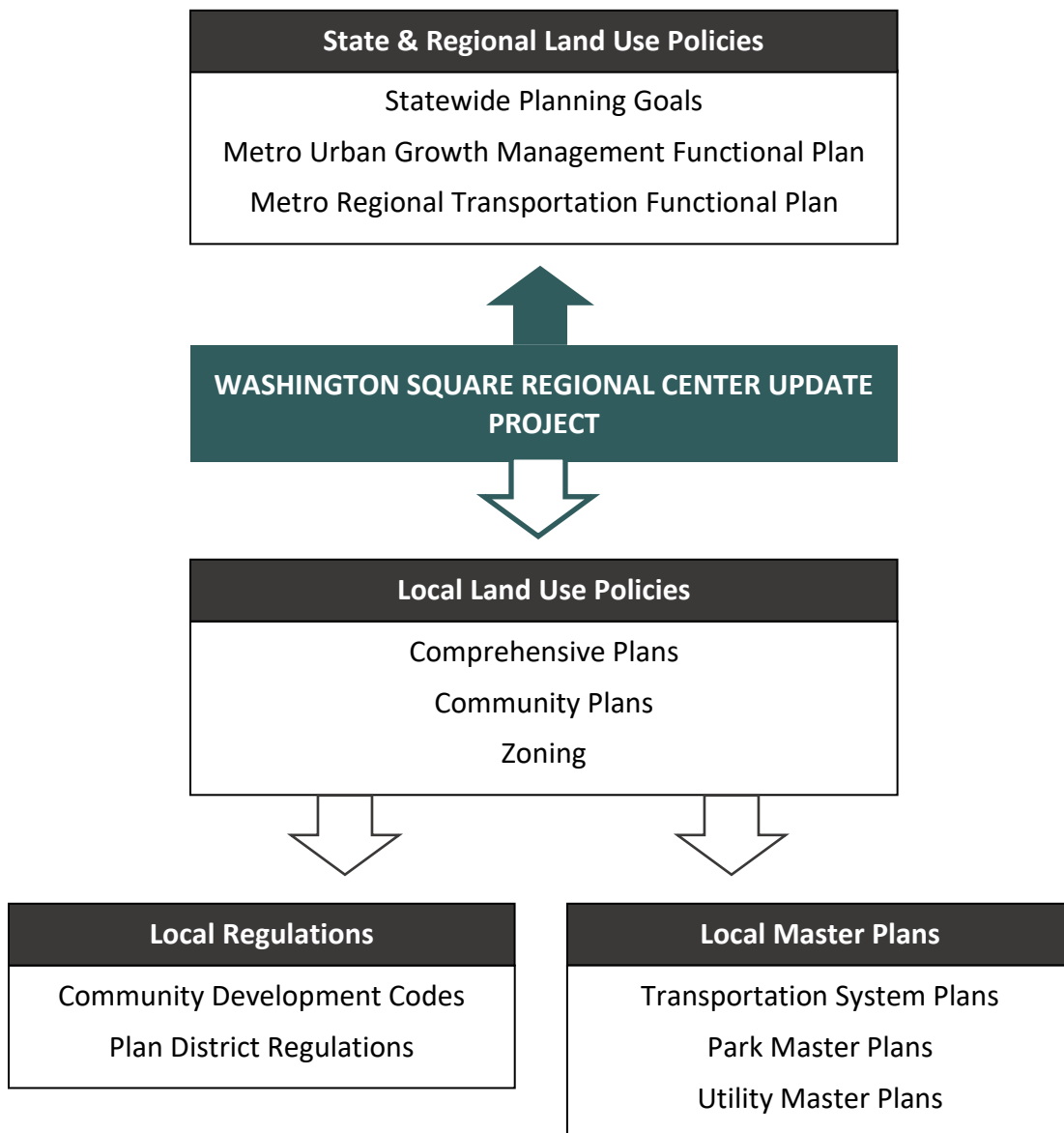


Policy Framework

The regional center is governed by a number of land use, transportation, and service plans and policies at the state, regional, and local level. These plans provide the policy framework for delivering services, regulating development, and identifying infrastructure projects in the regional center and are developed and managed by the multiple agencies described in the previous section.

The graphic below shows the policy framework for this Project.

Figure 1. Policy Framework



In summary, the policy framework for this Project is as follows:

- Any recommendations developed by this Project and submitted for adoption must conform to state and regional land use plans and policies.
- Any recommendations developed by this Project and adopted by local jurisdictions have the ability to change local policies, regulations, and master plans.
- Local policies adopted as a result of this Project should reflect the community needs, priorities, and aspirations identified through the course of this Project.
- Local polices inform and are implemented by local regulations (which govern private development) and master plans (which identify infrastructure projects).

Relevant Plans and Policies

The list of plans and policies provided below includes those documents that are most relevant to this planning Project. It is not an exhaustive list. For example, master plans specific to utility and transportation systems are not included. However, they are consulted by the Project as needed to understand system needs and community priorities as currently planned.

Statewide Land Use Planning Goals

The 19 Statewide Land Use Planning Goals are the foundation of Oregon’s statewide program for land use planning. Local comprehensive plans and zoning ordinances must be consistent with these goals.

<https://www.oregon.gov/lcd/op/pages/goals.aspx>

Metro Urban Growth Management Functional Plan

This plan provides tools and requirements for meeting the goals of the 2040 Growth Concept, which is Metro’s long-range growth management plan for the Portland metropolitan area. In addition to Statewide Planning Goals, local comprehensive plans and zoning ordinances must be consistent with this plan.

<https://www.oregonmetro.gov/urban-growth-management-functional-plan>

Metro Regional Transportation Functional Plan

This plan helps implement regional transportation policies through local transportation plans and projects, which achieves local aspirations while supporting the 2040 Growth Concept.

<https://www.oregonmetro.gov/regional-transportation-functional-plan>

Tigard Comprehensive Plan

Tigard's Comprehensive Plan provides the broad policy basis for the city’s land use planning program. The plan represents the vision and values of the Tigard community and is intended to help guide city land use decisions.

https://www.tigard-or.gov/city_hall/comprehensive_plan.php

Tigard Washington Square Regional Center Plan

Similar to the Tigard Comprehensive Plan, this 1999 plan represents the vision and values of the Tigard community that are specific to the regional center.

https://www.tigard-or.gov/document_center/CommunityDevelopment/wash.pdf

Tigard Washington Square Regional Center Implementation Plan

This plan evaluated the projects recommended by the WSRC Plan (see above) for fatal flaws and made recommendations for implementing the plan through the use of specific financial tools.

https://www.tigard-or.gov/document_center/CommunityDevelopment/FinalSummaryReport_Consolidated.PDF

Washington County Metzger-Progress Community Plan

Similar to the Washington County Comprehensive Plan, this plan represents the vision and values of the community that are specific to the Metzger-Progress neighborhood, which includes a portion of the regional center.

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/Publications/metzgercp.cfm>

Tigard Community Development Code (TCDC)

Tigard's Community Development Code, which is Title 18 of the Municipal Code, and the Zoning Map implement the Tigard Comprehensive Plan and guide development throughout the city.

https://www.tigard-or.gov/business/title_18.php

Tigard Washington Square Regional Center Plan District (TCDC Chapter 18.670)

Plan districts address concerns unique to an area when other zoning mechanisms cannot achieve the desired results. This contrasts with base zone provisions that are intended to be applicable in large areas or in more than one area. The purpose of the WSRC plan district chapter is to implement the vision, concepts, and principles contained in the Washington Square Regional Center Plan and the subsequent Implementation Plan.

<https://www.tigard-or.gov/DevelopmentCode/18-670.pdf>

TriMet Southwest Service Enhancement Plan

This plan provides a future transit vision for Tigard, Tualatin, Sherwood, Lake Oswego, West Linn, Durham, King City, and Southwest Portland.

<https://trimet.org/future/southwest.htm>

Related Planning Projects

There are a number of related planning projects and studies that are either underway or planned for the near future. These related projects will inform and be informed by this Project and will require coordination.

- Tigard Park System Master Plan Update (underway – estimated completion June 2021)
- Tigard Transportation System Plan Update (underway – estimated completion Dec 2021)
- Tigard Washington Square Stormwater Retrofit Plan (schedule TBD)
- WA County First Mile Last Mile Study – WA Square Transit Center (underway – completion TBD)
- Metro 2020 Plan for State Hwy Jurisdictional Transfers – Hall Blvd and Scholls Ferry Rd (underway – estimated completion Dec 2020)
- TriMet Southwest Corridor Light Rail Project – 99W crossing (30% design June 2020)

PART 4 | PLANNING BACKGROUND

The Metro 2040 Growth Concept was adopted in 1995, and the Washington Square Regional Center Plan was completed four years later in 1999. The plan recommended adoption of mixed-use zoning to allow for the development of a variety of employment, commercial, and residential uses at high to moderate densities. The three jurisdictions adopted many, but not all, of the plan's recommendations on separate timelines and through separate processes.

Tigard adopted the plan in 2000, followed by an implementation plan and funding strategy in 2002. Also in 2002, Tigard updated its Community Development Code to include a new Plan District chapter to regulate development in its part of the regional center. Tigard also adopted three new categories of mixed-use zoning to reflect the different areas and visions for the regional center: Mixed-Use Commercial, Mixed-Use Employment, and Mixed-Use Residential. Properties that annexed to Tigard from the County have been assigned zoning consistent with the original 1999 plan. Beaverton adopted two new zones: WA Square Office Industrial District and WA Square Commercial District. Beaverton. Properties that annexed to Beaverton from the County (most notably the RedTail Golf Course) have retained their existing Washington County zoning on a provisional basis.

Original Vision

The original vision for the Washington Square Regional Center was developed and evaluated over several years with input from a wide variety of stakeholders.

Become Dynamic, Compact, Interconnected

- 18- to 24-hour place
- Mixed-use development with shared parking
- More housing and employment at high to moderate densities
- Regional transit hub and local shuttle service
- Connected multimodal network (including through the Mall and over Hwy 217)

Serve Regional Needs

- Housing choices for all income levels
- Employment center
- Retail shopping center
- Range of professional services

Invest in Infrastructure

- Streets and trails
- Stormwater management
- Parks and public spaces

Be a Good Neighbor

- Neighborhood traffic management strategies
- Residential neighborhood preservation
- Land use and density transitions
- Sensitive lands protection

Recommendations

The following key recommendations in Table 1 are from the 1999 Washington Square Regional Center Plan except where otherwise noted.

Table 1. Key Recommendations from Original Plans

Land Use
Mixed-use zoning
Sensitive lands mapping
Urban design standards
Projects (specific projects shown on Map 10 below)
New multimodal Hwy 217 overcrossings
Improved Hwy 217 capacity
New commuter rail line and stop
Improved transit center
Relocated park and ride
New loop trail
New street extension (Nimbus extended south to Greenburg)
Widened Hall Blvd
Improved pedestrian and bike facilities (including safe crossings)
Programs and Services
Shuttle service
Parking strategy
Funding*
Pursue federal, state, regional, and local transportation funding
Keep locally generated fees in regional center
Form local improvement districts (LID) or Economic Improvement District (EID)
Form urban renewal district

* Recommendations from 2002 Tigard Funding Strategy.

Findings and Conclusions

The following key findings and conclusions are from the 1999 Washington Square Regional Center Plan.

- The regional center is largely developed. It is larger than most Oregon cities in size and second only to Portland Central City as an employment and retail center.
- There are roughly 227 acres available for re/development in the regional center. The area can and should accommodate more growth.
- Major roads—such as Hwy 217, Hall Blvd, and Scholls Ferry Rd—provide regional access from all directions. However, these roads also serve as transportation barriers. Hwy 217, in particular, has limited crossings.
- The heavy rail line and Fanno Creek alignment along the regional center’s western edge also serve as transportation barriers and, in conjunction with Hwy 217, have impacted how these areas have developed.

