

C I T Y O F T I G A R D

Respect and Care | Do the Right Thing | Get it Done



HCT Land Use Plan Locations & Typologies

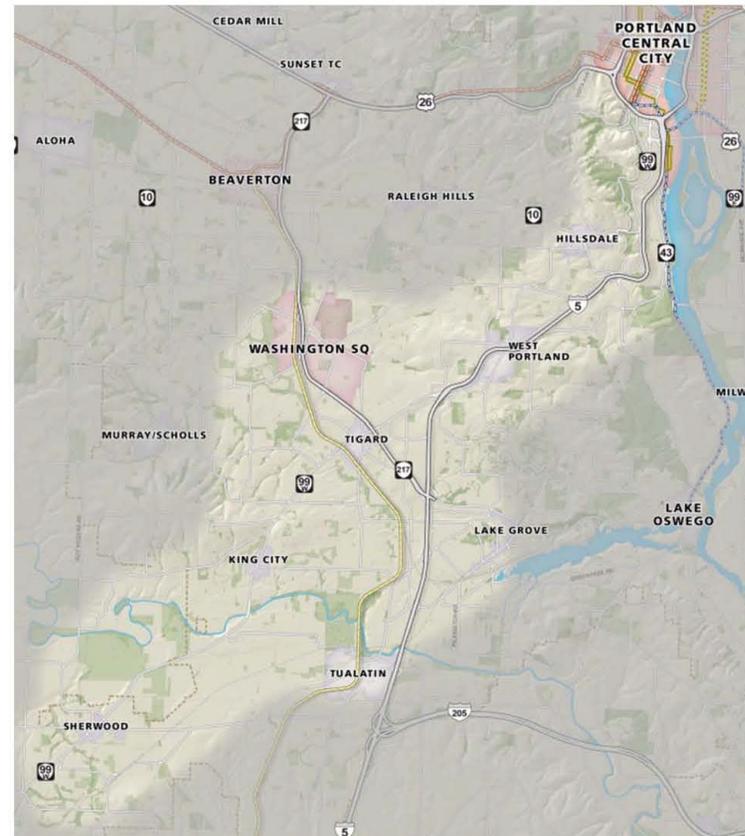
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City Council | July 2011

Location Selection

Study Area

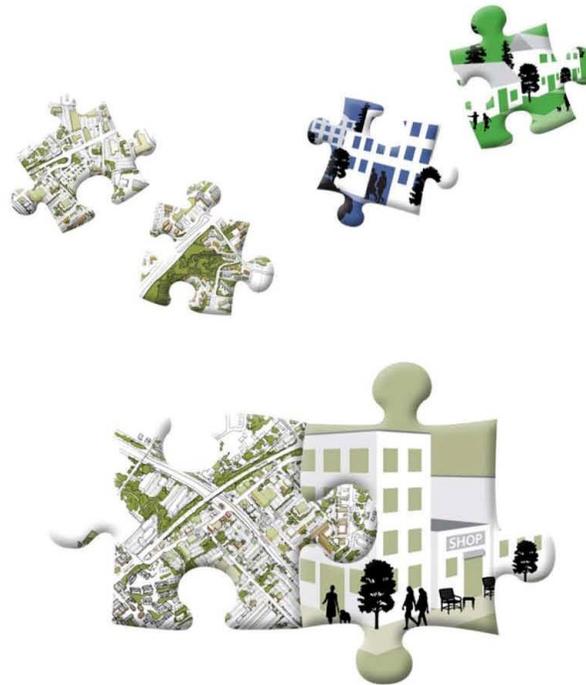
- ▶ SW Corridor connects Portland to Sherwood via Tigard
- ▶ HCT Land Use Plan study area includes all of Tigard
- ▶ Scope of work calls for 6 to 10 potential station community locations
- ▶ 1 to 3 concept alternatives for each location



Location Selection

Project Objectives

- ▶ Community
- ▶ Economy
- ▶ Transportation
- ▶ Environment
- ▶ Equity
- ▶ Fiscal Stewardship



Location Selection

Evaluation Criteria

- ▶ Community Assets
- ▶ Development Potential
- ▶ Transit Ridership
- ▶ Transit Location Factors



