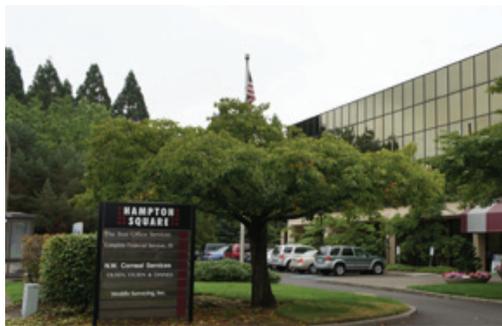


Tigard Triangle:

The Path Forward



Project Team

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Executive Summary

The Tigard Triangle is a 450-acre district located just east of Downtown Tigard, Oregon and bound by Interstate 5 (I-5) to the east, Highway 217 to the south/west, and Highway 99W (Pacific Highway) to the north. The area is home to a variety of existing uses, including big box retail, offices, and single-family residential, and is viewed as a significant redevelopment opportunity for the City of Tigard.

Over the years, there have been many attempts to define a vision and shape for the direction of Triangle redevelopment. While these efforts have not resulted in a definitive plan for the area, there are a number of common elements or themes that describe the issues and opportunities present in the Triangle. These include:

- Convenient regional location and accessibility.
- Vacant and under utilized land available for redevelopment.
- Significant natural features, including Red Rock Creek.
- Lack of connectivity (internally and externally).
- Lack of non-auto transportation options.

- Inadequate infrastructure to support significant redevelopment.
- Zoning and development regulations that do not support a quality mixed-use development.

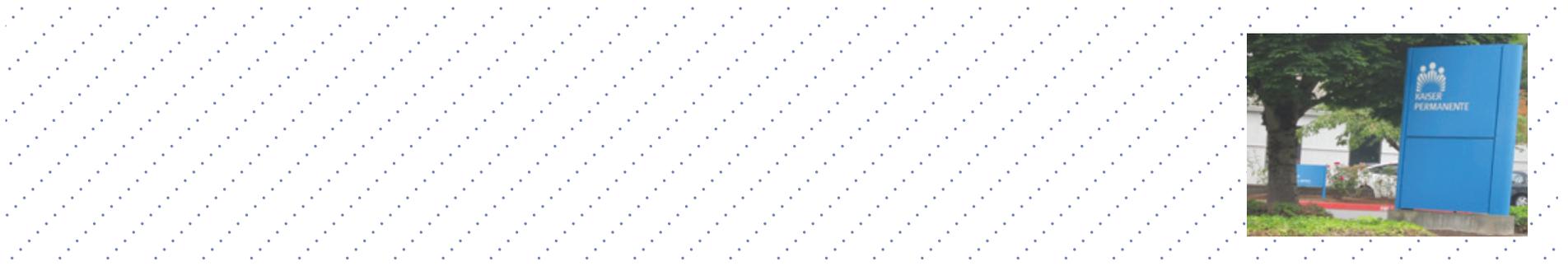
In order to adequately address these issues and opportunities and initiate the redevelopment process, a comprehensive district plan must be established. This document identifies a number of key issues that will need to be considered as part of the planning process as well as the foundational elements that must be incorporated within a successful redevelopment approach.

The first step in this process is to establish a broadly supported community vision for the Tigard Triangle by engaging stakeholders, the Tigard community and policy makers. This planning process must consider related planning efforts, most critically Metro's Southwest Corridor Plan and recommendations of the Tigard HCT Land Use Plan. Coordinating these efforts in the context of a redevelopment plan for the Tigard Triangle will help reinforce the need for a Tigard Triangle station along the Southwest Corridor.

The plan should address or incorporate a number of key principles, including:

- Financial feasibility, including market assessment and the viability of both public and private financing.
- Sub-area assessment that addresses unique sub-districts within the Triangle.
- A proposed mix of uses that is complementary to Downtown Tigard and reinforces downtown redevelopment efforts.
- Connectivity between the Triangle and adjacent areas, including regional transit connections.
- Internal circulation and connectivity, including bike and pedestrian access.

In order to kick-start the Tigard Triangle planning process, the City of Tigard has applied for a Transportation and Growth Management Grant from the State of Oregon to "identify specific policy changes and investment priorities needed to create and support a mixed-use development with balanced, multimodal transportation options." Planning will proceed whether the grant is awarded or not. However, the scope and final products will be limited without grant funding.



Key intersection at SW 72nd Avenue and SW Dartmouth Street.

Undeveloped site at SW 68th Avenue and SW Dartmouth Street.

