



Working Session Report

September 14-17, 2015

PlaceMakers, LLC
DPZ
Crabtree Group

Table of Contents

EXECUTIVE SUMMARY	1
COMMUNITY PLANNING PROCESS.....	2
TIGARD TRIANGLE ZONING MAP DRAFT 1.....	4
T5 HIGH BULK STANDARDS	5
T5 MEDIUM BULK STANDARDS	7
TIGARD TRIANGLE NETWORK PLAN.....	9
TIGARD TRIANGLE THOROUGHFARE PLAN.....	10
FRONTAGE SETBACKS: COMMON YARD AND FENCED YARD.....	11
FRONTAGE SETBACKS: SHALLOW AND URBAN.....	12
FRONTAGE TYPES: PORCH, STOOP, COMMON ENTRY.....	13
FRONTAGE TYPES: GALLERY, ARCADE, SHOPFRONT.....	14
TIGARD TRIANGLE LEAN MATRIX.....	15
TIGARD TRIANGLE LEAN MATRIX.....	16
T5 MEDIUM AND T5 HIGH PERMITTED USES	17
THOROUGHFARES: TYPICAL, SKINNY, AND TRANSIT.....	18
THOROUGHFARES: ARTERIALS	19
MEETING 1 TEAM MEETING SEPTEMBER 14 9:00 A.M.....	21
NARROW TRAVEL LANES	21
ON-STREET PARKING.....	21
GOAL 2 AT THE STATE LEVEL ABOUT PUBLIC PROCESS.....	21
ANNOTATED CODE OUTLINE.....	21
OREGON DEPARTMENT OF TRANSPORTATION.....	21
TRANSECT LANGUAGE	21
MEETING 2 TOUR TRIANGLE SEPTEMBER 14 10:00 A.M.....	22
DRIVING TOUR.....	22
MEETING 3 LANDOWNERS SEPTEMBER 14 11:00 A.M.....	22
MEETING 4 DEPARTMENT DIRECTORS TRIANGLE STRATEGY SEPT. 14 1 P.M.	22
LEAN CODE: GETTING TO YES.....	22
THRESHOLDS	22
PARKING	23
SKINNY STREETS.....	23
SAFETY	23
HEIGHTS	23
DENSITY.....	23
STRATEGIC PLAN.....	24
URBAN RENEWAL DISTRICT.....	24
MEETING 5 LEGAL SEPTEMBER 14 2:00 P.M.	24
ESTABLISH THRESHOLDS.....	24
ADMINISTRATIVE WAIVERS?	24

OBJECTIVE STANDARDS FOR LEVEL 1 COMPLIANCE	24
LEVEL 2 FOR LARGE SITES.....	24
INTERPRETATIONS	24
HOMEWORK	25
LAND USE DECISION.....	25
NEW CHAPTER 900	25
MEETING 6 STORMWATER SEPTEMBER 14 2:00 P.M.....	25
DEGRADATION OF THE CREEK	25
STANDARDS/REGULATIONS.....	25
THE STREAM AS AN AMENITY: PILOT PROJECT.....	26
THRESHOLDS AND COLLECTING MONEY.....	26
MASTER SERVICE PROVIDER LETTER	26
GREEN STREETS, STRUCTURAL SOILS, TREED PARKING.....	27
MEETING 7 TEAM MEETING: DNA OPTIONS SEPTEMBER 14 3:00 P.M.	27
DNA	27
PROTOTYPES IN THE REGION	27
WHAT TO REINFORCE IN THE TRIANGLE NOW.....	27
MEETING 8 PUBLIC OPEN HOUSE SEPTEMBER 14 6:30 P.M.....	27
WHAT PLACES IN THE REGION ARE EXAMPLES OF WHAT YOU’D LIKE TO SEE IN THE TRIANGLE?	27
WHICH IS YOUR PRIORITY – FLEXIBILITY OR PREDICTABILITY?	27
WHAT ARE YOUR ASPIRATIONS OR CONCERNS FOR THE ZONING UPDATE?	28
MEETING 9 TEAM MEETING SEPTEMBER 15 9:00 A.M.....	28
ZONING MAP FIRST DRAFT FOR TODAY AT 4 P.M.	28
CHARACTER OF STREETS FOR THE TRANSIT LINE	28
STREET SECTIONS.....	29
LAST NIGHT’S PUBLIC ENGAGEMENT.....	29
MEETING 10 PUBLIC WORKS DEPARTMENT SEPTEMBER 15 10:00 A.M.	29
TREE INFRASTRUCTURE.....	29
SIDEWALKS.....	29
THRESHOLDS	29
MEETING 11 LANDOWNER MEETING SEPTEMBER 15 10:00 A.M.	29
MEETING 12 TRANSPORTATION SEPTEMBER 15 11:00 A.M.....	29
MEETING 13 LANDOWNER MEETING SEPTEMBER 15 11:00 A.M.	29
MEETING 14 ODOT SEPTEMBER 15 3:00 P.M.	30
MEETING 15 LANDOWNER MEETING SEPTEMBER 15 4:00 P.M.	31
MEETING 16 LANDOWNER GROUP MEETING SEPTEMBER 15 6:00 P.M.	31
ZONING MAP.....	31
SETBACKS.....	31
HEIGHTS	31