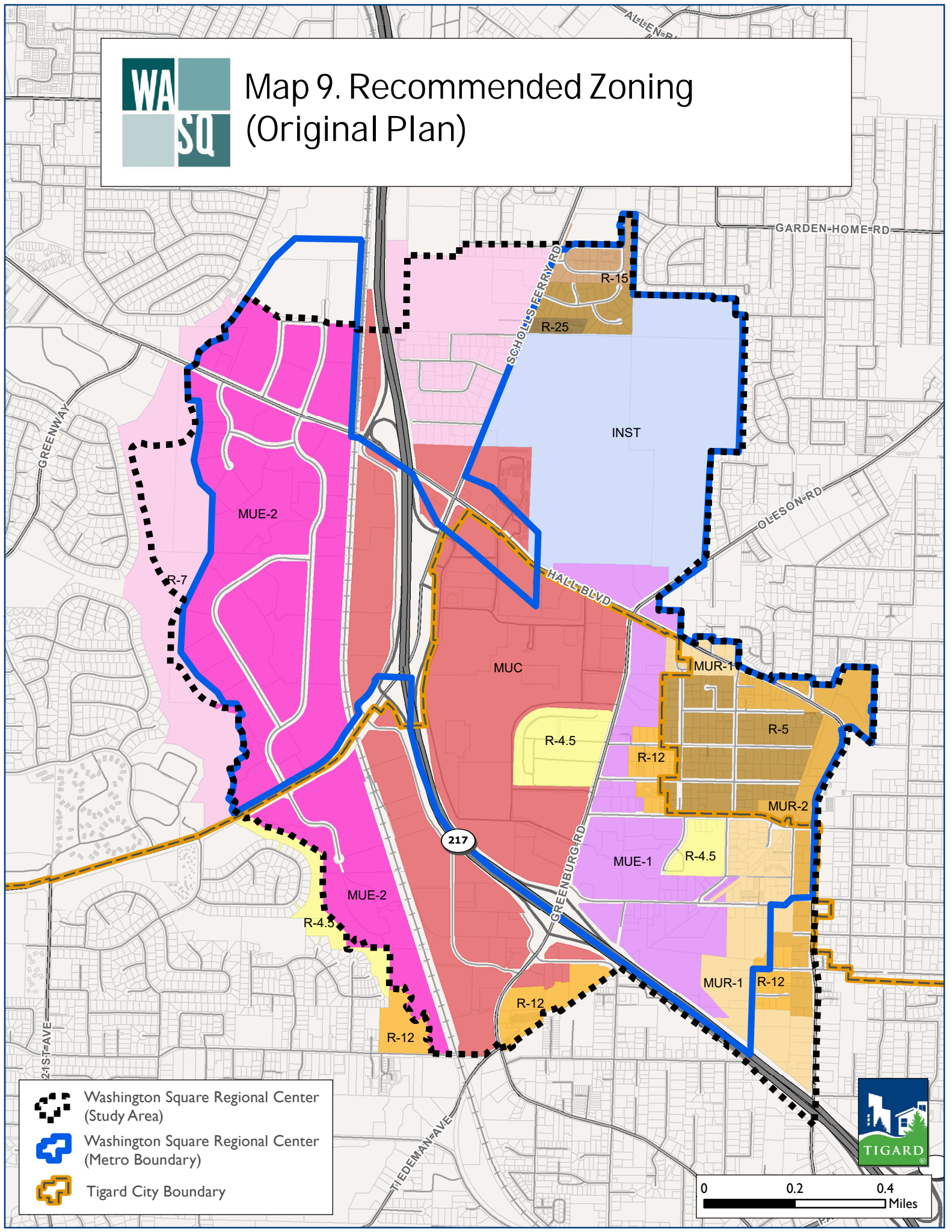
The following key findings and conclusions are from the 2002 Tigard Implementation Plan.

- Investment in infrastructure is needed to address existing needs and deficiencies, not just impacts caused by new re/development, particularly with regard to stormwater and transportation infrastructure.
- Existing commercial and industrial zoning produces similar traffic impacts as proposed mixed-use zoning.
- Many stakeholders oppose the following two projects recommended by the plan:
 - Widening Hall Blvd to 5 lanes (concern about traffic, pedestrian safety, and neighborhood impacts)
 - Extending Nimbus Ave south to connect to Greenburg (concern about cost and environmental impacts)

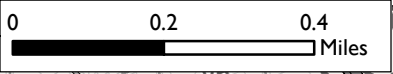
The two maps and corresponding table provided below show the recommended zoning and transportation projects from the original 1999 plan



Map 9. Recommended Zoning (Original Plan)



- Washington Square Regional Center (Study Area)
- Washington Square Regional Center (Metro Boundary)
- Tigard City Boundary





Map 10. Recommended Projects (Original Plan)

TDM Program:
Parking supply/demand
and utilization analysis

WES Station

Shuttle Service:
Connecting WES, Mall, Lincoln
Center, Nimbus/Cascade Districts

Eliander
Vehicle Access

Hall Blvd Signal
Timing & Bus
Queue Jumping

Greenburg Rd
Signal Timing

Washington Square
Loop Trail

Type of Project:

Complete Street

Intersection

Ped/Bike

Transit

Washington Square Regional Center
(Metro Boundary)

Washington Square Regional Center
(Tigard Plan District Area)

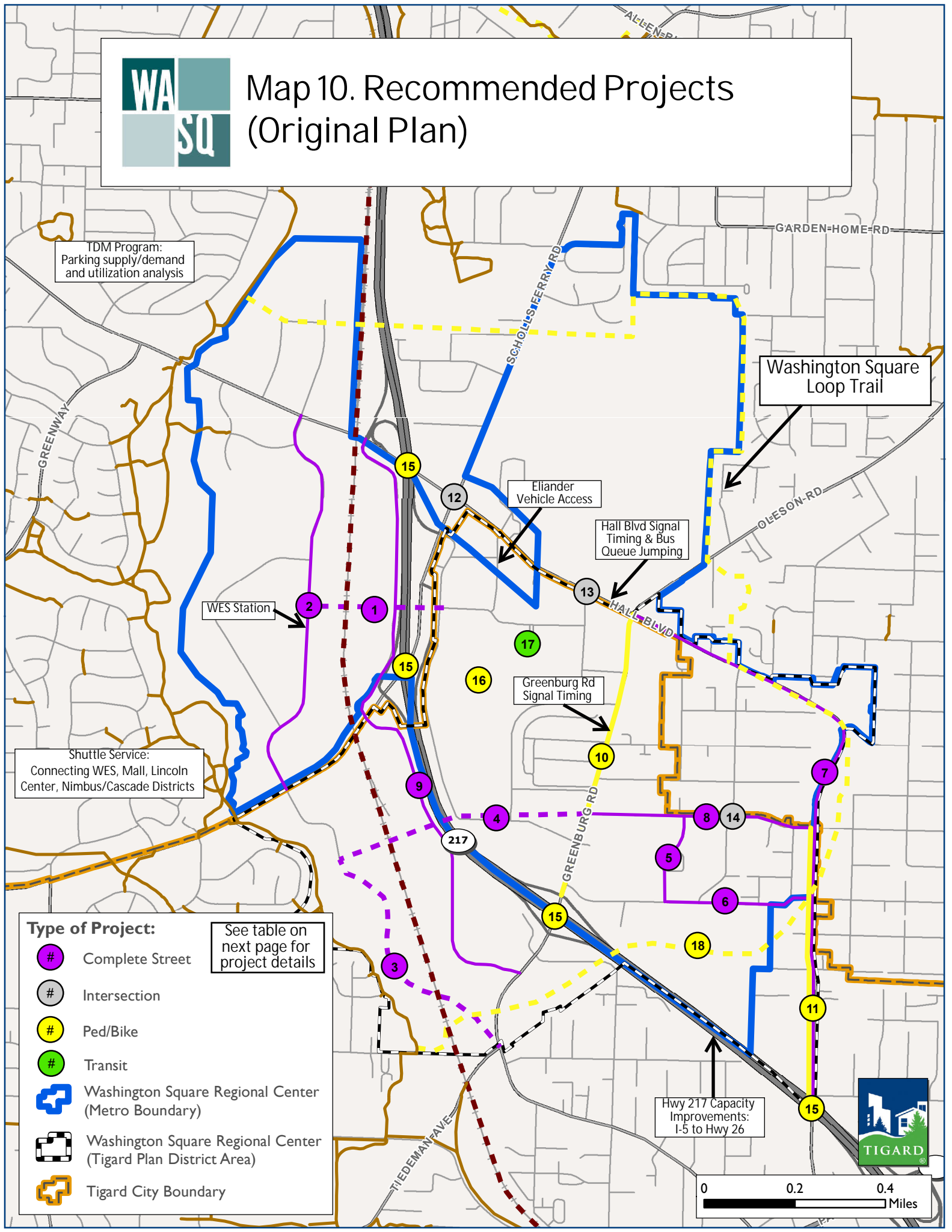
Tigard City Boundary

See table on
next page for
project details

Hwy 217 Capacity
Improvements:
I-5 to Hwy 26



0 0.2 0.4
Miles



Map 10 Table. Transportation Projects: Original Plan Recommendations

PROJECT #	PROJECT NAME	DESCRIPTION
1	Hwy 217 Overpass (North)	Multimodal crossing over Hwy 217/Cascade/RR from Mall (North) to Nimbus
2	Nimbus Improvements (North) from Scholls to Hall	3 lanes with bike lane, sidewalk, parking
3	Nimbus Extension (South) from Scholls to Greenburg	5 lanes with bike lane, sidewalk, no parking (community opposition to construction)
4	Hwy 217 Overpass (South)	Multimodal crossing over Hwy 217/Cascade/RR from Mall (South) to Nimbus
5	Lincoln Improvements	3 lanes with bike lane, sidewalk, parking
6	Oak Improvements from Lincoln to Hall	2 lanes with bike lane, sidewalk, parking
7	Hall Improvements from Pfaffle to Greenburg/Oleson	3 or 5 lanes with bike lane, sidewalk (community opposition to widening)
8	Locust Improvements from Greenburg to Hall	3 lanes with bike lane, sidewalk, parking
9	Cascade Improvements from Hall to Greenburg	3 lanes with bike lane, sidewalk, parking
10	Greenburg Pedestrian Improvements	Between Hall and Hwy 217
11	Hall Pedestrian Crossing Improvements	Medians for crossing refuges on Hall
12	Hall Eastbound Right Turn Lane at Scholls	Add eastbound right turn lane from Hall to Scholls
13	Hall Blvd Eastbound Right Turn Lane at Palm	Evaluate need for eastbound right turn lane
14	90th Ave Realignment at Locust	Create 4-legged intersection with school crossing
15	Hwy 217 Ped/Bike Crossing Improvements	Hwy 217 at Hall (Tigard), Hall (Beaverton), Greenburg, Scholls Ferry
16	WA SQ Mall Ped/Bike Improvements	Add sidewalks and bike lanes
17	Transit Center Improvements	Relocate or co-locate with park and ride
18	WA Square Loop Trail	Connect to Fanno Creek in the north and south with new Hwy 217 overcrossings
Callout	Eliander Vehicle Access	Connect Mall to Target
Callout	Greenburg Rd Signal Timing	
Callout	Hwy 217 Capacity Improvements	Between I-5 and Hwy 26
Callout	Shuttle	Connect WES, Mall, Lincoln Center, Nimbus/Cascade Districts using new Hwy 217 overcrossings
Callout	Transportation Demand Management (TDM) Program	Parking supply/demand and utilization analysis
Callout	Hall Blvd Signal Timing and Bus Queue Jumping	Between Nimbus and Pfaffle
Callout	WES Station	Locate on Nimbus near new Hwy 217 overcrossing

PART 5 | CONDITIONS AND KEY FINDINGS

Conditions and key findings may include past conditions, existing conditions, changes over time, departures from original plan recommendations, or any combination thereof. For the purposes of this section, the regional center includes the Metro-designated WSRC area and the Tigard-designated WSRC plan district area. Conditions and key findings are organized around the following topics.

- Boundaries
- Community Snapshot
- Commercial Snapshot
- Land Use, Zoning, and Re/Development
- Transportation
- Public Utility Infrastructure

Boundaries

The original 1999 plan identified an area that was roughly 1,250 acres in size. The Metro 2040 Growth Concept identifies the regional center as being roughly 914 acres in size. It is unclear why the original boundary and adopted boundary are different. The current regional center boundary does not include the areas between the RedTail Golf Course and Hwy 217 in Beaverton; west of Hwy 217 in Tigard; and west of Hall Blvd in Tigard. The areas in Tigard not within the current regional center boundary are within Tigard's Washington Square Regional Center Plan District and zoned for mixed-use development.

KEY FINDING: There is inconsistency between Metro's regional center boundary and Tigard's adopted boundaries for zoning and development regulations.

Community Snapshot

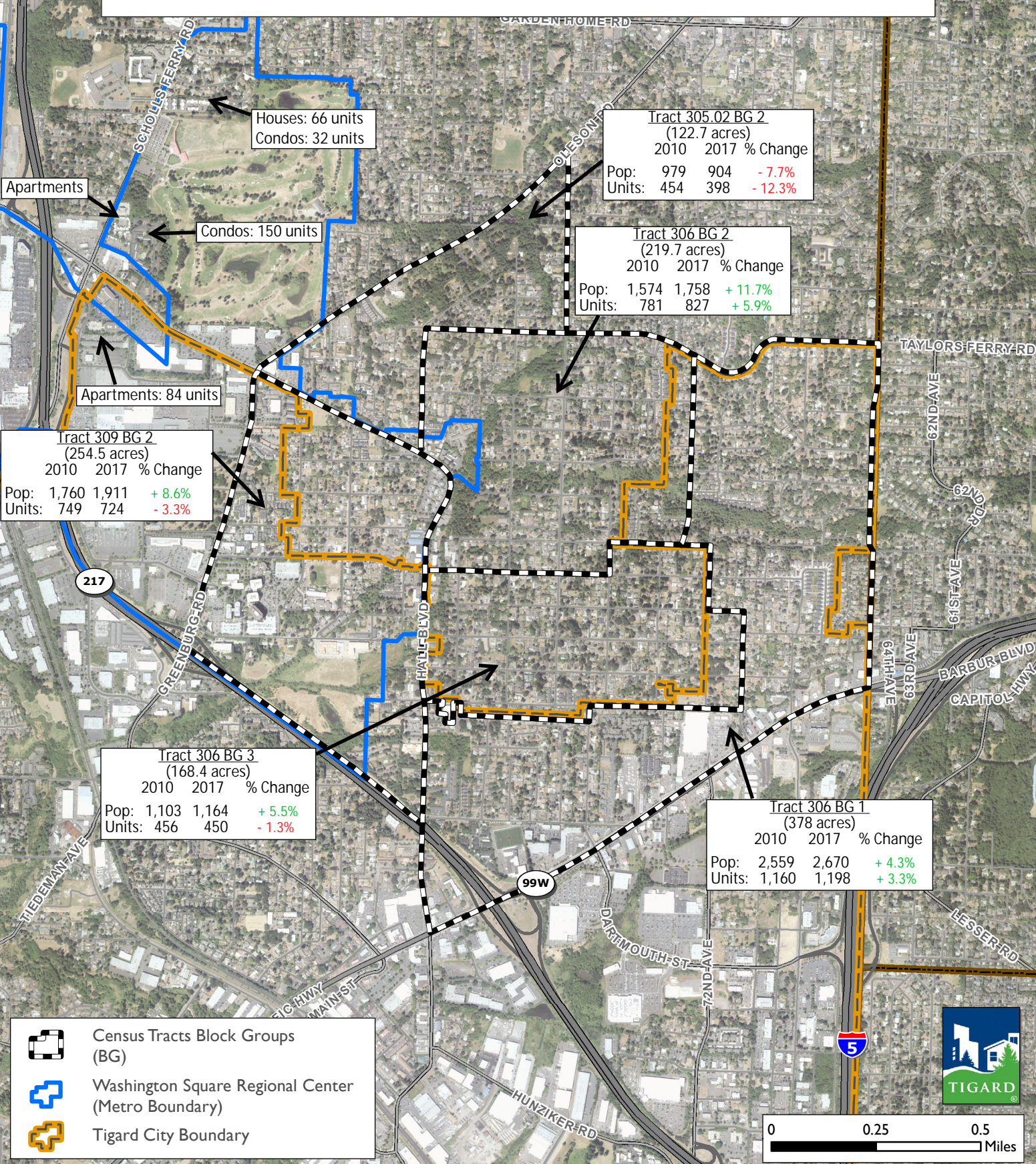
The majority of land within the regional center is developed with nonresidential uses, but there are two areas with residential development. The area north of Washington Square Mall has about 350 households that are concentrated in three geographically separate areas. However, the majority of residential development is located in the southeast corner of the regional center between Greenburg Rd, Hall Blvd, and Highway 217. This residential area is developed with a combination of detached and attached houses and apartment buildings. It has over 600 households and a total population of about 2000 as of 2017. Based on a review of aerial photos, at least four large attached residential developments have been constructed in the last 20 years, including a new apartment complex on Oak Street with 187 units that was completed in 2019.