Introduction and Background

Overview

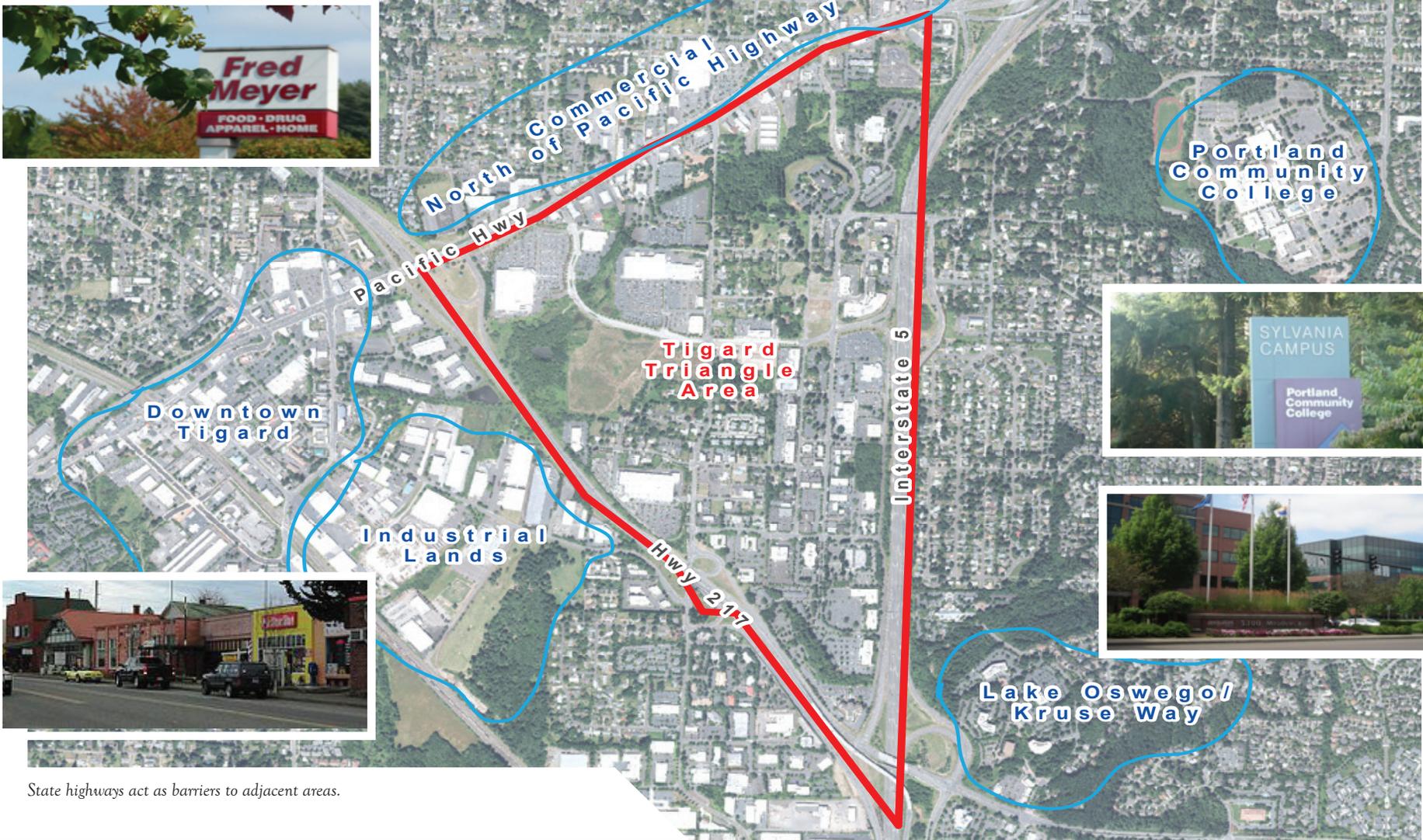
The Tigard Triangle has long been considered an area that could help absorb future growth, in Tigard by providing multi-family residences, employment and nearby shopping. Until the early 80s about half of the Tigard Triangle was still in unincorporated Washington County.

Aerial photographs from the 1960s show agricultural uses like orchards and livestock farms, an elementary school, and a drive-in theatre. This once semi-rural area has developed over the years with single-family homes and commercial uses (mostly large format retail and office). Zoning has changed from a mix of Professional Commercial (C-P) and residential (R-3.5 and R-25) to Mixed-use Employment (MUE), with the exception of the General Commercial (C-G) zones, located generally west of SW 72nd Avenue, which has not changed.

Close proximity to state highways provides a high level of regional access to the Triangle site, which is ideal for employment and retail uses.



Aerial – circa 1960.



State highways act as barriers to adjacent areas.

On the downside, these highways pose a significant barrier to pedestrian and bicycles, especially coming from the downtown core area. The lack of connectivity between the surrounding areas and the Triangle exacerbates the existing, auto-oriented land use pattern.

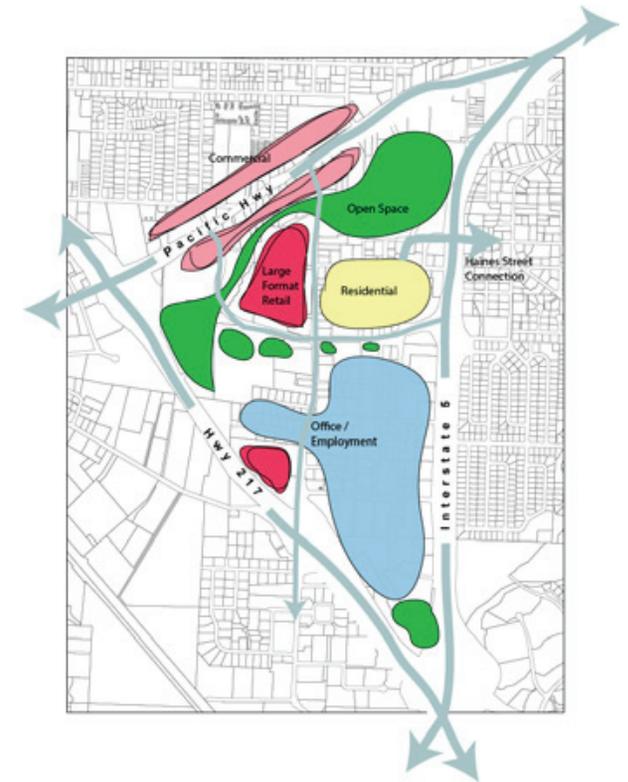
Past Planning Efforts

There have been at least two long term plans created to make the Tigard Triangle a place to live, work and play. The last major planning effort for the area was completed in the late 1990s. Despite this effort, a comprehensive plan has not been adopted for the area. To address lingering land use/transportation issues, the area has been partially re-zoned to allow for mixed-use developments and design standards have been adopted. A detailed history of the past planning efforts is provided in Appendix A.

Despite the adoption of these design standards and changes to the zoning code, the development pattern, in the Triangle, has been inconsistent. The majority of new development has occurred

on large undeveloped or underdeveloped sites. Surrounding residential areas have experienced limited changes, with the exception of a few changes in use from residential to office. In most cases, these changes have not resulted in the desired comprehensive and cohesive improvements to the existing built and pedestrian environment. The land use pattern has been further compromised by new parking areas, as a result of the changes in use, that do not fit into the fabric of the existing residential neighborhood.