Location Selection

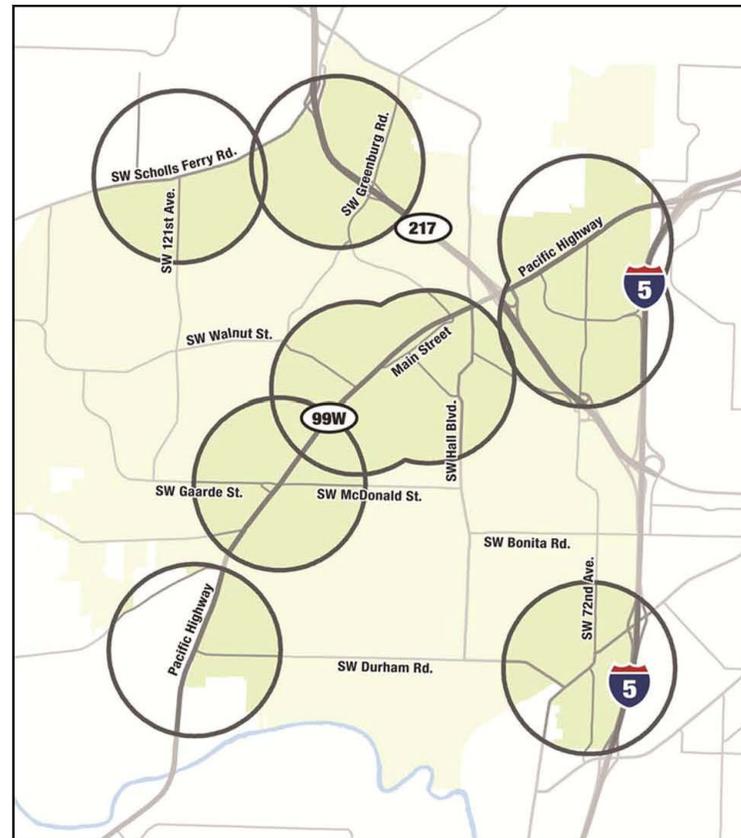
Phase 1

- ▶ Sketch level review
- ▶ Agency interviews

Phase 2

- ▶ Quantitative evaluation
- ▶ Applying metrics to the criteria
 - ▶ FAR, DU/Acre,

7 Potential Locations



Location Selection

Design Workshop

- ▶ INDEX tool
- ▶ Applied typologies
- ▶ New connections

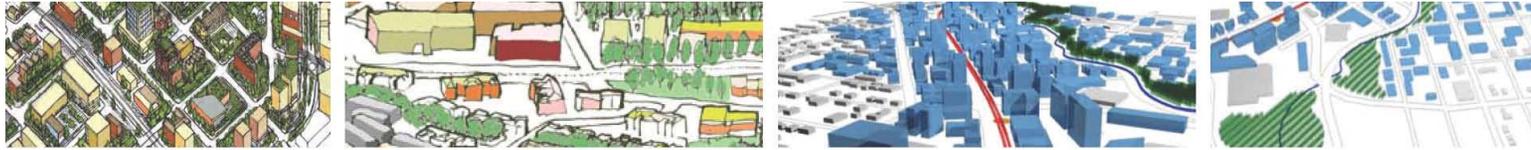
Next Steps

- ▶ Alternatives analysis
- ▶ Select preferred alternative

Final Location Selection

- ▶ Alternatives Analysis





A Station Community Typology for Tigard

Typology: A framework for describing the character of different areas

For comparing and contrasting the characteristics of good places

Four Station Community Types

Aspirational—what could be

Refers to Metro 2040 Plan, State of the Centers, Station Community “Five P’s” and Stakeholder Interviews

introduction

Ty·pol·o·gy

Definition: A framework for describing the character of different areas. Used in comparing and contrasting the characteristics of good places. Typologies are aspirational—they represent what could be.



Town Center / Main Street

The area has an urban village feel. Within one half mile around the station is a mix of housing, retail, services, civic uses and office. Open spaces and businesses combine to create vibrant streets. Apartments or condominiums occupy the upper level of some buildings. The edges of the area are predominantly residential, blending into the surrounding neighborhoods.



Employment / Retail Destination

A moderately to intensely populated station area with a land use emphasis on employment and retail activities. Other possibilities include civic buildings and colleges. This central employment/retail core is surrounded by medium to high density multi-story housing like townhouses and apartment buildings. This creates opportunities to live and work in close proximity.



Transit Corridor

A suburban residential feel mixed with commercial uses closer to the transit corridor. Housing is in the form of townhouses and detached houses with apartments located in clusters near the corridor. The area also has moderately scaled office employment, shopping and dining located near the station.



Transit Neighborhood

Moderately populated with a residential feel. Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in. There are limited commercial uses which take the form of small-scale retail or office. More significant clusters of retail and restaurants are within walking and biking distance.

Typology

Definition: A framework for describing the character of different areas. Used in comparing and contrasting the characteristics of good places. Typologies are aspirational—they represent what could be.