The following summary of demographic and housing data describes only those residents who live in the southeast corner of the regional center (Census Tract 309 Block Group 2) due to the spatial limitations of the Census data.¹ The map below provides additional information about other block groups for context.

¹ There are limitations associated with data from the American Community Survey (ACS) at the block group scale. ACS data is useful for understanding population characteristics but only represents an estimate, as this information is extrapolated from population sampling. The Census Bureau publishes a margin of error (MOE) for every ACS estimate. More information about ACS data limitations can be found here: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>.



Map 11. Metzger Population and Housing (2010 and 2017)



Houses: 66 units
Condos: 32 units

Apartments

Condos: 150 units

Apartments: 84 units

Tract 309 BG 2
(254.5 acres)

2010	2017	% Change
Pop: 1,760	1,911	+ 8.6%
Units: 749	724	- 3.3%

Tract 305.02 BG 2
(122.7 acres)

2010	2017	% Change
Pop: 979	904	- 7.7%
Units: 454	398	- 12.3%

Tract 306 BG 2
(219.7 acres)

2010	2017	% Change
Pop: 1,574	1,758	+ 11.7%
Units: 781	827	+ 5.9%

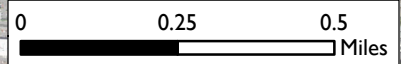
Tract 306 BG 3
(168.4 acres)

2010	2017	% Change
Pop: 1,103	1,164	+ 5.5%
Units: 456	450	- 1.3%

Tract 306 BG 1
(378 acres)

2010	2017	% Change
Pop: 2,559	2,670	+ 4.3%
Units: 1,160	1,198	+ 3.3%

- Census Tracts Block Groups (BG)
- Washington Square Regional Center (Metro Boundary)
- Tigard City Boundary



Compared to all of Tigard for the years 2010 and 2017, the population in the regional center tends to be younger, is less White, and has lower household incomes and levels of educational attainment across both years. In 2010, household size was similar across all categories. However, in 2017, 2-person households dramatically decreased in the regional center and modestly increased in the rest of Tigard.

Compared to all of Tigard for the year 2017 alone, more residents rent than own and there are far fewer 1-bedroom rentals and far more 3-bedroom rentals in the regional center. Also, more homes are valued in the \$300,000 - \$399,999 range as compared to the rest of Tigard, which has more homes valued in the \$400,000 and above range.

Compared across years, 2010 to 2017, the population in the regional center is getting younger, with almost 30% of residents between the ages of 0 and 19 years of age. As of 2017, the percentage of Hispanic/Latino residents in the regional center is similar to the rest of the Tigard. However, the Black/African American population in the regional center is growing, with an increase from roughly 5% to roughly 22% of the area’s population over the course of seven years. As of 2017, about half of Tigard’s Black/African American residents live in the regional center. Lastly, all household sizes are growing in the regional center, except for 2-person households, with the largest number of residents living in 1-person households as of 2017.

Table 2. Housing Summary and Comparison

HOUSING DATA*	WSRC**		Tigard	
	2017	2010	2017	2010
RENT/OWN				
Renter-occupied households	63.4%	No Data	39.9%	No Data
Owner-occupied households	36.6%		60.1%	
HOME VALUE	2017	2010	2017	2010
\$0 to \$199,999	10.5%	No Data	10.5%	No Data
\$200,000 to \$299,999	27.5%		26.5%	
\$300,000 to \$399,999	48.5%		28.9%	
\$400,000 or more	13.5%		34.2%	
RENTAL UNIT SIZE	2017	2010	2017	2010
Studio	4.3%	No Data	2.7%	No Data
1 Bedroom	6.3%		30.3%	
2 Bedroom	45.8%		46.3%	
3 Bedroom or more	43.6%		20.6%	

*Data Source: 2017 American Community Survey

**WSRC Data: Census Tract 309 Block Group 2

Table 3. Demographic Summary and Comparison

DEMOGRAPHIC DATA*	WSRC**		Tigard	
	2017	2010	2017	2010
TOTAL POPULATION	1,911	1,760	51,355	48,035
Total Households	626	716	20,421	19,044
Percent population Increase from 2010	7.9%		6.4%	
HOUSEHOLD SIZE	2017	2010	2017	2010
1-person household	33.2%	28.8%	25.5%	28.4%
2-person household	19.2%	33.8%	37.9%	32.9%
3-person household	21.9%	17.0%	16.5%	15.3%
4-or-more person household	25.7%	20.4%	20.0%	23.4%
HOUSEHOLD INCOME	2017	2010	2017	2010
\$0 to \$24,999	22.2%	No Data	15.2%	No Data
\$25,000 to \$49,999	21.2%		22.0%	
\$50,000 to \$74,999	27.8%		15.0%	
\$75,000 to \$99,999	4.5%		13.1%	
\$100,000 or more	24.3%		34.7%	
AGE	2017	2010	2017	2010
0 to 19 years	29.7%	25.9%	23.9%	26.3%
20 to 34 years	26.2%	29.1%	21.8%	20.4%
35 to 59 years	31.7%	33.8%	33.5%	36.7%
60 to 84 years	11.5%	10.4%	18.8%	14.7%
85 years and over	0.9%	0.8%	2%	1.9%
RACE	2017	2010	2017	2010
White alone	66.8%	60.9%	73.5%	75.4%
Black or African American Alone	21.9%	4.7%	1.8%	1.2%
Hispanic or Latino	10.4%	21.9%	11.2%	12.6%
Asian Alone	0.9%	3.0%	7.4%	6.4%
American Indian & Alaska Native	0%	0.2%	0.3%	0.1%
Native Hawaiian & Other Pacific Islander alone	0%	4.5%	0.7%	1.0%
Some other race alone	0%	0.1%	0.2%	0.1%
Two or more races	0%	4.6%	4.8%	3.1%
EDUCATIONAL ATTAINMENT (25 YRS +)				
Less than high school graduate	9.2%	No Data	7.7%	No Data
High school graduate (includes equivalency)	23.9%		16.3%	
Some college, no degree	30.5%		22.9%	
Associate's degree	10.9%		9.2%	
Bachelor's degree	14.5%		28.9%	
Graduate or professional degree	11.0%		15.0%	

*Data Source: 2010 and 2017 American Community Survey

**WSRC Data: Census Tract 309 Block Group 2

Community Services

There are a variety of public agencies and private organizations that provide services or facilities for the community in or near the regional center. The following list is not exhaustive.

- Metzger Elementary School
- Metzger Park
- TriMet commuter rail station (and associated park and ride)
- TriMet bus transit center (and associated park and ride)
- Bethlehem House of Bread
- Supa Fresh Youth Farm
- Good Neighbor Center

KEY FINDINGS: The regional center population is growing and changing. It is home to both larger households and more single person households as compared to the rest of Tigard. Regional center residents are more likely to rent than own, have modestly valued homes, have somewhat lower household incomes, and be somewhat younger as compared to the rest of Tigard. The regional center is also home to a growing Black/African American population.

Commercial Snapshot

The regional center operates as a large employment center within the Portland Metropolitan region. However, the number of employees² working here has declined since 2003. For purposes of this analysis, the regional center was divided into nine commercial subareas based on geography and development patterns. Only one subarea (Subarea T2) saw an increase in the total number of employees over time, which is the area in Tigard served by Cascade Ave. The Lincoln Center subarea (Subarea T5) experienced the most fluctuations over time in total number of employees and employees per acre.³ See the maps on the following page for subarea locations and overall employment trends.

The number of employees per acre, which has declined from 24 to 21 since 2003, is generally representative of most subareas within the regional center, with three exceptions. Subareas T2 (served by Cascade Ave) and T6 (served by Hall Blvd) have a slightly lower number of employees/acre and Subarea T5 (Lincoln Center) has a much higher number of employees/acre than other subareas. The Washington Square Mall development employs the greatest number of people. However, the following developments have consistently posted high employment numbers:

- Lincoln Center in Tigard (high-density office complex)
- Scholls Business Center in Tigard (low-density office complex)
- Cascade Plaza in Beaverton (big box retail complex)

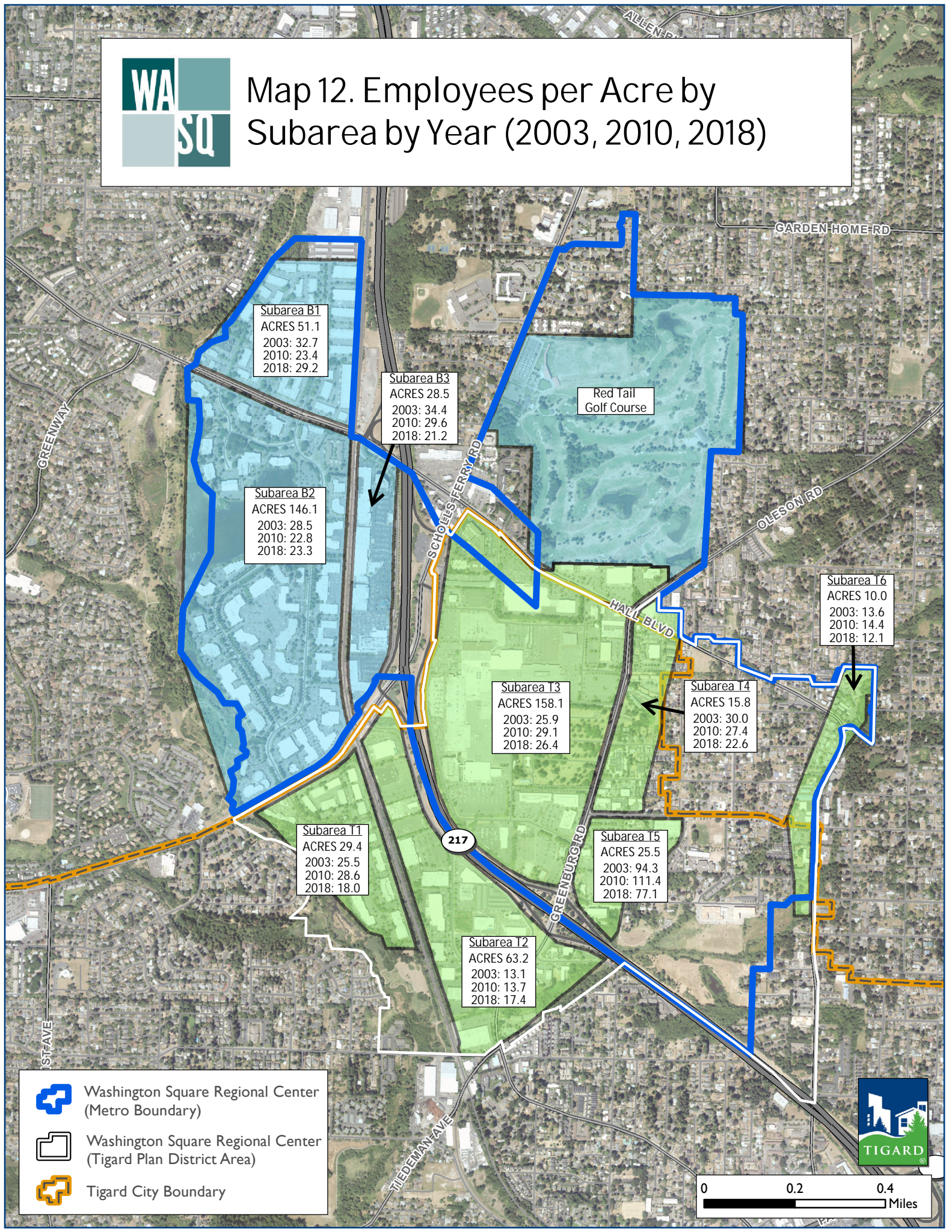
Similar to the employment trends noted above, the number of businesses in the regional center has also declined since 2003. See Table 4 below for additional details. Only the Manufacturing and Skilled Trade industry saw an increase in the number of businesses, with a corresponding increase in the number of

² Information about employment is based on Quarterly Census of Employment and Wages (QCEW) data from the Oregon Employment Department. QCEW data includes a count of employment and wages reported by employers covering roughly 95 percent of jobs. It is available at the county, MSA, state and national levels by industry.