In recent years the city has conducted a series of plan updates and studies as part of periodic review and long range planning for the Triangle and Pacific Highway. These updates and studies combined with other city plans and regional efforts listed below, suggest that the timing may be right to develop a comprehensive plan for the Tigard Triangle that considers land use and transportation improvements.



Existing Land Use.



Recent efforts include:

- Southwest Corridor and acceptance of Tigard’s High Capacity Transit Plan.
- Downtown Tigard–new redevelopment strategies and WES Commuter Rail.
- Future expansion of the Tigard Town Center boundary to include the Triangle.
- Adoption of an updated Tigard Transportation System Plan.
- Amendments to the Oregon Transportation Planning Rule.



At this time in the process a preferred mode of transportation has yet to be identified. A detailed discussion on high capacity transit (HCT) and its impact on future development in the Tigard Triangle follows on the next page. This section is followed by a strategic approach to creating great places that includes the identification of key planning principles and a conceptual work plan.



Cinema – Potential Opportunity Site.

High Capacity Transit (HCT): What is it?

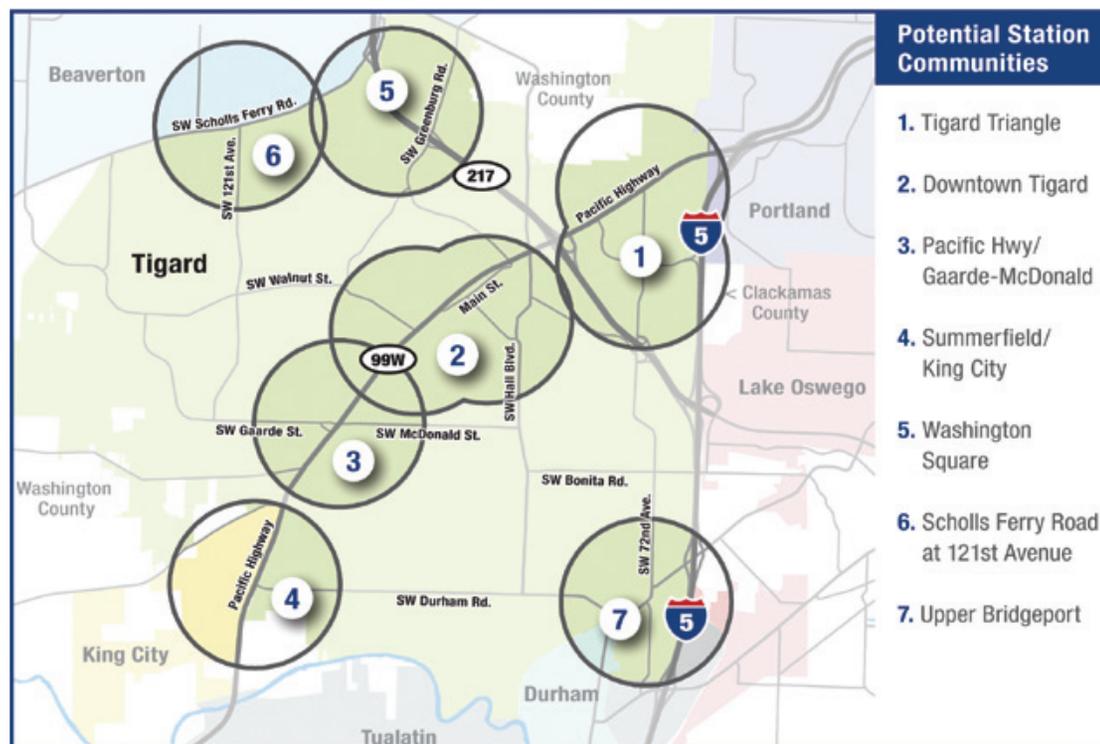
Current Planning Efforts

As previously mentioned, Metro is currently engaged in a regional planning process for the Southwest Corridor, an area that roughly encompasses the I-5/Barbur Boulevard/Pacific Highway corridor between downtown Portland and the Sherwood/Tualatin area. The Tigard Triangle is one of seven potential station locations studied as part of Tigard's HCT Land Use Plan.

The Tigard Triangle has vacant and under utilized land that can support a mix of uses that can be served by HCT. Improved transportation access to and from the Triangle with HCT service is a potentially transformative economic development opportunity. Decisions about the transit mode and alignment are part of Metro's Southwest Corridor Plan. These decisions are not expected to be completed until 2015.

The recently completed Tigard HCT Land Use Plan outlines implementation strategies, which include policy, plan and code amendments. Some of the implementation strategies are the same as those needed for the Triangle Plan. Incorporation of

these strategies will help position the Triangle at the regional level for an HCT station. HCT includes a variety of modes.



Potential station communities.

Light Rail



Streetcar



Rapid Bus



Examples of Transit Modes and Transit-oriented Development

Orenco Station (Light Rail)

Orenco Station is a 190-acre master-planned, transit-oriented development (TOD) in Hillsboro, OR. The community was built adjacent to the West Side Light Rail project, concurrent with the light rail expansion in the late 1990s, and features nearly 2,000 housing units and a diverse mix of employment and retail uses. Pedestrian access and connectivity was a critical part of the master plan for Orenco Station, including direct access to the West Side Light Rail station located along the northern boundary of the neighborhood. Other examples: San Jose, CA; Dallas, TX; Denver, CO.

Pearl District (Streetcar)

The Pearl District in Portland has achieved international notoriety as a successful transit-oriented development focused around the Portland Streetcar. While a streetcar is not technically considered HCT, the project is instructive in looking at how rail transit can be integrated seamlessly with a successful urban neighborhood. Since opening in 2001, the Portland Streetcar has exceeded daily ridership projections, carrying over 12,000 daily riders on weekdays, with a total ridership to date of over 28,000,000. Other similar examples: Tampa, FL; Tacoma, WA; Seattle, WA; San Diego, CA.