Town Center /
Main Street

FAR: **1.00**

units/acre: **24**

employees/acre: **40**



Employment /
Retail Destination

FAR: **0.33**

units/acre: **8**

employees/acre: **50**



Transit
Corridor

FAR: **0.40**

units/acre: **10**

employees/acre: **15**



Transit
Neighborhood

FAR: **0.50**

units/acre: **12**

employees/acre: **5**

Typology Comparisons

	Town Center/Main Street	Employment/Retail	Transit Corridor	Transit Neighborhood
Land Use Focus	Specialty retail, office, dining, medium to high-density housing	An employment and regional shopping destination	Shopping, dining and residential	Primarily residential
Character and Layout	The area has an urban village feel. Within one half mile around the station is a mix of housing, retail, services, civic uses and office. Open spaces and businesses combine to create vibrant streets. Apartments or condominiums occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground floor office and home-based businesses. The edges of the station area are predominantly residential, blending into the surrounding neighborhoods.	A moderately to intensely populated station area with a land use emphasis on employment and retail activities. Other possibilities include civic buildings and colleges. This central employment/retail core is surrounded by medium to high density multi-story housing in the form of townhouses and apartment buildings. This creates opportunities to live and work in close proximity.	A suburban residential feel mixed with commercial uses closer to the transit corridor. Housing is in the form of townhouses and detached houses with apartments located in clusters near the corridor. The area also has moderately scaled office employment, shopping and dining located near the station.	Moderately populated with a residential feel. Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in. There are limited commercial uses which take the form of small-scale retail or office. More significant clusters of retail and restaurants are within walking and biking distance.
Comparison	Lake Oswego/First Addition, downtown Milwaukie and downtown Vancouver	Bridgeport Village, Tanasbourne, and Lloyd/Irvington	Hillsdale, Orenco and Lake Grove	Laurelhurst, Ladd's Addition/Hawthorne, Summerfield, and Sellwood/Westmoreland
Activity Level	The area is considered a 14-hour activity center, with daytime uses that include office jobs, retail and restaurants. Nighttime activity includes eating and drinking establishments.	The district is considered an 18-hour activity center, with a majority of daytime activity in the form of office jobs and shopping. Nighttime activity includes full-service restaurants and entertainment.	A 14-hour activity center, with a majority of daytime uses in the form of restaurants, cafes and retail. Schools and a range of personal and professional services are also found here. Nighttime uses are centered on restaurants.	A 12–14 hour activity center. The majority of residents leave the area to work. Most jobs found nearby are retail or restaurant focused.
Open Space, Public gathering Space	Yes	Yes	Yes	Yes
Accessible by all types of transportation?	Yes	Yes	Yes	Yes