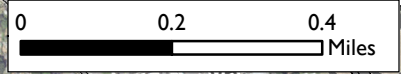
³ Employees per acre were calculated by summing all the employees in each subarea and dividing that number by the total parcel area in each subarea.



Map 12. Employees per Acre by Subarea by Year (2003, 2010, 2018)

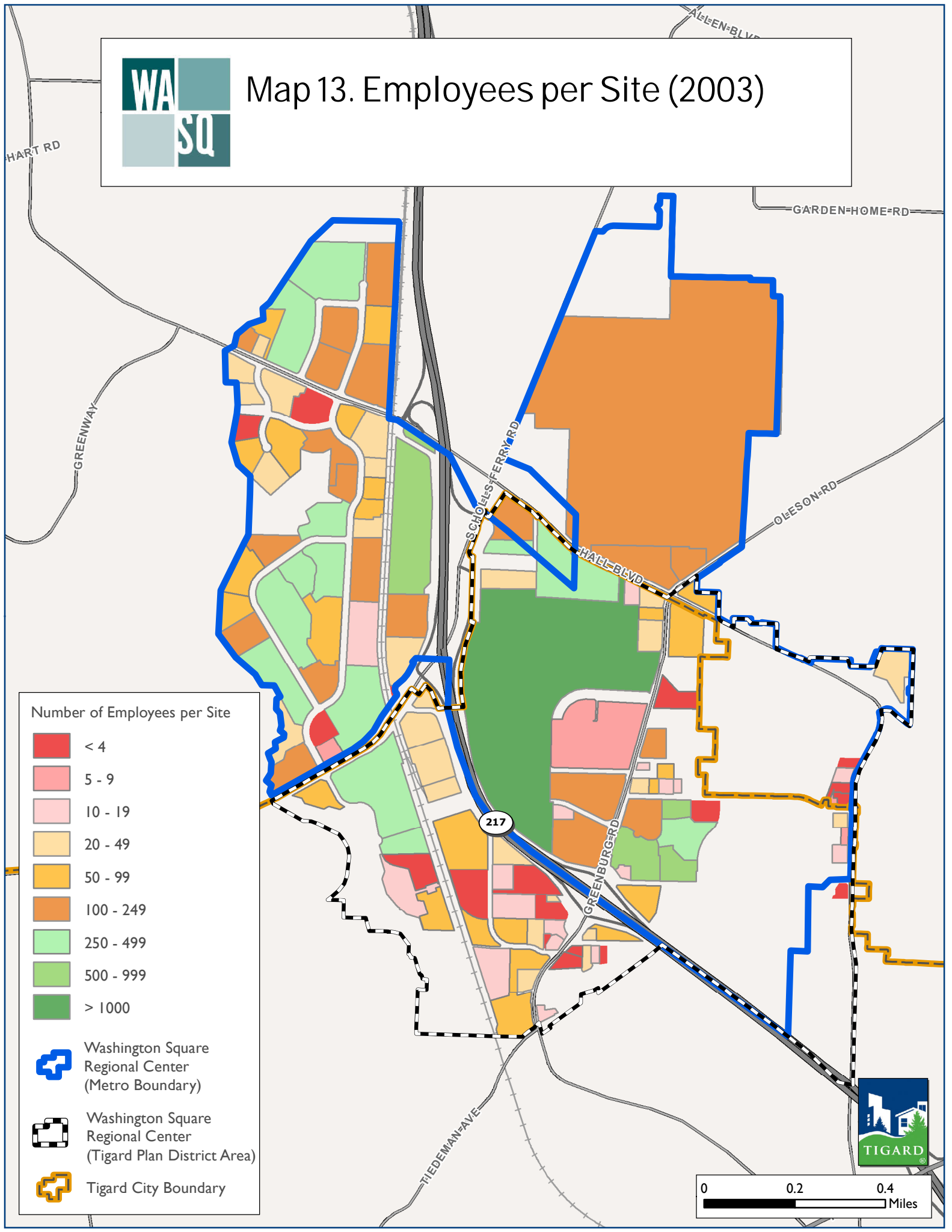


- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigrard Plan District Area)
- Tigard City Boundary





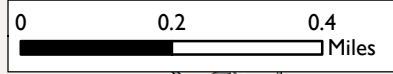
Map 13. Employees per Site (2003)



Number of Employees per Site

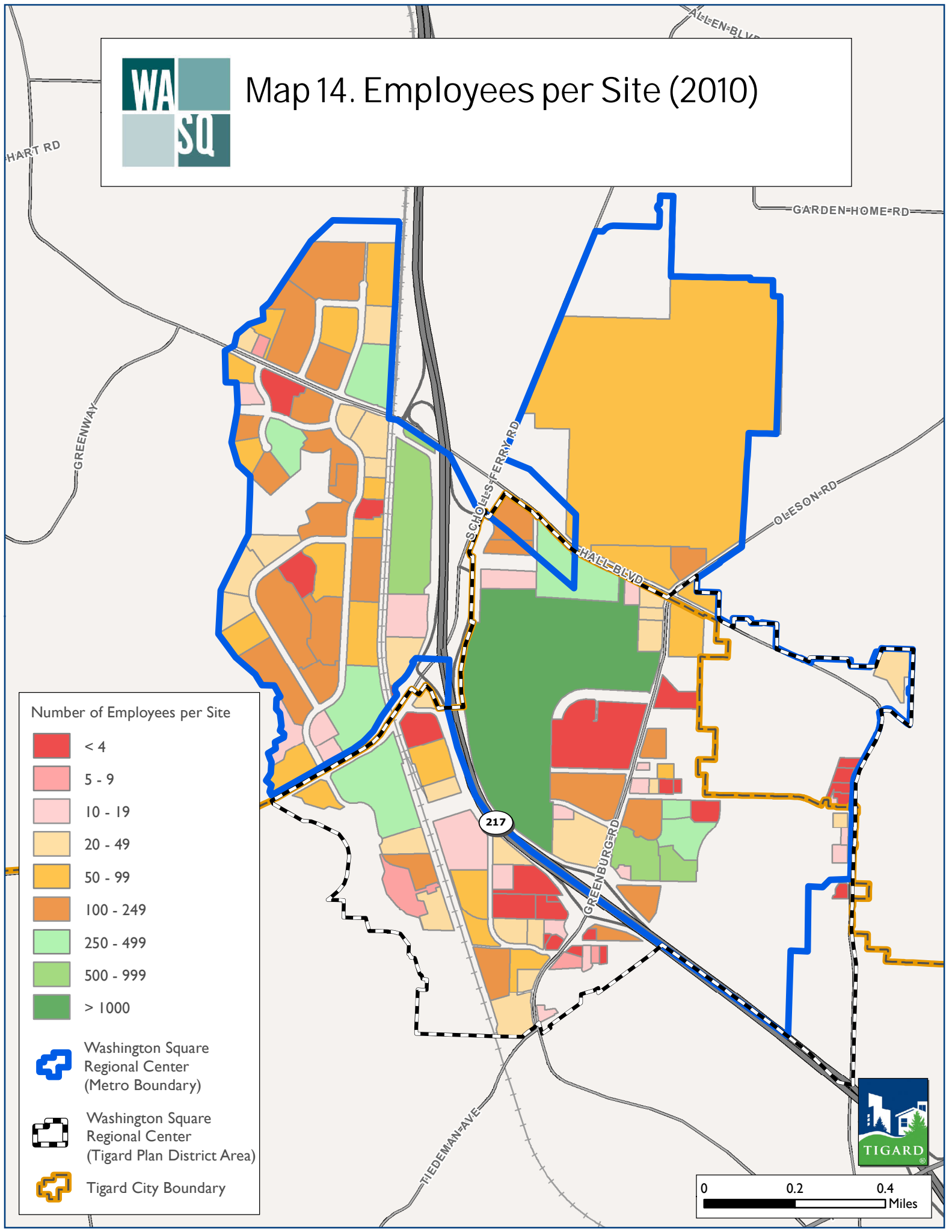
- < 4
- 5 - 9
- 10 - 19
- 20 - 49
- 50 - 99
- 100 - 249
- 250 - 499
- 500 - 999
- > 1000

- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary





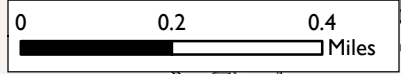
Map 14. Employees per Site (2010)



Number of Employees per Site

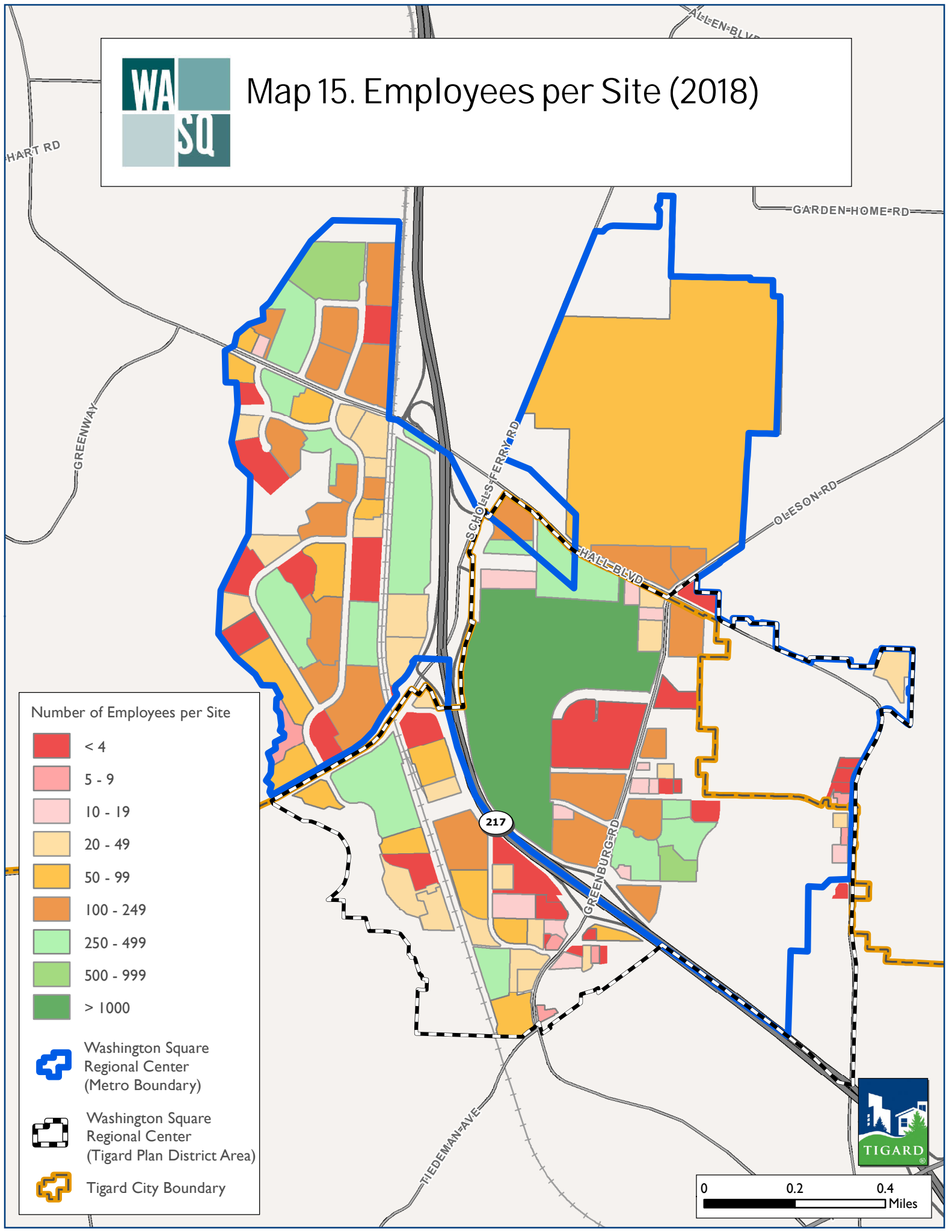
- < 4
- 5 - 9
- 10 - 19
- 20 - 49
- 50 - 99
- 100 - 249
- 250 - 499
- 500 - 999
- > 1000

- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary





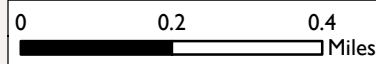
Map 15. Employees per Site (2018)



Number of Employees per Site

- < 4
- 5 - 9
- 10 - 19
- 20 - 49
- 50 - 99
- 100 - 249
- 250 - 499
- 500 - 999
- > 1000

- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary



employees working in this industry. Over half of the businesses in the regional center are in the Technical and Professional industry. However, the number of employees working in this industry is lower. The reason for this is that the Retail and Consumer-Related industry makes up around one-quarter of the businesses but employs over one-third of the employees.

Salaries across all industries have declined over time as well, with reductions in the range of 23% to 33%. Employees in the Retail and Consumer-Related industry, already the lowest paid employees, have been hit the hardest.