Eugene HCT Bus

EmX (pronounced: "M X", short for Emerald Express) is the local bus rapid transit system developed to address the current and future growth and transit needs in Eugene. EmX is unique because it operates like a bus, except it utilizes designated lanes that allow it to travel undeterred by traffic. Riders of EmX enjoy faster, more reliable and enjoyable service; while enabling the transportation agency (LTD) to increase ridership at much less expense than a light rail solution.



Orenco Station in Hillsboro, OR.



Pearl District in Portland, OR.



Rapid bus in Eugene, OR.

A Path Forward

A Strategic Approach to Making Great Places

Great places start with great ideas. The Tigard Triangle has the potential to be a vital, energetic home to shops, offices, businesses and residents, reinforcing Downtown Tigard as the heart of the community.

Creating a successful place requires a strategic approach. Great ideas must be grounded in reality, and for an area with the size and complexity of the Triangle, a comprehensive process must be undertaken to address the core issues that affect redevelopment activity in the district — what we have referred to, on pages 16–17, as the “Essential Conditions.” By balancing great ideas with the realities of market conditions, financial feasibility and technical requirements, a compelling and implementable vision can take root and guide the redevelopment process.

Elements of a great community are related to design, functionality, permanence and choice. It appeals to a variety of people by addressing individual needs through common desires.



Office building on SW 68th Parkway.

“ Great Communities share the attributes of innovation, energy, vitality and a self-perpetuating enthusiasm. They are created with intention, design and change over time. Common characteristics are excellent community design, a transparent and proactive government, a vital economy, a full range of housing, employment, transportation, recreation, shopping and entertainment choices as well as attention to the environment. ”

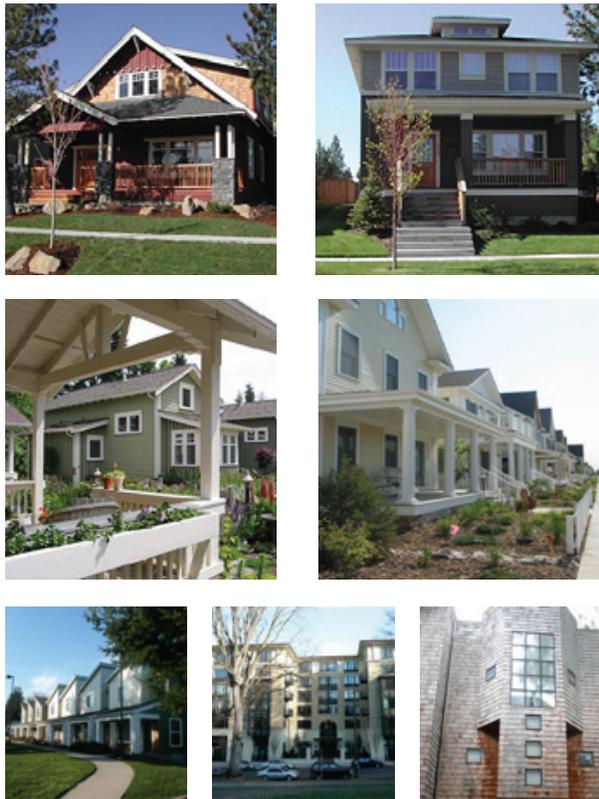
(Metro Great Communities Report, 2006)



View from SW Dartmouth Street and SW 68th Avenue – potential open space site.

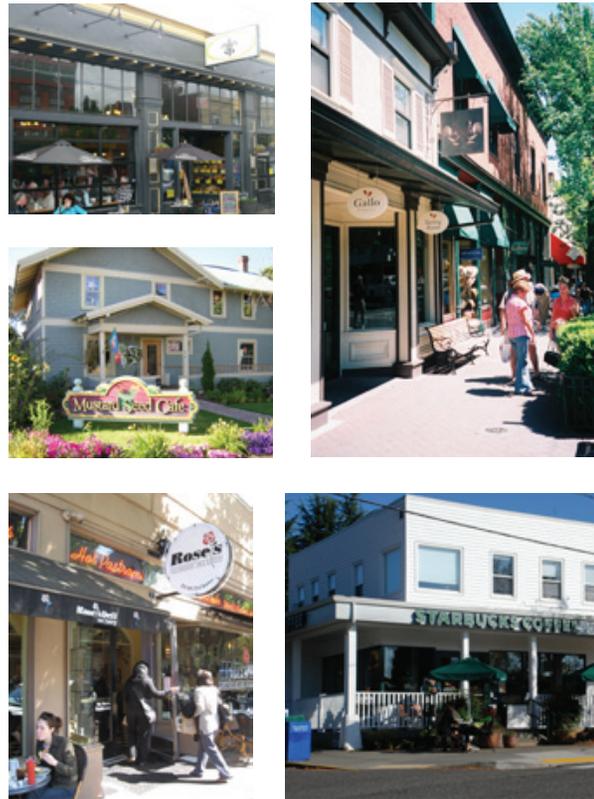
Key Elements of a Great Community

Housing



Great Communities have a **wide range of quality housing choices**.

Vibrant Places



Great Communities have a **diverse mix of uses and high quality public environments** that encourage public gathering and interaction.

Sustainable Development



Great Communities incorporate sustainable practices that **promote stewardship of the environment and improve air and water quality**.