**Town Center/
Main Street**



**Employment/
Retail Destination**



**Transit Corridor
Neighborhood**



**Transit Neighborhood
Station Community**



Park/ Open Space



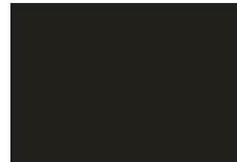
C: 50; M: 0; Y: 100; K: 0

Connections: Ped/ Bike



C: 90; M: 90; Y: 5; K: 0

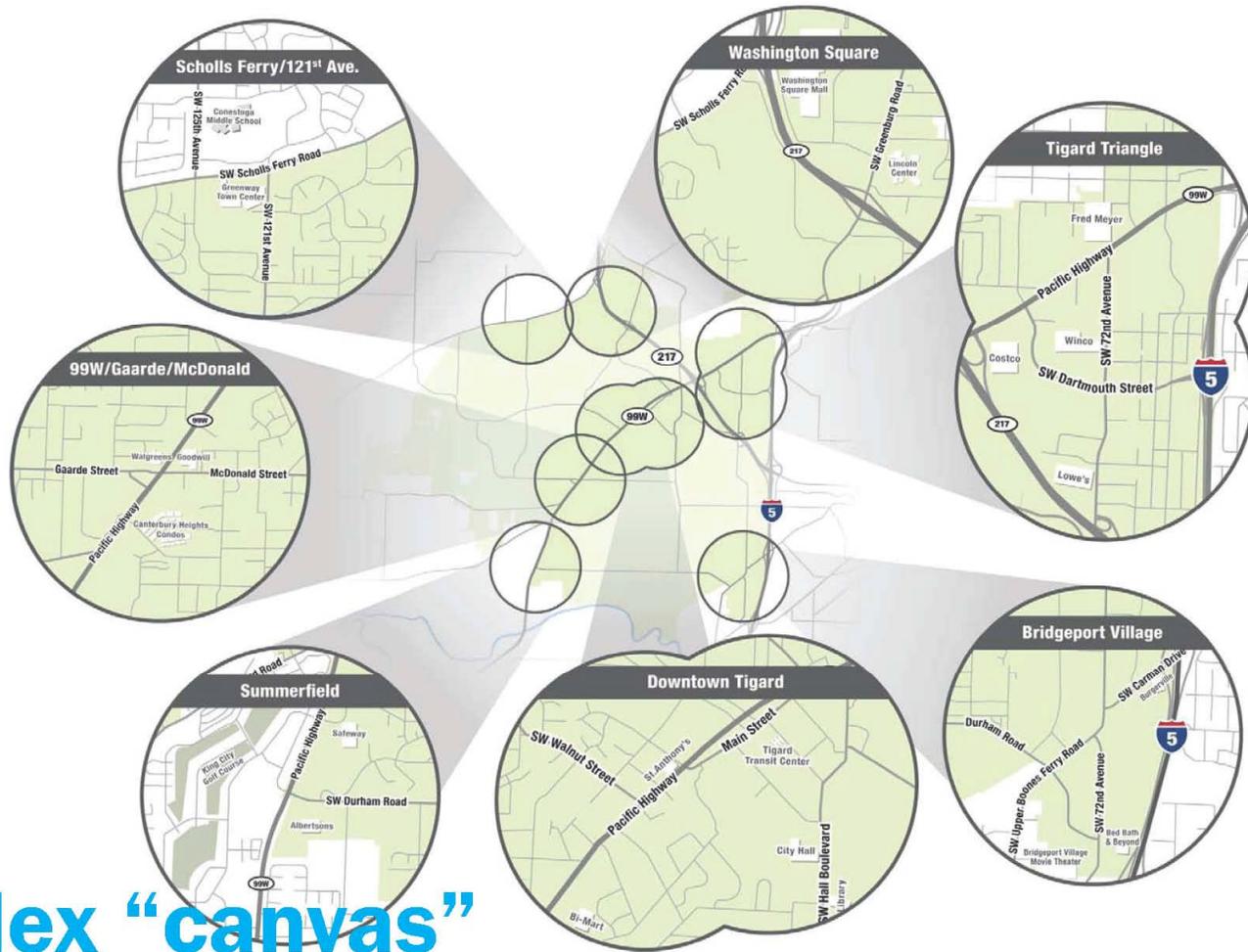
Connections: all modes



C: 90; M: 90; Y: 90; K: 100

index “paints”

index “canvas”



TYOLOGY ONE



Town Center/ Main Street

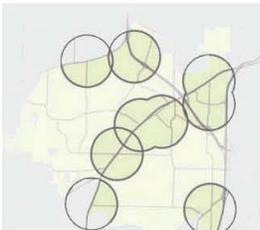
Specialty Retail

Office

Dining

Medium to High-density
Housing

POTENTIAL STATION
COMMUNITY LOCATIONS



▲ Apartments or condominiums occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground floor office and home-based businesses.



▲ The area is served by pedestrian friendly streetscapes based on an urban style grid network and narrow streets.



▲ The area within one half mile of the high capacity transit station is a mix of housing, retail, services, civic uses and office.