Table 4. Employment and Business Summary⁴

EMPLOYMENT & BUSINESS DATA*	REGIONAL CENTER + PLAN DISTRICT		
EMPLOYEES	2018	2010	2003
Total number	14,456	15,075	16,424
Employees per acre	21	22	24
Percent of employment by industry:			
Manufacturing & Skilled Trade	21%	12%	15%
Retail & Consumer-Related	37%	37%	36%
Technical & Professional	42%	51%	49%
Average salary by industry:			
Manufacturing & Skilled Trade	\$67,922	\$78,351	\$88,269
Retail & Consumer-Related	\$20,257	\$23,622	\$30,264
Technical & Professional	\$56,182	\$57,743	\$73,549
BUSINESSES	2018	2010	2003
Total number	994	1,056	1,136
Percent by industry:			
Manufacturing & Skilled Trade	22%	18%	17%
Retail & Consumer-Related	23%	24%	23%
Technical & Professional	55%	58%	60%

*Data Source: OR Emp Dept QCEW Data

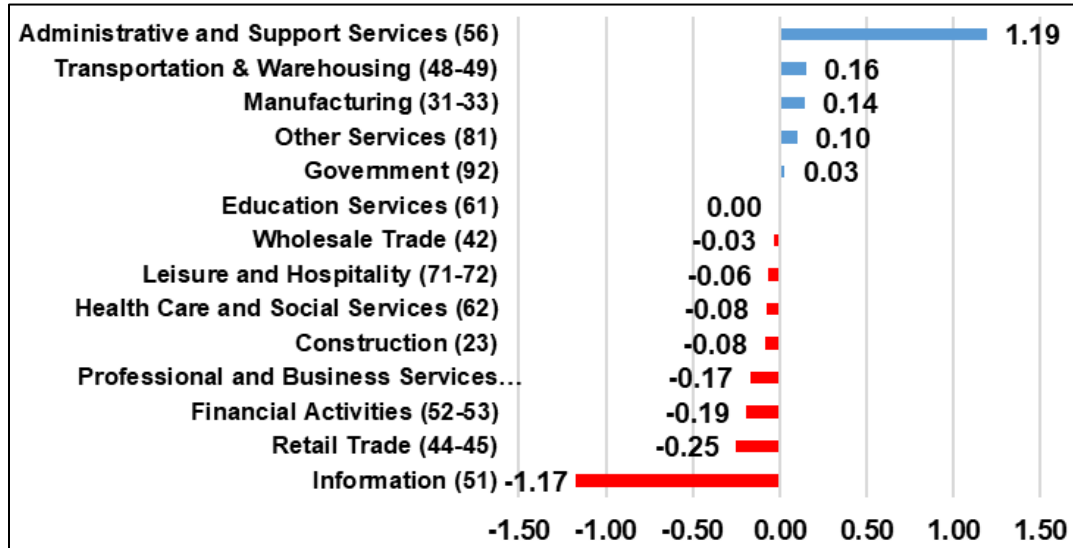
According to a workforce analyst at the Oregon Employment Department, there are several factors that may be contributing to average wage declines. First, it appears that a few large employers with high average wages are no longer located in the regional center. Second, the remaining large employers are lower wage businesses like department stores and restaurants that typically have a fair number of part-time workers. The combination of low wages and part-time employment tends to drive down average wages overall.

A deeper dive into specific business trends reveals that businesses that provide Administrative and Support Services, which include temporary employment agencies, are on the rise in the regional center.

⁴ The data summarized in this table was modified to more accurately reflect the number of employees working in the regional center. Specifically, staff reduced the number of employees reported by temporary employment agencies in almost all cases after cross checking against local business license data. In some cases, the reduction was significant, e.g. from more than 1000 employees to less than 100.

Whereas, businesses that provide Information Services are on the decline. The chart below shows the change in business concentrations in the regional center over time (between 2009 and 2018) as compared to the State of Oregon. Similar patterns exist when comparing the regional center over the same period of time to the Portland Metro Region.

Figure 2. Change in Business Concentrations from 2009 to 2018 (Data Source: OR Emp Dept QCEW Data)



There are several large and unique developments and businesses in the regional center. The mall is a major retail destination within the region and beyond, and the regional center offers many specialty recreational opportunities, including but not limited to:

- RedTail Golf Course
- Rose City Futsal
- Sky High Sports
- iFly Indoor Skydiving

KEY FINDINGS: The number of employees and businesses in the regional center has declined by about 12% since 2003. Salaries across all industries have declined as well. The lowest paid employees made up roughly one third of the 2018 workforce—totaling over 5,000 employees—and earned 33% less than their 2003 counterparts. Lincoln Center consistently has the highest number of employees per acre, and Washington Square Mall consistently employs the greatest number of people.

Zoning, Land Uses, and Re/Development

Development in the regional center is regulated by over 20 zones. Not all of the zones are shown in the table below in order to simplify the analysis and findings. The original 1999 plan included far fewer zones but could not control for how the three jurisdictions would implement the plan’s recommendations. The majority of land in the regional center is zoned for commercial uses but allows residential uses when part of a vertical mixed-use development, despite how the zones are described in Table 5 below. Tigard’s mixed-use zones allow residential-only uses and residential uses above commercial uses, i.e. vertical mixed-use development. Beaverton’s mixed-use zones only allow residential uses when they are above commercial uses.

Table 5. Zoning by Jurisdiction and Percent of Acreage

ZONES	DESCRIPTION	PERCENT OF ACREAGE*	MIXED-USE ALLOWED ⁵
CITY OF TIGARD			
MUC	Mixed-Use Commercial	22%	YES
MUE-1	Mixed-Use Employment 1	8%	YES
MUE-2	Mixed-Use Employment 2	6%	YES
MUR-1	Mixed-Use Residential 1	4%	YES
MUR-2	Mixed-Use Residential 2	1%	YES
R-Zones	Low- and Medium-Density Residential	7%	
PR	Parks and Recreation	1%	
CITY OF BEAVERTON			
OI-WS	Office Industrial District (WA Square)	20%	YES
C-WS	Commercial District (WA Square)	5%	YES
INST	Institutional (Golf Course)	15%	
(varies)	Residential, Transit-Oriented, Community Svc	2%	
WASHINGTON COUNTY			
R-5	Low-Density Residential	5%	
(varies)	Residential, Transit-Oriented, Institutional	4%	

*Data Source: Tigard GIS and Metro RLIS

As shown in Table 6 below, the majority of land in the regional center is currently in commercial use despite what the zoning allows. Vertical mixed-use development—with commercial uses on the ground floor and residential uses on the upper floor(s)—is allowed by zoning on 66% of the regional center’s land, but 57% of the regional center’s land has commercial uses in single-use buildings with no residential uses. Based on a review of aerial photos, this land use pattern has not significantly changed since the original 1999 plan.

Table 6. Land Use by Percent of Acreage

LAND USES	PERCENT OF ACREAGE*
Commercial	57%
Multifamily Residential	6%
Single-Family Residential	13.5%
Public (includes golf course, school, sensitive lands, and parks)	14.5%
Vacant	4%
Unidentified	5%

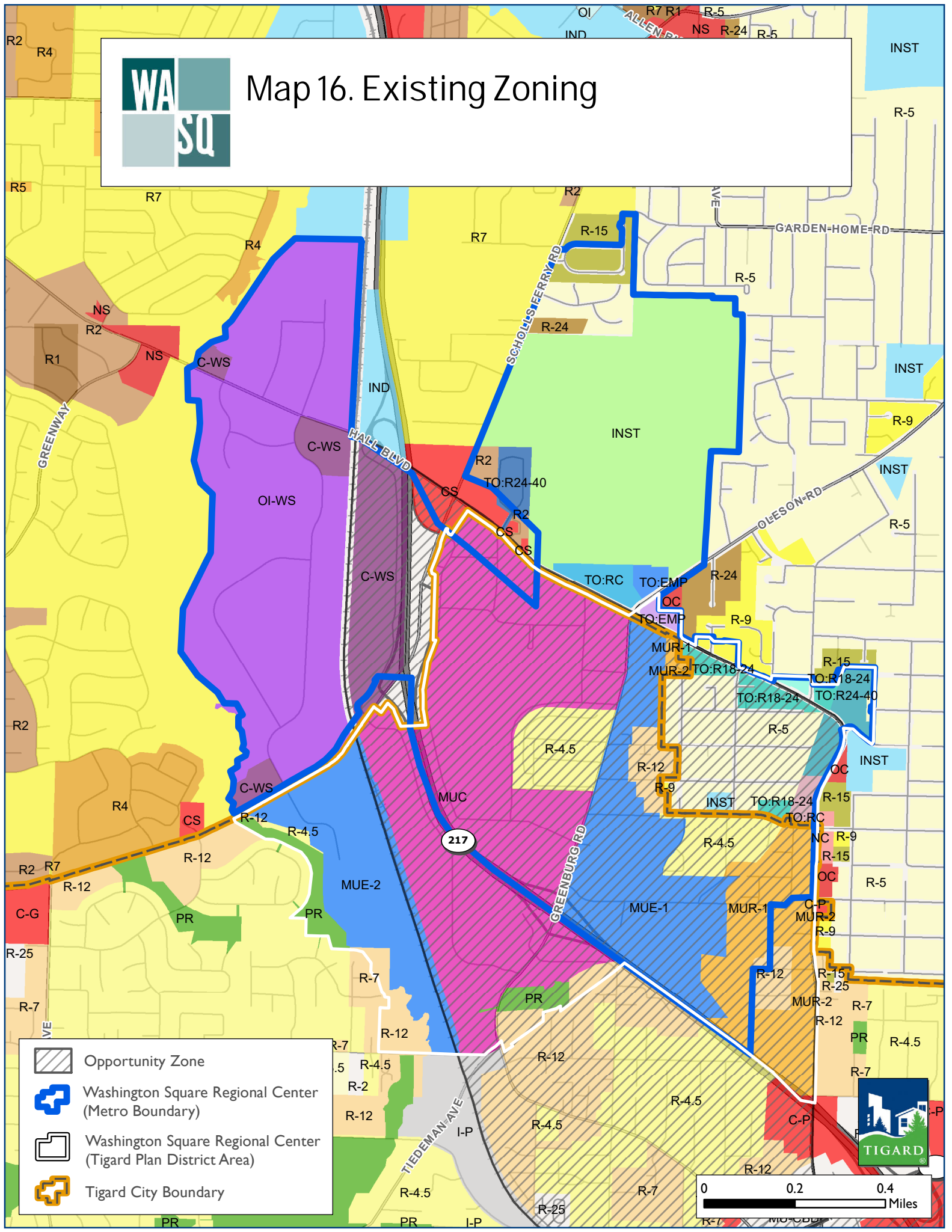
*Data Source: Tigard GIS and Metro RLIS

The four maps provided below show existing zoning, land uses, and other development conditions.

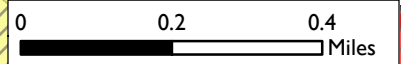
⁵ Mixed-use is narrowly defined for purposes of this analysis as development with ground-floor commercial uses and upper-floor residential uses to highlight where residential uses are allowed in a vertical mixed-use format.