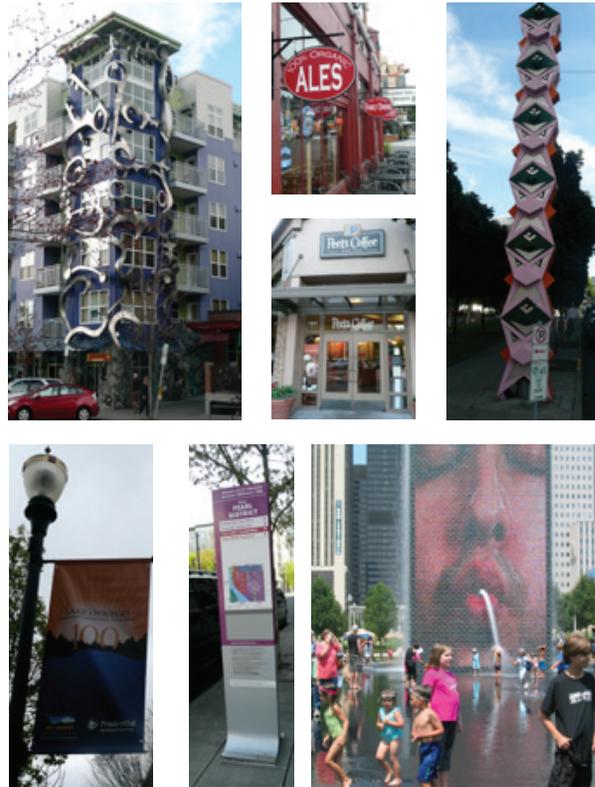


Connectivity



Great Communities consist of **multimodal pathways, trails and streets** that get people out of their cars.

Legibility



Great Communities have an **identifiable center and edges**. You know when you have arrived and when you have left.

Employment



Great Communities consist of a broad array of **employment opportunities**.

Essential Conditions

Five Issues to Consider:

The following conditions are critical to the attainment of a future plan. If the next Tigard Triangle planning effort fails to address or solve these issues, a successful outcome will be highly unlikely.

Given the nature of this planning effort, the work program should be structured to test concepts, solutions and technical information against these essential conditions, with the goal of providing a consistent check on the planning process. This approach ensures that if any essential conditions fail, there can be a course adjustment to the effort and a final product that is both economically viable and consistent with the larger goals of the district plan.



Multimodal transportation system includes bikes.

Transportation Capacity and Connectivity

The Triangle District is surrounded by significant regional roadways — I-5, Highway 217 and Pacific Highway. Future growth in the Triangle will need to demonstrate how additional future trips can be handled on or across these facilities.

The Oregon Transportation Planning Rule (TPR) dictates that zone changes have no further impact on regionally significant facilities than what is allowed under existing zoning. Recent changes added to the TPR that encourage multimodal, mixed-use development may help alleviate these restrictions. In addition, Title 6 of Metro’s Urban Growth Management Functional Plan encourages development within 2040 growth centers (e.g. town centers and station communities).

HCT and Alternative Transportation Modes

A key component to increasing development density in the Triangle and maximizing economic development opportunities is the availability of attractive and reliable HCT service. This component is integral to understanding and solving the transportation access and capacity issues in the district. Alternative modes such as bike and pedestrian travel are essential to ensure connectivity between the development and mass transit stations/stops and also encourage those living/working in and near the Triangle to utilize alternatives to single occupancy vehicles — cars.



Bike parking is essential to increasing ridership.



Economic Feasibility and Market

The future plan must be both economically viable, including a short- and long-term view of the market conditions. The street network, as well as development standards, and the overall zoning recommendations, should help drive the overall form of the plan and ensure the recommendations are fundamentally sound from a development feasibility perspective.



City of Eugene HCT bus.

Financing and Funding

A viable financing and funding strategy is required, including the determination of the cost, timing and likely funding sources for needed public infrastructure development or other projects and programs. Funding will need to be provided for both the planning and implementation stages of the Tigard Triangle Master Plan. This work may include an independent analysis of financial feasibility that focuses on the cost/benefit of public investment in the Triangle.



Off the grid with bike Power.

Implementation Strategies

Implementation of the district plan will occur over a long period of time — likely years or more. The plan must identify what actions are required to support redevelopment efforts and attain the larger redevelopment vision for the site. These actions are likely to range from immediate (Comprehensive Plan and land use changes to the code) to mid- and long-term (infrastructure) investments. Besides providing a time frame for the actions, the plan should identify actions based on costs. Oftentimes, there are actions that can be implemented today at minimal or no cost. Commonly referred to as “low hanging fruit,” these actions serve to oftentimes catalyze larger more comprehensive actions.



Green wall lowers energy load.

Moving Forward

Process so far...

In the process of putting together this document, the project team spent time with the Tigard City Council and Planning Commission and attended public HCT meetings and workshops. In June 2011, the Tigard Planning Commission discussed the three Tigard Triangle alternatives as part of the HCT Land Use Plan. These small group discussions served as the starting point for the Planning Commission to begin a visioning process for the Tigard Triangle's future. A subsequent large group brainstorming session led to the request by commissioners to tour the Tigard Triangle.

The tour had two purposes. One was for planning commissioners to see existing conditions in the area such as development patterns, topography, street improvements, connectivity and the level of activity in the off-peak hours. The second purpose was to provide commissioners with a new perspective on the site. Many people travel through this area by car. By getting out of the van, the commissioners were able to visit areas not normally seen from a vehicle.

Common Ground

Based upon conversations with commissioners, the following draft principles have been established:

- Establish strong transportation connections between the Triangle and Downtown Tigard, surrounding neighborhoods and the regional transportation system.
- Encourage a broader mix of uses within the Triangle, including a diverse mix of housing and employment, while building upon or integrating with existing uses.
- Create an economically viable approach to redevelopment.
- Incorporate sustainable planning and development principles throughout all phases of the development process, from planning through construction.
- Ensure that planning efforts are consistent with and support redevelopment activities in Downtown Tigard.
- Support the extension of high capacity transit to Tigard through the development of a transit-oriented development strategy for the Triangle.
- Develop a “brand” for the Triangle site or facilitate placemaking.
- Establish a unique “sense of place” and strong district identity through the use of design and development guidelines, signage and wayfinding.
- Recognize the unique nature of the Triangle and its subareas.
- Develop a green infrastructure plan for the Triangle that incorporates existing natural features like Red Rock Creek and links parks, open spaces and natural areas together with bike and pedestrian pathways.