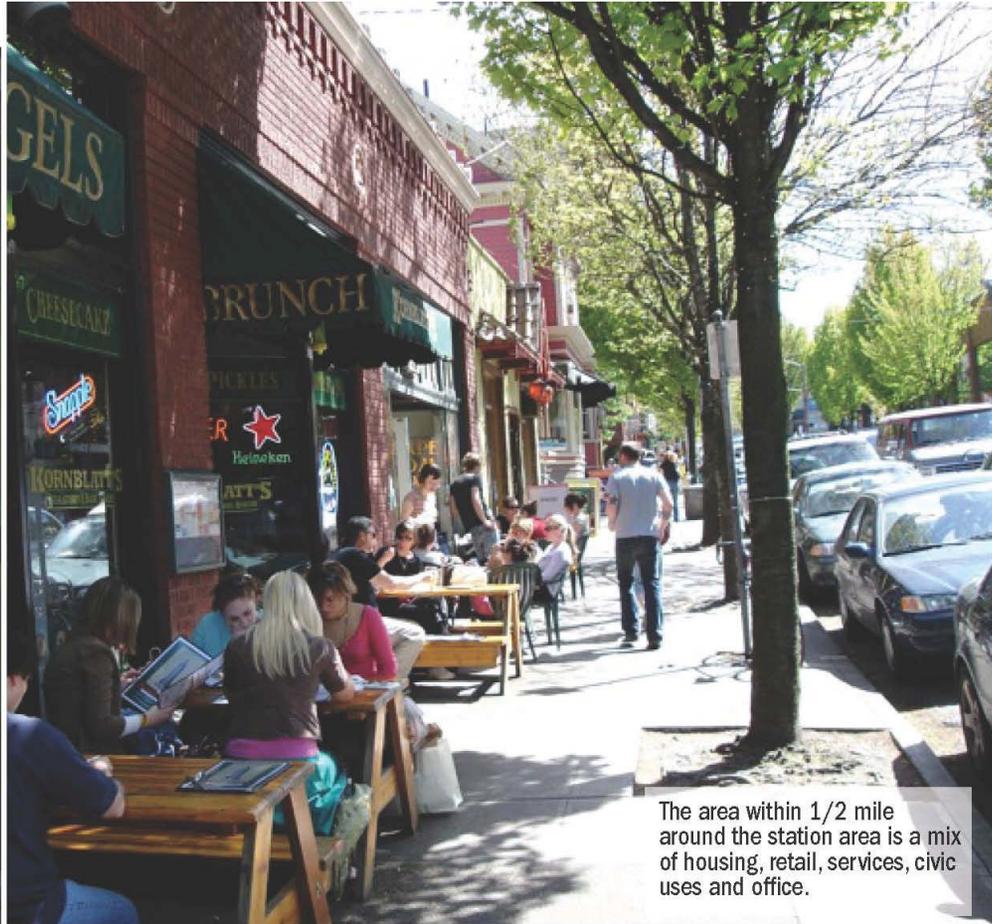


▲ Open spaces and businesses combine to create vibrant streets.



town center / main street

STATION COMMUNITY ONE



The area within 1/2 mile around the station area is a mix of housing, retail, services, civic uses and office.

town center / main street

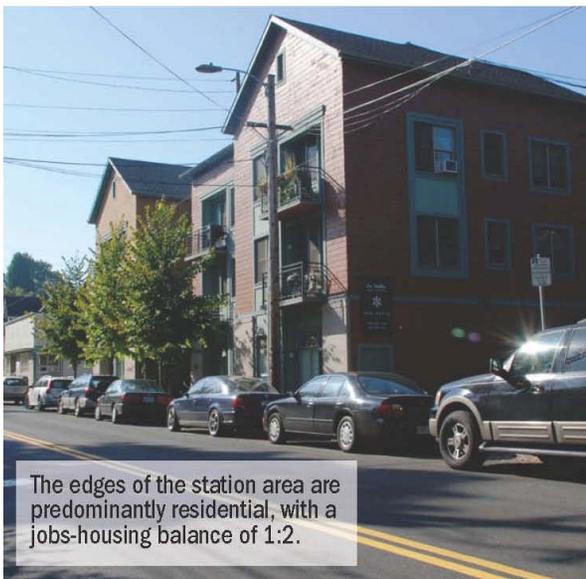
STATION COMMUNITY ONE



This station community is considered a 14-hour activity center, with daytime uses that includes office jobs, retailers, and restaurants. Nighttime activity includes restaurants and bars.



Residential units in the form of flats (apartments or condominiums) occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground floor office and home businesses.



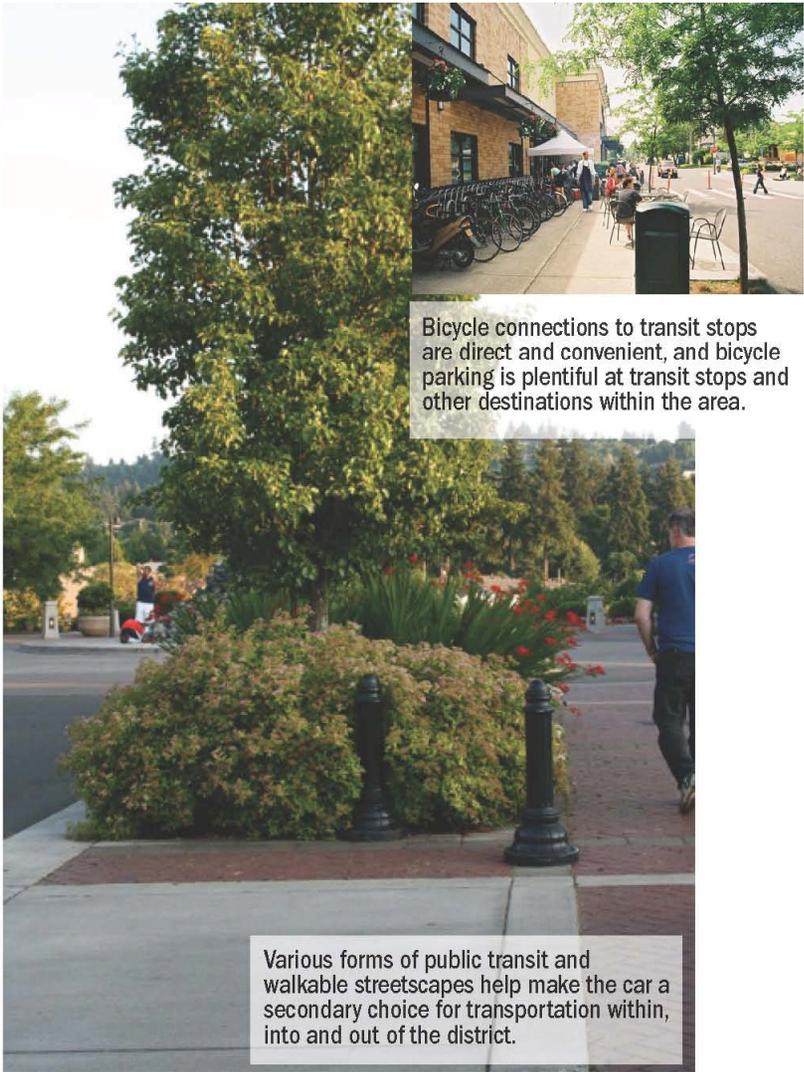
The edges of the station area are predominantly residential, with a jobs-housing balance of 1:2.