Map 16. Existing Zoning

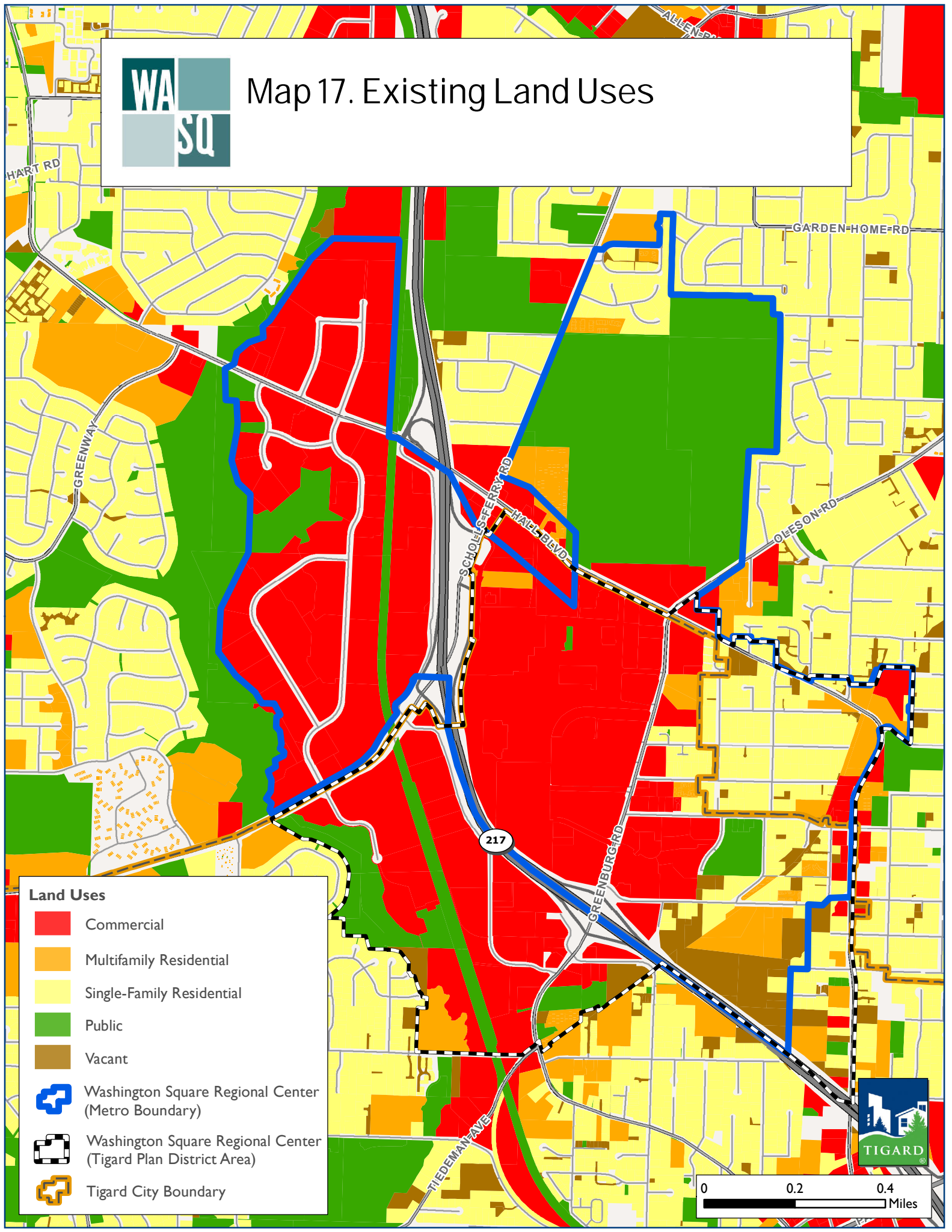


- Opportunity Zone
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary



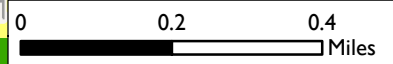


Map 17. Existing Land Uses



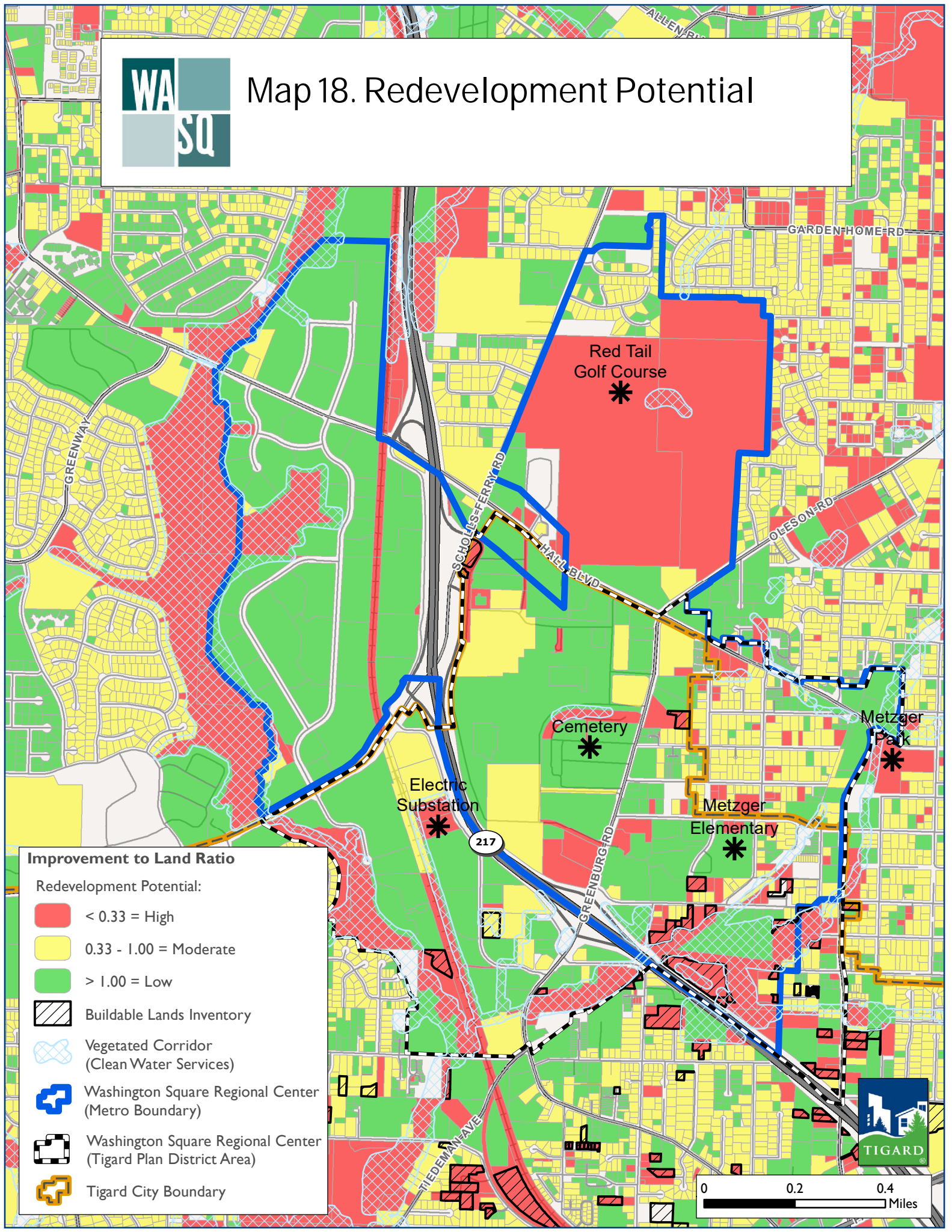
Land Uses

- Commercial
- Multifamily Residential
- Single-Family Residential
- Public
- Vacant
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary













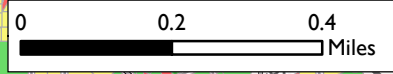
Map 18. Redevelopment Potential



Improvement to Land Ratio

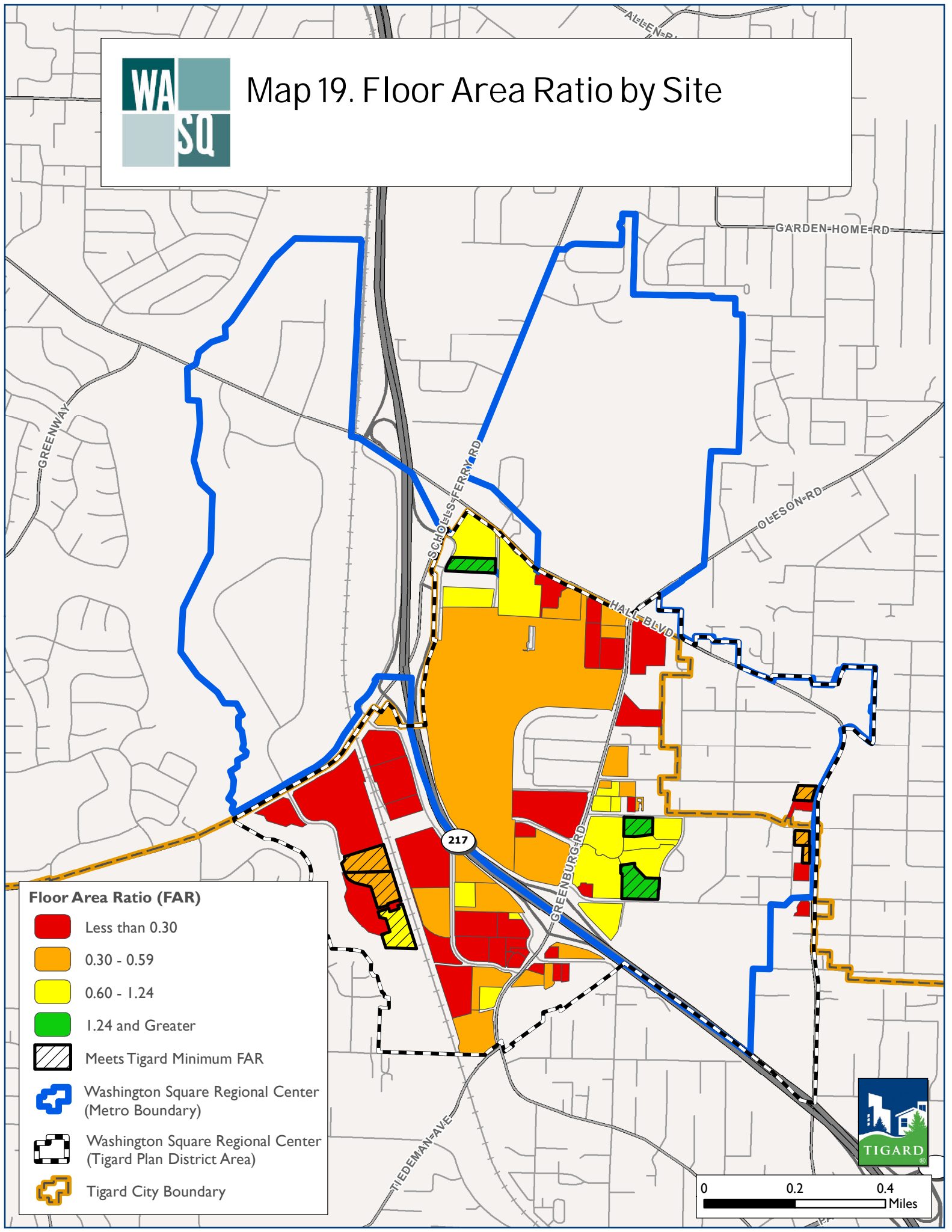
Redevelopment Potential:

-  < 0.33 = High
-  0.33 - 1.00 = Moderate
-  > 1.00 = Low
-  Buildable Lands Inventory
-  Vegetated Corridor (Clean Water Services)
-  Washington Square Regional Center (Metro Boundary)
-  Washington Square Regional Center (Tigard Plan District Area)
-  Tigard City Boundary



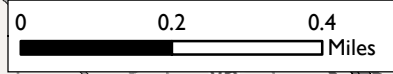


Map 19. Floor Area Ratio by Site



Floor Area Ratio (FAR)

- Less than 0.30
- 0.30 - 0.59
- 0.60 - 1.24
- 1.24 and Greater
- Meets Tigard Minimum FAR
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary



Based on a review of aerial photos, the intensity and type of commercial development in the regional center has not significantly changed since the original 1999 plan. Most of the commercial area is developed with 1- and 2-story buildings with large surface parking lots. There are a few exceptions to this development pattern, the most notable being the Lincoln Center in Tigard. Opened in 1981, the six-building complex was built over a decade and includes the 12-story Lincoln Tower, the tallest building in Washington County.

At a glance, most commercial development in Tigard is potentially nonconforming with regard to several development and design standards, some that are unique to the plan district (such as minimum floor area ratio standards) and others that apply citywide (such as parking lot tree canopy standards). A windshield survey revealed that only nine sites meet Tigard’s minimum floor area ratio standards for this area. A more thorough review of nonconforming development will be conducted as part of a separate analysis.

At a glance, it appears that only three commercial sites re/developed in the past 20 years. This may not be an exhaustive list, but the three new developments identified by this report are: CarMax in Beaverton and iFly and Jaguar Land Rover in Tigard. Based on a review of improvement to land value ratios, which is just one redevelopment indicator, there is moderate to high redevelopment potential in the area served by Cascade Ave in Tigard (Subarea T2), the Washington Square Mall in Tigard (Subarea T3), and the RedTail Golf Course in Beaverton.

As of the writing of this report, the City of Portland does not have plans to redevelop the RedTail Golf Course. Additionally, the site’s current zoning does not support redevelopment and would need to be changed. The owner of Washington Square Mall, on the other hand, has an approved land use application to redevelop the southern portion of the mall property that includes demolishing the former Sears building. There have also been a number of inquiries directed to the City of Tigard about the redevelopment potential of sites that were formerly occupied by Orchard Supply and Toys ‘R Us in the T2 Subarea. Two of these inquiries were from car dealerships.

KEY FINDINGS: The majority of the land in the regional center is devoted to commercial activity. There is very little vacant land. Almost all commercial buildings were built before the original 1999 plan. Existing zoning, which was adopted as a result of the 1999 plan, allows for more intense mixed-use development, but very little development has occurred in the past 20 years and none of it has been mixed-use. At a glance, there are several areas in the regional center that have redevelopment potential, one of which is the Washington Square Mall.

Transportation

As noted in the original 1999 plan, major roads—such as Hwy 217, Hall Blvd, and Scholls Ferry Rd—provide regional access from all directions. However, these roads also serve as transportation barriers. Hwy 217, in particular, has limited crossings. Additionally, the heavy rail corridor and Fanno Creek alignment along the regional center’s western edge also serve as transportation barriers, and Washington Square Mall has limited internal circulation. All of these conditions continue to exist.

It is worth repeating here that the 2002 Tigard Implementation Plan identified the need for transportation infrastructure improvements to address existing needs and deficiencies, not just impacts caused by new re/development. It is also worth noting that the Southwest Corridor High Capacity Transit Project considered serving the regional center but ultimately proposed an alignment that served

other destinations to the south, such as Tigard’s Town Center. The Washington Square Regional Center is only one of two regional centers not served by light rail.

However, it is served by the Westside Express Service (WES) train. WES is a commuter rail line operated by TriMet between Beaverton and Wilsonville that began service in 2009. The WES station is not centrally located within the regional center because the commuter rail line utilizes the existing heavy rail corridor. The regional center is also home to the Washington Square Transit Center. TriMet operates this transit center on a site that is leased from the Washington Square Mall in the northern area of the mall property. Multiple bus lines and about 14,000 bus riders use this transit center on a weekly basis. TriMet also operates two park and ride lots in the regional center. One is adjacent to the WES station, and the other is on Scholls Ferry Rd south of Hall Blvd in ODOT right-of-way, which is about one third of a mile from the transit center.

The original 1999 plan envisioned a future regional center that was more connected and walkable. (See Map 10 for original plan recommendations.) It recommended two multimodal bridges and two pedestrian bridges over Hwy 217 and a more robust street network, with pedestrian and bicycle facilities, through the Washington Square Mall. It also recommended a local shuttle service to connect regional center residents and employees to major employment centers and transit within the regional center.

In addition to overcrossings and transit access, the original plan recommended extensive pedestrian and bicycle facility improvements, an extended Nimbus Ave that connected to Greenburg Rd, a Washington Square loop trail that connected to Fanno Creek, and additional road capacity along Hall Blvd and Hwy 217. As shown in the table below, very few of these recommendations have been implemented. Cells shaded red indicate little or no progress. Cells shaded green indicate significant progress or completion.