“ *The Tigard Triangle represents a unique opportunity for the City of Tigard to accommodate future growth and development in a sustainable and economically viable manner. Building on a future high-capacity transit line, the district will accommodate increased residential and employment densities and improve connections between the Triangle, Downtown Tigard and surrounding neighborhoods. New development will recognize the current balance of uses, including regional retail and employment destinations, while providing a broader mix of development that supports and complements the city’s efforts in both Downtown Tigard and the city as a whole. The city will work closely with local neighborhoods and residents, property owners, businesses, institutions and regional partners to deliver a neighborhood that represents the best of Tigard. ”*

Draft Vision Statement



View from Dartmouth.

Work Plan

Draft Planning Process

A robust planning process that informs as well as welcomes input from all stakeholders in the Tigard Triangle is essential to creating a great community. In order to attain the results described in the draft vision statement and guiding principles, there is a significant amount of work that will need to be undertaken.

This work begins with a planning process that focuses on removing the regulatory, infrastructure and economic impediments to achieving the city's vision for the Triangle. The goal of this process is not just to describe a conceptual framework for Triangle redevelopment, but to implement the appropriate regulatory responses and establish a realistic funding strategy, both of which will create a development-ready environment in the Triangle.

In June 2012, the city applied for a Transportation and Growth Management grant to fund development of a Tigard Triangle plan. Planning efforts will take one of two paths, depending on whether or not the grant is awarded to the

city in October 2012. With grant funds the plan will include in-depth transportation, market and economic opportunities analysis, major code and comprehensive plan updates, and implementation of infrastructure funding mechanisms.

A scaled back version is proposed without grant funds that will update existing regulations and policies, review infrastructure funding options, and update the Economic Opportunity Analysis completed in 2011. The graphic on the next page shows differences in timeline and scope with and without grant funding.



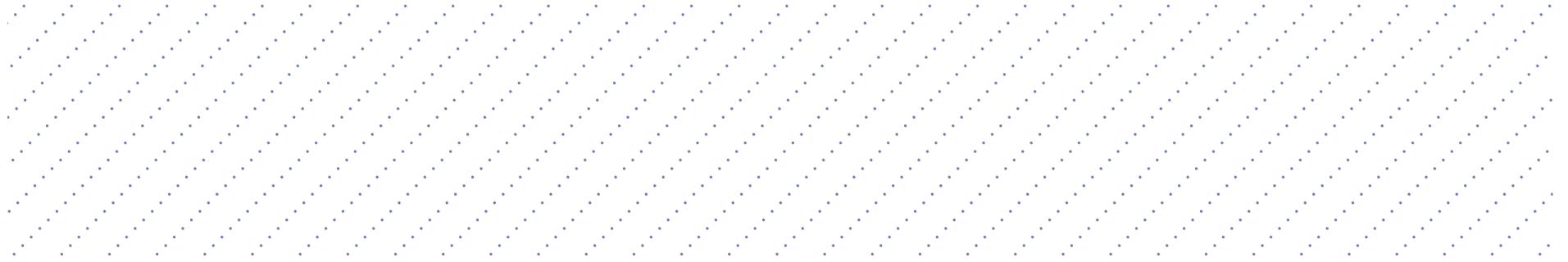
Inviting pedestrian scale on SW 70th Avenue.



Public involvement is key to the process.

Conceptual Timeline and Deliverables





Phases of the Work Plan

Regardless of the path, the work plan will consist of phases. These phases are

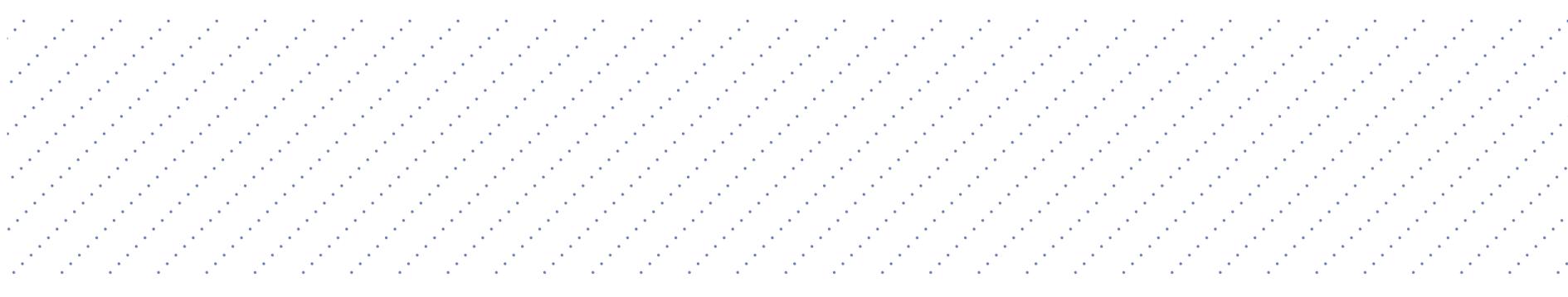
- 1) Issue Identification, Visioning and Goal-setting,
- 2) Tigard Triangle Framework Plan, and
- 3) Tigard Triangle Plan Implementation.



Pathway connecting adjacent developments.



Landscaping and design standards support vision.



1. Visioning and Goal Setting

The goal of this planning process is to engage Tigard Triangle stakeholders, (property owners, residents, businesses, associations, etc.), the broader Tigard community, and the Tigard City Council and Planning Commission to work in a collaborative manner to identify impediments to future Triangle development and establish a common vision and project goals for the Triangle. The end result of this process is intended to be a strong community consensus on the direction for the Triangle, and a clear understanding of the path forward.

Final Products:

Updated Tigard Triangle Vision Statement and Project Goals; Tigard Triangle Issues Paper; Work Plan, Schedule, and Budget for Tigard Triangle Framework Plan.