The area includes a growing housing stock in the form of urban-style condos and apartments, allowing one to live and work within the station community.



The area is served by pedestrian friendly streetscapes based on an urban style grid network and narrow streets. Auto access is convenient but not dominant.



Bicycle connections to transit stops are direct and convenient, and bicycle parking is plentiful at transit stops and other destinations within the area.

Various forms of public transit and walkable streetscapes help make the car a secondary choice for transportation within, into and out of the district.



The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity



Within walking or biking distance are natural areas and parks and lower density neighborhoods.

An extensive network of bicycling routes through and within the area is provided, on low-traffic streets, including bike lanes and multi-use trails.



The area within 1/2 mile around the station area is a mix of housing, retail, services, civic uses and office.

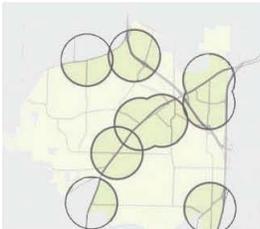
TYPOLGY TWO



Employment / Retail

Employment
Regional Shopping

POTENTIAL STATION
COMMUNITY LOCATIONS



▲ A moderately to intensely populated station area with a land use emphasis on employment and retail activities.



▲ Even when there are large blocks in the office and shopping areas, walking routes are direct, attractive and safe.



▲ The district is considered an 18-hour activity center, with a majority of daytime activity in the



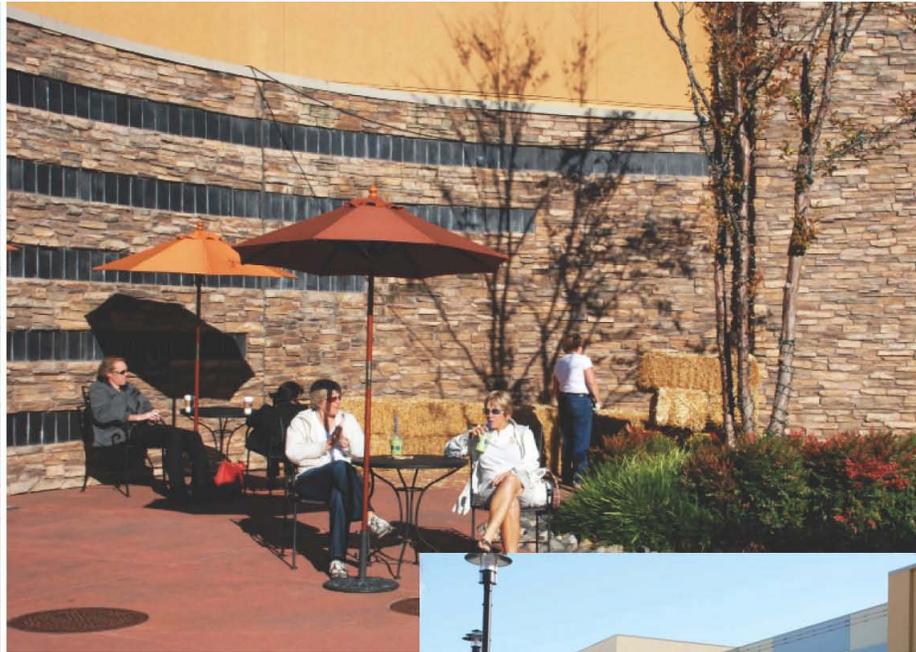
▲ Open space is easily accessible and serves to help define the station community. Groves of mature native trees have been preserved within office complexes and on the edges of the residential neighborhood.



employment / retail destination

STATION COMMUNITY TWO

Nighttime activity includes full-service fine dining restaurants and a major movie theater or entertainment venue.