Table 7. Status of Key Transportation Project Recommendations from Original 1999 Plan

PROJECTS	RESPONSIBLE PARTIES	STATUS
New Hwy 217 overcrossings	Tigard and Beaverton with approvals by ODOT	Not built. Projects in Tigard Transportation System Plan (TSP) but not in Beaverton TSP.
Improved Hwy 217 capacity	ODOT	Auxiliary Lane Project underway by ODOT.
New commuter rail line/station	TriMet	Built by TriMet but not in location recommended by original plan.
Improved transit center	TriMet with agreement of property owner	Not improved.
Relocated park and ride	TriMet with agreement of property owner	Not relocated.
New loop trail (including two new ped bridges over Hwy 217)	Tigard, Beaverton, THPRD, and many property owners with approvals by ODOT and other sensitive lands regulators	Very small segment constructed. Project in Tigard Greenways Plan but not in Beaverton or Tualatin Hills Park and Recreation District plans.
New street extension (Nimbus extended south to Greenburg)	Tigard with approvals by ODOT Rail and other sensitive lands regulators	Not built and not in Tigard TSP. Environmental and cost/benefit concerns.

PROJECTS	RESPONSIBLE PARTIES	STATUS
Widened Hall Blvd	ODOT	Not built and not in Tigard TSP or regional TSP. Hall Blvd is ODOT facility. Many oppose its widening.
Improved ped/bike facilities (including safe crossings)	Various road authorities. Depends on location.	Very few improvements built.

It is not surprising that many of these projects have not been completed. Some are controversial, most are very expensive and require funding from multiple sources, and many require significant interjurisdictional coordination and commitment or actions by others, e.g. TriMet, ODOT, private property owners.

The four maps and accompanying table provided below show the existing transportation network and planned transportation projects by the various road authorities in the regional center. A more thorough review of the existing network, including any network deficiencies for walkers and bikers in particular, will be conducted as part of a separate analysis.

KEY FINDINGS: There is good access to the regional center, but poor access within the regional center due to barriers created by existing development, major roads, a heavy rail line, and Fanno Creek. The area also lacks a connected multimodal street system. Many of the originally recommended transportation and transit projects have not been implemented either due to cost, complexity, or controversy. TriMet operates several regional transit facilities in the area, and multiple road authorities are responsible for the major roads in the area.



Map 20. Transportation Projects (Current Adopted Plans)



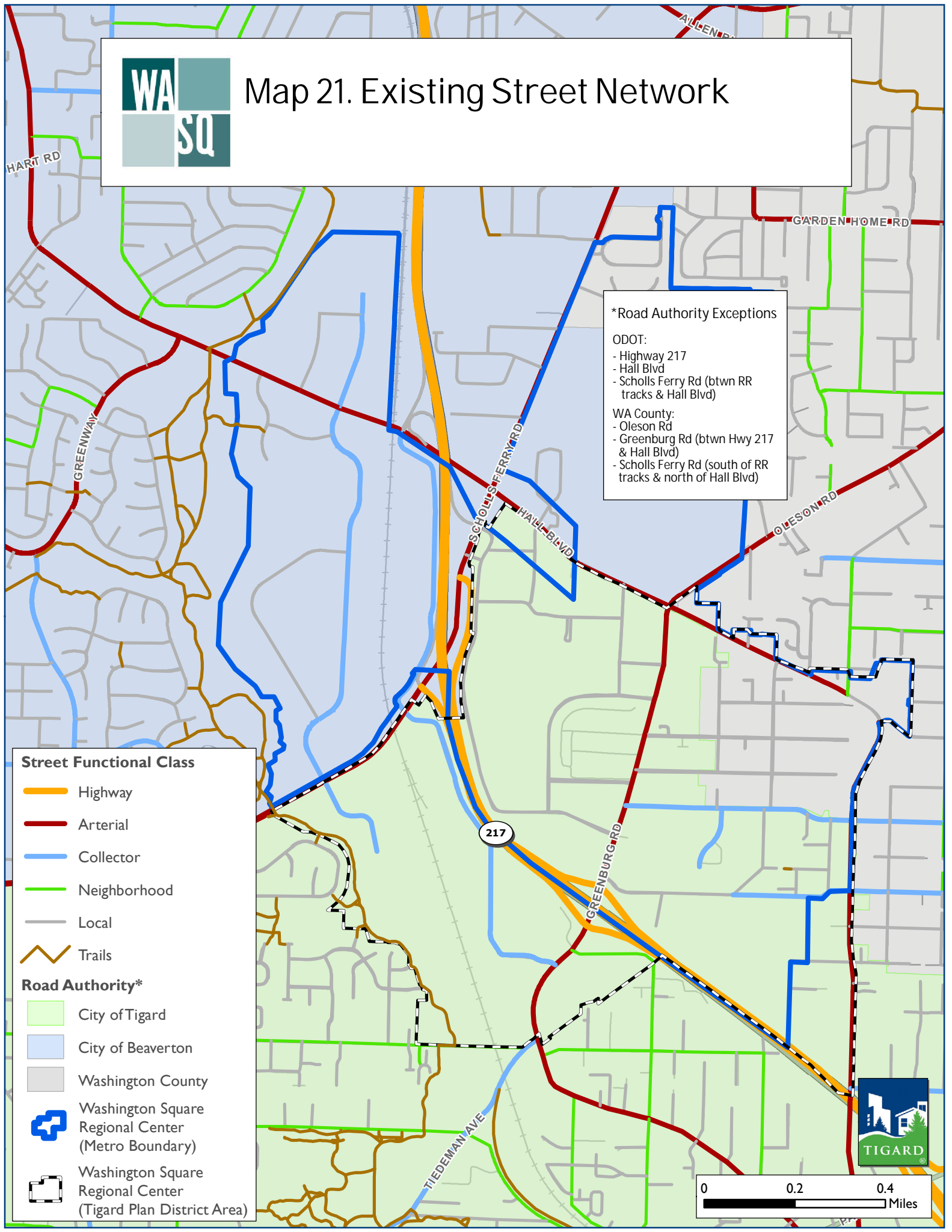
Map 20 Table. Transportation Projects: Current Adopted Plans

PROJECT #	PROJECT NAME	DESCRIPTION
CITY OF TIGARD		
12	Tiedeman Realignment at North Dakota	Realign Tiedeman and/or North Dakota between Tigard Street and North Dakota to form a T Intersection at North Dakota west of the railroad tracks
13	Greenburg Road/North Dakota Street Intersection Geometry Improvements	After realignment of Tiedeman (Project #12), realign remaining legs to conventional form
14	North Dakota/Pfaffle Highway 217 over crossing	Pfaffle/North Dakota east-west connection with Highway 217 over-crossing to provide a neighborhood route (See Projects #12 & #13)
22	Hwy 217 over-crossing at Washington Square Regional Center Cascade Plaza	Provide a new connection from Nimbus to Locust
24	Oak/Lincoln/Locust Street collector system (Washington Square Connectivity Improvements)	Improvements to distribute east/west traffic between Locust and Oak Streets and improve accessibility to Lincoln Center commercial district (includes Lincoln Street extension to Oak Street; Lincoln Street portion anticipated to be constructed by development)
25	Taylor's Ferry Road extension	Extend to Oleson Road
41	Greenburg Road widening	Widen to 4 lanes adjacent to cemetery
43	Greenburg Road widening, south of Highway 217 to N. Dakota	Shady Lane to North Dakota Street, widen to 4/5 lanes (includes bridge replacement)
45a	Hall Boulevard widening, Oleson to 99W	Widen to 2/3 lanes; build sidewalks and bike lanes; safety improvements
47a	Scholls Ferry Road widening, Highway 217 to 121st Avenue	Widen to 7 lanes between Highway 217 and 121st Avenue; improve intersections
56	Greenburg/Oleson/Hall	Intersection Improvements
58	Greenburg/Washington Square Road	Install Boulevard treatment at Greenburg/Washington Square Road
82	Highway 217 Northbound On-Ramp/Scholls Ferry Road/ Washington Square Road Interchange Improvement	Intersection Improvements
85	Hall Boulevard, Washington Square Regional Center	Add eastbound through lane on Hall Boulevard from Pamelad Road to Greenburg Road that removes the right-turn lane drop at Pamelad Road and ends as a right-turn lane at Greenburg Road. This completes the five-lane section on Hall Boulevard from Scholls Ferry Road to Greenburg Road

PROJECT #	PROJECT NAME	DESCRIPTION
93	Highway 217/Greenburg Intersection	Add a right-turn lane from Greenburg to Southbound Highway 217
B13	Greenburg Road	Install bike lanes on both sides of the street from Hall Boulevard to Cascade Avenue
B30	Locust Street	Install bike lanes on both sides of the street from Hall Boulevard to 80th Avenue
M7	Washington Square Regional Center Highway 217 Pedestrian/Bike over crossing	New pedestrian and bicycle bridge over Hwy 217 from Nimbus Avenue to Scholls Ferry Road
M9	Washington Square Regional Center Trail	Complete system gap in Washington Square Loop Trail, from Hall Boulevard to Highway 217
P10	Washington Square Regional Center pedestrian improvements	Improve sidewalks, lighting, crossings, bus shelters and benches in WSRC
TSM9	Hall Boulevard	Provide Arterial Corridor Management and Transit Signal Priority on Hall Boulevard from Highway 217 to Pacific Highway
TSM11	Scholls Ferry Road	Provide Arterial Corridor Management from River Road to Hall Boulevard
CITY OF BEAVERTON		
106	Highway 217 Northbound On-Ramp/Scholls Ferry Road	Add 2nd northbound left turn lane and 2nd westbound left turn lane
702	Hall Boulevard/Scholls Ferry Road	Add westbound right turn lane
710	Highway 217 Southbound Ramps/Hall Boulevard	Add southbound right turn lane
3340	All Roads Transportation Safety (ARTS) Project for Systemic Signal & Illumination	



Map 21. Existing Street Network



***Road Authority Exceptions**

ODOT:

- Highway 217
- Hall Blvd
- Scholls Ferry Rd (btwn RR tracks & Hall Blvd)

WA County:

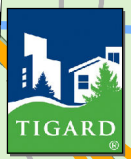
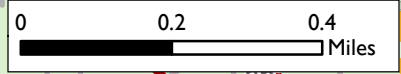
- Oleson Rd
- Greenburg Rd (btwn Hwy 217 & Hall Blvd)
- Scholls Ferry Rd (south of RR tracks & north of Hall Blvd)

Street Functional Class

- Highway
- Arterial
- Collector
- Neighborhood
- Local
- Trails

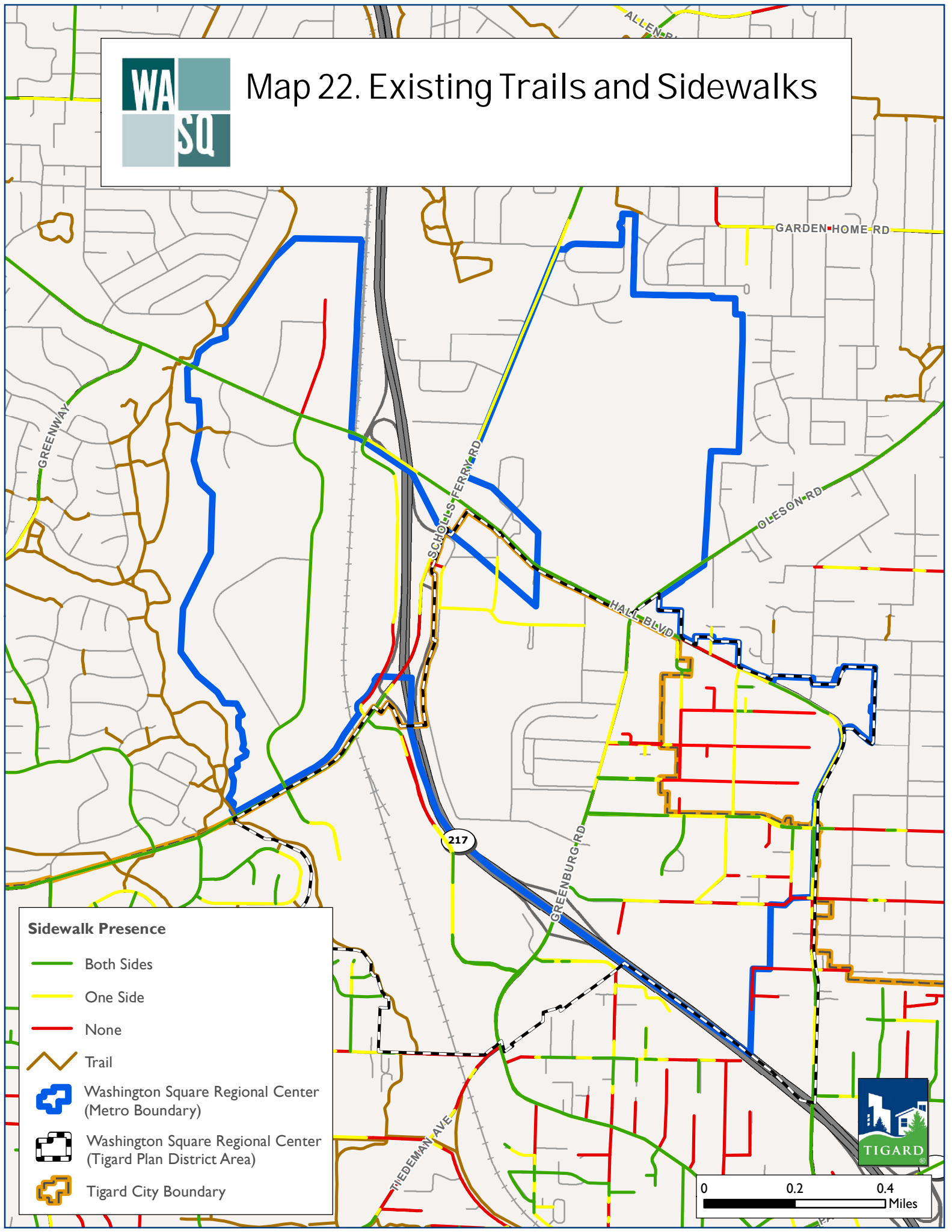
Road Authority*

- City of Tigard
- City of Beaverton
- Washington County
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)