2. Tigard Triangle Framework Plan

The framework plan will establish a detailed set of recommendations for implementing the Tigard Triangle vision and goals and removing the barriers to development that would prevent attainment of that vision. These recommendations will be based on a thorough analysis of the underlying issues in the district, including transportation access and capacity, land use and zoning regulations, infrastructure needs, parks and open space, geotechnical conditions, environmental conditions (e.g., sensitive areas, habitat, wildlife), market conditions and other critical issues. The process will gather existing conditions information for the Triangle and utilize that information to help inform plan recommendations and shape the conceptual approach to the district. Final recommendations will be based on an economically viable approach to development in the district.

Final Products:

Tigard Triangle Framework Plan and Recommendations; Economic Viability Analysis; Implementation Strategy and Action Plan.

3. Implementation

Including an implementation phase in the overall work program is essential to ensuring that the results of the planning effort do not sit on a shelf. Assuming that the framework plan is successfully delivered to and approved by the city, the immediate next step would be to take the relevant framework plan recommendations and translate them into specific regulatory language (zoning code and development standard amendments, design guidelines, etc). and to pursue funding and infrastructure strategies.

Final Products:

Revised Regulatory Package, including Zoning Code, Development Standard, and Design Guidelines; Identification and implementation of financing plans and programs that support Triangle infrastructure development including:

- Vertical Housing Program.
- TOD tax exemptions.
- Urban renewal and tax credit financing.
- Establishment of LIDs, and impact-based SDCs.

Appendix A – Detailed Plan History

Two Tigard Triangle plans have been created for the area, but neither was formally adopted. Not much is known about the first, the Triangle Plan, completed in the early 1970s. The second planning effort began in 1992. In order to facilitate development, the Tigard City Council passed a resolution accepting a land use pattern map and directing staff to initiate amendments to the development code and comprehensive plan.

This second plan, known as the Tigard Triangle Specific Area Plan, had a goal to create a community for people to live, work, shop and play. For two main reasons the Tigard Planning Commission recommended denial of the plan. The first was property owner opposition of the proposed zone changes (down zoning commercial sites to multi-family), and the second was that the market had changed since the study began (development was now occurring).

In response, the Tigard City Council withdrew consideration of the plan and directed staff to bring resolution to issues associated with transportation, design and land use in the Triangle. A task force was created that included

Oregon Department of Transportation (ODOT), Metro, residents, business owners and developers.

In the late 90s, City Council adopted the current zoning of the area (MUE — Mixed-use Employment and C-G — General Commercial). The current development standards found in the Tigard Development Code (Tigard Triangle Design Standards) were adopted at the same time. The MUE zoning avoided the down zoning issues and allowed a choice of uses including retail, office, service commercial, research facilities and high-density residential. Larger scale commercial uses were planned for the existing C-G areas. The goal of the adopted Triangle design standards was to ensure a high quality mixed-use employment area utilizing streetscapes and to develop a convenient pedestrian and bikeway system within the area.

Appendix B – Challenges and Opportunities

Challenges:

- Connectivity (external) — major roadway boundaries limit connections (especially pedestrian and/bike connections) to adjacent neighborhoods such as Downtown Tigard, businesses along the opposite side of Pacific Highway, employers in Kruse Way and regional facilities such as the Portland Community College Sylvania Campus. Freeway crossings are expensive, so it is important that any connection accommodates multiple transportation options.
- Connectivity (internal) — an incomplete streets network and limited pedestrian and bicycle connections, especially between developments, restricts local movement.
- Existing land use patterns lack visual and physical cohesion.
- Lack of variety in land uses. A majority of existing uses are office or big box retail. There is shortage of neighborhood-oriented retail and service uses necessary to support a residential neighborhood.
- Lack of infrastructure goes beyond street improvements to public and private utilities such as water and sewer.



Opportunities:

- Major Regional Transportation. Although access points are congested, proximity to the regional transportation system is good (Interstate 5, Highway 217 and Pacific Highway).
- Natural Features. Red Rock Creek greenspace, nearby wetlands and tree groves that could easily be incorporated as an open space or park.
- Topography. The area steps up to the west. This provides views from 68th Parkway and could make it easier to incorporate underground parking.
- High Capacity Transit (HCT). The Tigard Triangle is one of seven potential station locations within the city. This transportation alternative would provide better connections with outside areas and prompt improved (internal) pedestrian and bike connections.
- Opportunity Sites. There are several vacant or underdeveloped areas within the Triangle available for redevelopment.
- Subarea Concept. The Tigard Triangle could benefit from a planning approach that reduces its large areas into subareas that are planned around unique features. Some of these smaller mixed use areas could include residential.
- Existing “Anchor” Development. The Triangle has existing employers like Costco and Health Net of Oregon, adult education facilities such as George Fox University and University of Phoenix, and retail/services such as Winco, Willamette Dental and Cascade Veterinary Hospital.



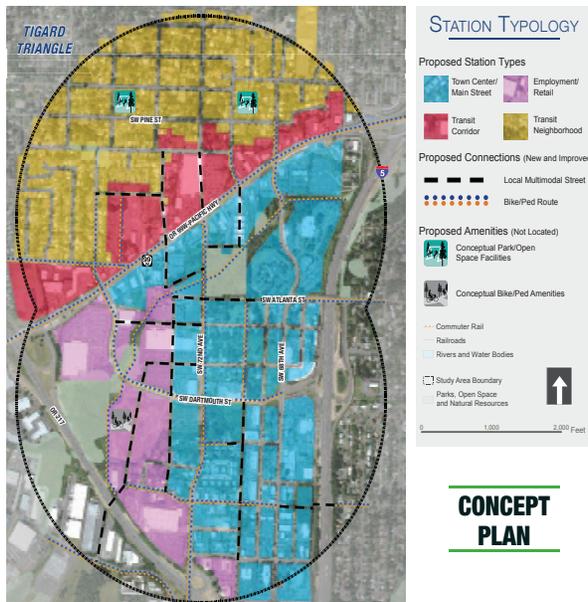
Undeveloped and under developed sites are opportunities.