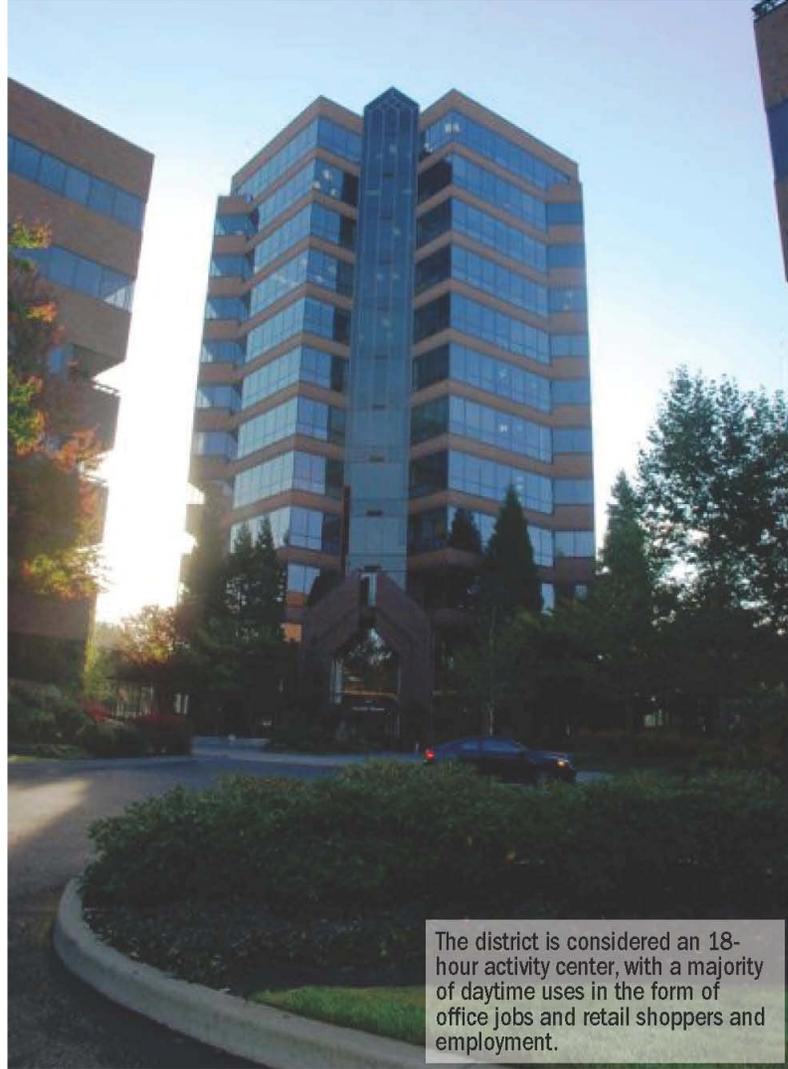


A destination for transit trips, this district focuses on office and/or retail employment, which is highlighted by a regional shopping center and/or large-scale office complexes.



employment / retail destination

STATION COMMUNITY TWO



The district is considered an 18-hour activity center, with a majority of daytime uses in the form of office jobs and retail shoppers and employment.



The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity

Office workers and residents enjoy nearby recreational paths, parks and open space.



Groves of mature native trees have been preserved within office complexes and on the edges of the residential neighborhood.

Regional open space is easily accessible and serves to help define the station community.

Auto access is convenient but not dominant. Even when there are “super blocks” in the office and shopping areas, but walking routes are direct, attractive and safe.



Bicycling through and within the area is easy and safe, because of an extensive network of low-speed, shared streets, dedicated bike lanes, and active transportation trails.

Transit stops are easy to walk and bike to, and plenty of bike parking is provided at transit stops and at other destinations in the district.

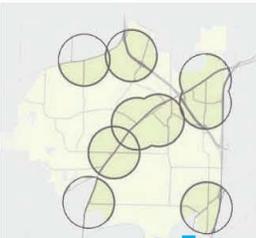
TPOLOGY THREE



Transit Corridor

- Shopping
- Dining
- Residential

POTENTIAL STATION
COMMUNITY LOCATIONS



▲ A suburban residential feel mixed with commercial uses closer to the transit corridor. Housing is in the form of townhouses and detached houses with apartments located in clusters near the corridor.