Map 22. Existing Trails and Sidewalks

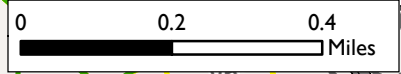


Sidewalk Presence

- Both Sides
- One Side
- None

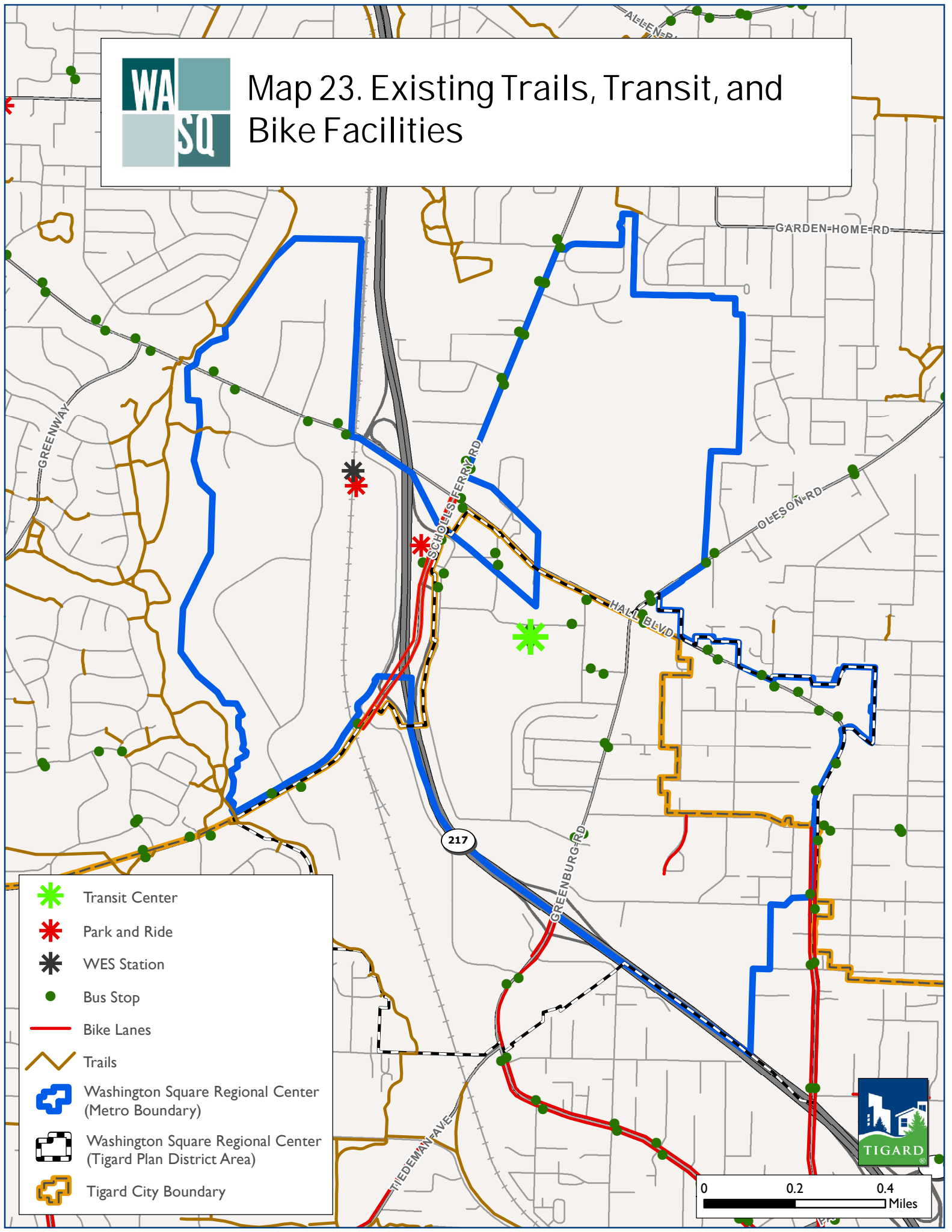
Trail

- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary

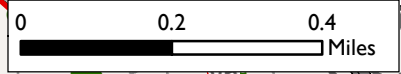




Map 23. Existing Trails, Transit, and Bike Facilities



- Transit Center
- Park and Ride
- WES Station
- Bus Stop
- Bike Lanes
- Trails
- Washington Square Regional Center (Metro Boundary)
- Washington Square Regional Center (Tigard Plan District Area)
- Tigard City Boundary



Public Utility Infrastructure

The regional center is served by the following public utility service providers:

- Water: Tigard, Beaverton, Tualatin Valley Water District (TVWD)
- Sewer: Clean Water Services (CWS) – with shared responsibilities by each of the jurisdictions
- Stormwater: Clean Water Services (CWS) – with shared responsibilities by each of the jurisdictions

TVWD is the water service provider for most of the regional center, and CWS is the stormwater and sewer provider for the entire regional center. However, some stormwater and sewer infrastructure is the responsibility of the local jurisdiction. A more thorough review of existing and needed utility infrastructure will be conducted as part of a separate analysis. However, as of the writing of this report, there is one major water project planned for the area and no known major utility infrastructure deficiencies in the area, with the exception of stormwater. The map below shows all known planned utility projects

Water

TVWD is currently in the process of planning and constructing a major water service improvement project in the area. It involves constructing an eastern pipeline as part of the Willamette Water Supply Program in order to better serve the Metzger community.

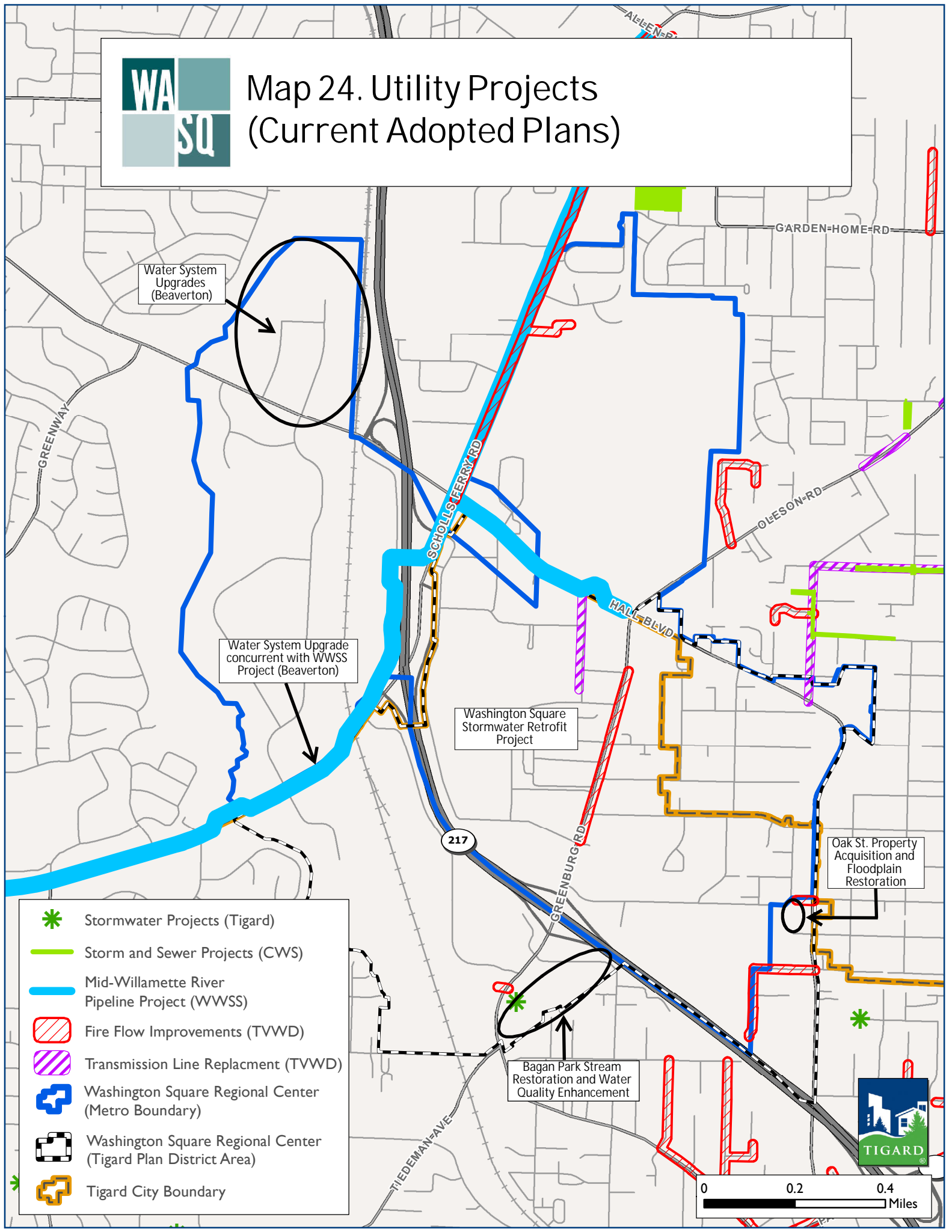
Stormwater

The 2002 Tigard Implementation Plan identified the need for stormwater infrastructure improvements to address existing needs and deficiencies, not just impacts caused by new re/development. This is primarily because the regional center was developed decades before regulators required any kind of substantive water quality and quantity management. Since very little new re/development has occurred in the regional center in the last 20 years, very little new infrastructure has been built by the private sector. Tigard recently completed its Stormwater Master Plan and identified the need to partner with CWS and local property owners to develop and implement a Washington Square Stormwater Retrofit Plan.

KEY FINDINGS: Multiple public agencies provide public utility infrastructure in the area. There are significant stormwater infrastructure deficiencies in the regional center that predate the original 1999 plan.



Map 24. Utility Projects (Current Adopted Plans)



Water System Upgrades (Beaverton)

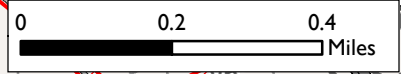
Water System Upgrade concurrent with WWSS Project (Beaverton)

Washington Square Stormwater Retrofit Project

Oak St. Property Acquisition and Floodplain Restoration

Bagan Park Stream Restoration and Water Quality Enhancement

- * Stormwater Projects (Tigard)
- Storm and Sewer Projects (CWS)
- Mid-Willamette River Pipeline Project (WWSS)
- ▨ Fire Flow Improvements (TVWD)
- ▨ Transmission Line Replacment (TVWD)
- ⊕ Washington Square Regional Center (Metro Boundary)
- ⊕ Washington Square Regional Center (Tigard Plan District Area)
- ⊕ Tigard City Boundary



APPENDIX | LIST OF MAPS AND DATA SOURCES

MAP #	MAP TITLE	DATA SOURCES
1	Regional Center Study Area (2001 Aerial)	Tigard GIS (Study area digitized by staff from WSRC Plan)
2	Regional Center Boundary (2010 Aerial)	Metro RLIS Tigard GIS
3	Regional Center Boundary (2018 Aerial)	Metro RLIS Tigard GIS
4	Key Sites	Metro RLIS Tigard GIS (Sites identified by staff)
5	Metzger-Progress Community Plan Boundary	Metro RLIS Tigard GIS WA County GIS
6	Natural Resources	Metro RLIS Tigard GIS WA County GIS
7	Service District Boundaries (Local View)	Metro RLIS Tigard GIS
8	Service District Boundaries (Regional View)	Metro RLIS Tigard GIS
9	Recommended Zoning (Original Plan)	Metro RLIS Tigard GIS WA County GIS (Projects digitized by staff from WSRC Plan)
10	Recommended Projects (Original Plan)	Metro RLIS Tigard GIS (Projects digitized by staff from WSRC Plan)
11	Metzger Population and Housing (2010 and 2017)	Metro RLIS Tigard GIS
12	Employees per Acre by Subarea by Year (2003, 2010, 2018)	OR Emp Dept QCEW Data Metro RLIS Tigard GIS (Subareas created by staff)
13	Employees per Site (2003)	OR Emp Dept QCEW Data Metro RLIS Tigard GIS WA County GIS
14	Employees per Site (2010)	OR Emp Dept QCEW Data Metro RLIS Tigard GIS WA County GIS
15	Employees per Site (2018)	OR Emp Dept QCEW Data Metro RLIS Tigard GIS WA County GIS

MAP #	MAP TITLE	DATA SOURCES
16	Existing Zoning	Metro RLIS Tigard GIS
17	Existing Land Uses	Metro RLIS Tigard GIS
18	Redevelopment Potential	Metro RLIS Tigard GIS WA County GIS (Sites identified by staff)
19	Floor Area Ratio by Site	Metro RLIS Tigard GIS WA County GIS (FAR identified by staff in windshield survey)
20	Transportation Projects (Current Adopted Plans)	Metro RLIS Tigard GIS Beaverton GIS ODOT
21	Existing Street Network	Metro RLIS Tigard GIS Beaverton GIS
22	Existing Trails and Sidewalks	Metro RLIS Tigard GIS WA County GIS ODOT GIS
23	Existing Trails, Transit, and Bike Facilities	Metro RLIS Tigard GIS ODOT GIS
24	Utility Projects (Current Adopted Plans)	Metro RLIS Tigard GIS CWS GIS TVWD GIS Beaverton GIS

Aerial Photo Source: Photos are purchased through a consortium of government agencies in the Portland Metro area, including Tigard. Flights generally occur annually in June or July.