Appendix C – Planning Milestones

- 2005 — The city adopted a Downtown Improvement Plan to create an active and vibrant urban village. Changes in the downtown include commuter rail service to the Tigard Transit Center. This provides alternative transit to Tigard and will be another mixed-use area that could complement growth in the Triangle.
- 2009 — The city extended sanitary sewer service into the northeast quarter of the Triangle (SW 72nd Avenue, SW 70th Avenue, SW Clinton Street and SW Baylor Street). This residential area was previously not served with sanitary sewer.
- 2010 — The Pacific Highway to a Sustainable Future document was completed that provided a better understanding of the highway corridor’s characteristics and has been used as a tool to start conversations on policy and actions related to future development on Pacific Highway.
- 2010 — Tigard City Council passed a resolution supporting a submittal to Metro to amend the Tigard Town Center boundary to include the Tigard Triangle. The Town Center designations would support compact, mixed-use development and multimodal transportation options in the Triangle.
- 2010 — Tigard City Council adopted an updated Transportation System Plan that considers a comprehensive approach to improving transportation in the Triangle including improvements to eliminate barriers to bicycle and pedestrian traffic and increase capacity for alternative transportation modes along with vehicular traffic.
- 2010 — Metro Council identified the Southwest Corridor connecting Portland, Tigard and Sherwood as the next priority for transit investment (see inset).
- 2011 — An economic opportunities analysis completed as part of the comprehensive plan periodic review recommended a focus of future economic growth and high density housing in areas such as the Tigard Triangle.
- 2011 — The Oregon Transportation Planning Rule (TPR) was amended to allow exemptions and some flexibility to congestion and impact mitigation requirements that had limited the intensity of development. This flexibility is related to multimodal mixed-use areas and allows the city to modify or eliminate the current 0.4 floor area ratio maximum in the Tigard Triangle.

Appendix D – HCT Land Use Plan

The Tigard City Council accepted the Tigard High Capacity Transit Land Use Plan in August 2012. The plan analyzed concepts for each of the potential station locations in Tigard. Below is the final concept plan for the Tigard Triangle. The concept builds on existing development patterns and improves connectivity within the Triangle and to adjacent areas.



ACTIVITY CENTER

The Tigard Triangle concept shows the center of intensity east of 72nd Avenue, building on the existing pattern of smaller blocks for a walkable, town center feel. This area would have a growing mix of retail, employment and residential activities.

COMMUNITY CHARACTER

The Tigard Triangle Preferred Concept seeks to blend smaller-scale retail, restaurants and housing to complement the current employment center, especially in the northeast part of Tigard Triangle. Increased housing options would also be allowed northwest of OR 99W-Pacific Highway.

GETTING AROUND

This potential station community is defined by some of the most highly traveled roads in the state, which can create major barriers for getting into and out of Tigard Triangle. Freeway crossings are expensive, so it's important that any new crossing meets multiple transportation needs. The concept includes a new multimodal facility crossing OR 217 to connect Tigard Triangle with Downtown Tigard.

Appendix E – HCT Alignments

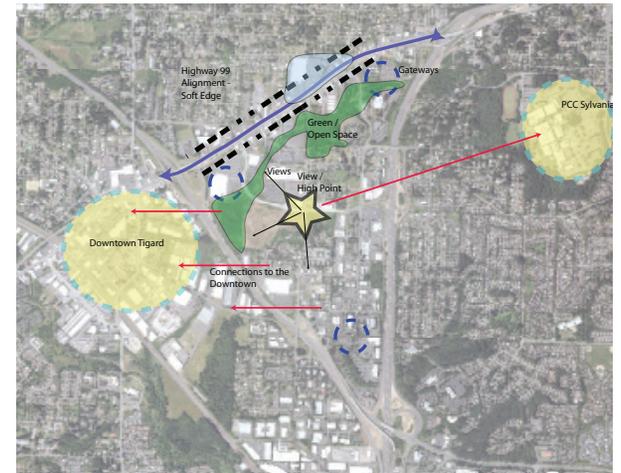
Potential Alignments

Metro’s current HCT planning process represents an opportunity to seriously consider transit-oriented development (TOD) in the Southwest Corridor study area. While specific alignments are not known at this time, it is clear that future alignment decisions for HCT will place significant emphasis on TOD potential, available development capacity, and the ability of communities to deliver the necessary regulatory and infrastructure elements that are supportive of TOD.

There are a number of likely HCT alignment options in the Tigard Triangle area, some of which are highlighted here. The primary corridor-wide options would likely focus on extending HCT along the Barbur Boulevard/ Pacific Highway alignment along the north side of the district, or pulling the alignment further south into the district. It is likely that any of the alignment options in the Tigard Triangle area would want to eventually connect with Downtown Tigard and the WES terminus, both located due west of the Triangle.

Pacific Highway Alignment

An alignment option that focuses on Pacific Highway would have the potential advantages of utilizing the 99W corridor for right-of-way and following existing bus routes through the area today. However, the potential for this alignment to leverage additional development in the Triangle area is extremely limited, since the majority of properties along this area are already developed with auto-oriented uses that are unlikely to change. In addition, the effectiveness of transit operations could be constrained by traffic congestion along Pacific Highway unless a dedicated transitway was provided.



Tigard Triangle Alignment

In contrast to the Pacific Highway alignment, there are a number of options within the Triangle area. The primary opportunities for these alignments would be to connect to underdeveloped areas, leverage TOD opportunities, and provide alignment and connection options that are removed from congestion along 99W. Alignments may enter the Triangle via Barbur Boulevard to the northeast or potentially Haines Road/PCC Sylvania to the east. Within the district, there is the potential for an employment-related alignment/couplet in the eastern portion of the district, parallel to Interstate 5, or an alignment that is focused east to west along Dartmouth and into Downtown Tigard.