▲ Schools and a range of personal and professional services are found here.



▲ The area has a complete sidewalk network.



▲ A 14-hour activity center, with a majority of daytime uses in the form of restaurants, cafes and retail.

transit corridor neighborhood

STATION COMMUNITY THREE

The Transit Corridor Station Community is considered a 14-hour activity center, with a majority of daytime uses in the form of coffee shops and fast food restaurants, clothing stores and childcare. Nighttime uses are centered around the restaurants found in the center.



The corridor is a destination location for restaurants and a mix of national chain retail and small-scale, locally-owned retail.

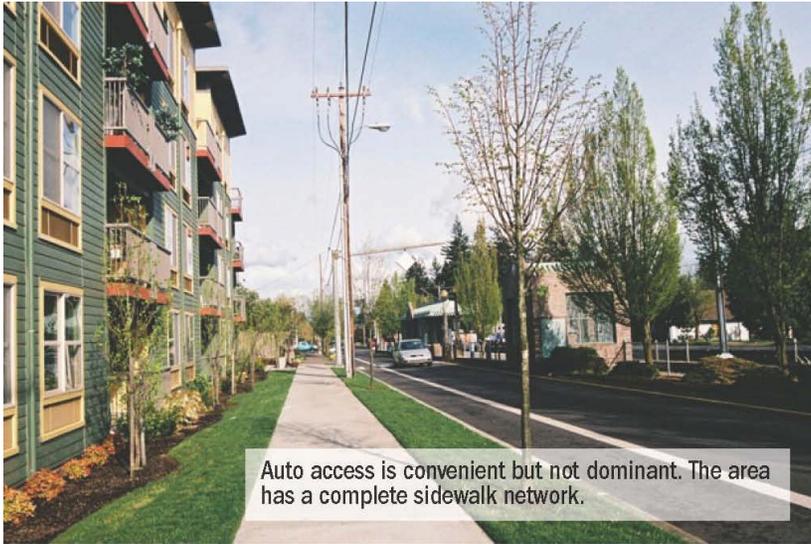
transit corridor neighborhood

STATION COMMUNITY THREE



Housing in the district is mainly single-family residential with some multi-family housing located in clusters near the main highway.





Auto access is convenient but not dominant. The area has a complete sidewalk network.



The arterial serving the corridor was originally designed to serve auto traffic, but significant efforts have been made to improve the pedestrian environment.





The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity



Within and along the edges of the surface parking lots, large mature trees have been preserved. Residents enjoy nearby recreational paths, parks and open space.

Large mature native trees are visible throughout the area. Just one block off of the main highway, groves have been preserved within the residential neighborhood.

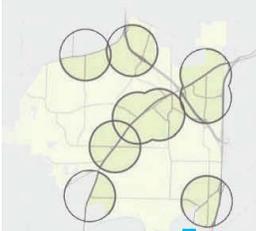
TPOLOGY FOUR



Transit Neighborhood

Primarily Residential

POTENTIAL STATION COMMUNITY LOCATIONS



▶ Moderately populated with a residential feel. Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in.



▶ There are limited commercial uses which take the form of small-scale retail or office. More significant clusters of retail and restaurants are within walking and biking distance.



▶ The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity.



▶ Residents enjoy nearby recreational paths, parks and open space, and access to community gardens.

transit neighborhood station community

STATION COMMUNITY FOUR



Significant infill development has also been prevalent in this area primarily in the form of accessory dwelling units, duplexes and clustered condominium development.

Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in, although the majority of housing is owner-occupied.

transit neighborhood station community

STATION COMMUNITY FOUR



At historic crossroads of through streets, small-scale, locally-owned retail or office occupies the ground floor of one or two corners. Examples of the retail found here includes coffee shops and specialty stores. Some of these buildings have residential uses above or behind the retail/office.



Significant clusters of retail and restaurants are within walking and biking distance.



The area has a curvilinear street pattern but there is a complete sidewalk network, auto speeds are slow, and there is an extensive system of multi-use paths through blocks, so the area is pedestrian friendly.



There are numerous direct, safe and attractive bike routes through the area and to nearby transit stops, and one can choose to ride along a quiet street, in a dedicated bike path, or on a multi-use trail to most destinations.



The area has community destinations, civic uses and planned events. Art and public realm design creates a strong feeling of community identity





Large mature native trees are visible throughout the area. Residents enjoy nearby recreational paths, parks and open space, and access to community gardens.