PARKING.....	31
LANDSCAPING	31
MEETING 17 TEAM MEETING SEPTEMBER 16 9:00 A.M.....	31
LAST NIGHT’S PUBLIC INPUT	31
LOCAL IMPROVEMENT DISTRICT	31
DENSITIES	32
MEETING 18 TEAM MEETING SEPTEMBER 16 5:00 P.M.	32
NETWORK PLAN.....	32
REGULATING PLAN.....	32
THOROUGHFARE ASSIGNMENT PLAN	32
LEAN MATRIX SCENARIO ILLUSTRATIONS	32
MEETING 19 CLOSING AND PUBLIC COMMENT SEPTEMBER 17 6:30 P.M.	32

Executive Summary

One of Tigard's goals is to be the most walkable community in the Pacific Northwest. That's a tall order, thanks to some inspiring competition. To achieve this, suburban development patterns need to be repaired from auto-centric to more walkable, bike-able, transit-friendly streets. Today, the most walkable part of Tigard is downtown on Main Street. The Lean Code intends to help the Triangle step it up.

While the planning horizon of the Lean Code is 20 years, to enable incremental growth and home-based businesses as well as larger developments, the Lean Code is based on thresholds that differ for "small, medium, large, and extra-large" projects. For the smaller developments, certain requirements including stormwater and traffic impact studies are lessened to spark growth. A Lean Matrix (pages 12-13) is underway to spell out how this cutting the red tape would apply to redevelopment projects of varying sizes.

The Lean Code is a form-based code, shaping the form of the built environment first, then allowing a mixture of compatible uses. The code relies heavily on graphics to spell out rules for a predictable development environment, and aims to be understandable by landowners and businesses as well as attorneys and architects. These regulations are based on character, with wider streets like 72nd Avenue allowing taller buildings up to six stories, and narrower streets like 69th Avenue having buildings up to four stories. Both of these streets are seen as the most walkable in the Triangle, having a main street sort of feel making up the spine of the pedestrian street networks seen on the Network Plan (page 6).

Since mixed-use is allowed, more flexibility is available so that a rezoning is not required for a change of use, providing it is within the range of uses allowed in the Permitted Use Table (page 14). The two new zoning categories, T5 Medium Intensity and T5 High Intensity, are mixed-use that reflect current allowed uses, but are expanded based on public input. The use categories are kept as broad as possible; so that the City does not have to amend the Zoning Map (page 3) every time a millennial has a good idea. Existing big boxes with little redevelopment pressure will stay zoned as Commercial General. The Triangle zoning categories are:

- C-G Commercial General: No changes to the standards, only improvements to the process
- T5 Medium Intensity: 4 stories
- T5 High Intensity: 6 stories, along 72nd Avenue, where there is a wider right-of-way width
- T5 Medium Transit Bonus: if transit gets approved, this district automatically increases to 6 stories, with a 20-foot step-back for the fifth and sixth stories, to alleviate a canyon effect on narrow streets.

The Transect shows how the character of place changes from the most rural to the most urban environment. It's a spectrum showing where different plants and animals – as well as economies and people – thrive. T5 is on the more urban end of the T1-T6 Transect, reflecting the urban aspirations of the Triangle.

Frontage Types (pages 10-11) describe what happens between the building and the sidewalk, encouraging the buildings to shape the shared public realm, making for informal gathering places and a sort of outdoor living room. This includes what sort of encroachments and building faces are allowed.

The Triangle has many reasonably-sized blocks, but it also has some blocks that are much too big – or incomplete – to be walkable. So the Triangle Thoroughfare Plan (page 7) shows how the streets can be completed over time, as development occurs.

Community Planning Process

The Tigard Triangle Lean Code Working Session during September 2015, provided an opportunity for the City of Tigard department leaders as well as the Triangle landowners, business leaders, and developers to work with the PlaceMakers / DPZ / Crabtree consultant team to establish a framework for the new Lean Code to implement the Triangle Strategic Plan. In advance of the September working session, a Lean Code Analysis on legal context was completed, along with a Lean Code Annotated Table of Contents Draft 1.

During nineteen meetings in the Working Session, over 100 people contributed ideas about the development and market context. The City of Tigard Departments of Community Development, Engineering, Public Works, Legal, Finance, Fire, and Police worked together to help develop a lean framework. The Oregon Department of Transportation came to the table as a sounding board for transportation analysis impacts. A smaller working group of Community Development, Engineering, and the consulting team developed a matrix of thresholds to enable development, with a small-medium-large-extra-large approach to development proposals. Drafts of the following documents received two rounds of public input as well as city staff review:

- zoning map
- street network plan
- thoroughfare plan, which designates street classification and section requirements such as width, on-street parking, number of lanes, etc.
- frontage types, which illustrates how different types of development will look on the sites.

The Lean Code aspires to empower incremental placemaking by creating tools and techniques so that more people can actively build their community, focusing on change to create a walkable, bike-able town center. This sort of removing the red tape to building interconnected neighborhoods helps local development advances the community vision. A first draft of the Lean Code will be delivered to the Community Development Department by October 28 and will be considered for adoption in early 2016.

The Lean Code accounts for changing transportation system impacts anticipated as the Tigard Triangle develops. Initially the code assumes that conditions will continue to approximate a typical suburban condition, utilizing the ITE trip generation manual for trip estimation. As the Lean Code anticipates the fulfillment of Metro's requirements for reduced transportation system impact, the use of a 30% reduction over ITE trip generation standards is provided for. As Tri-Met considers future high-

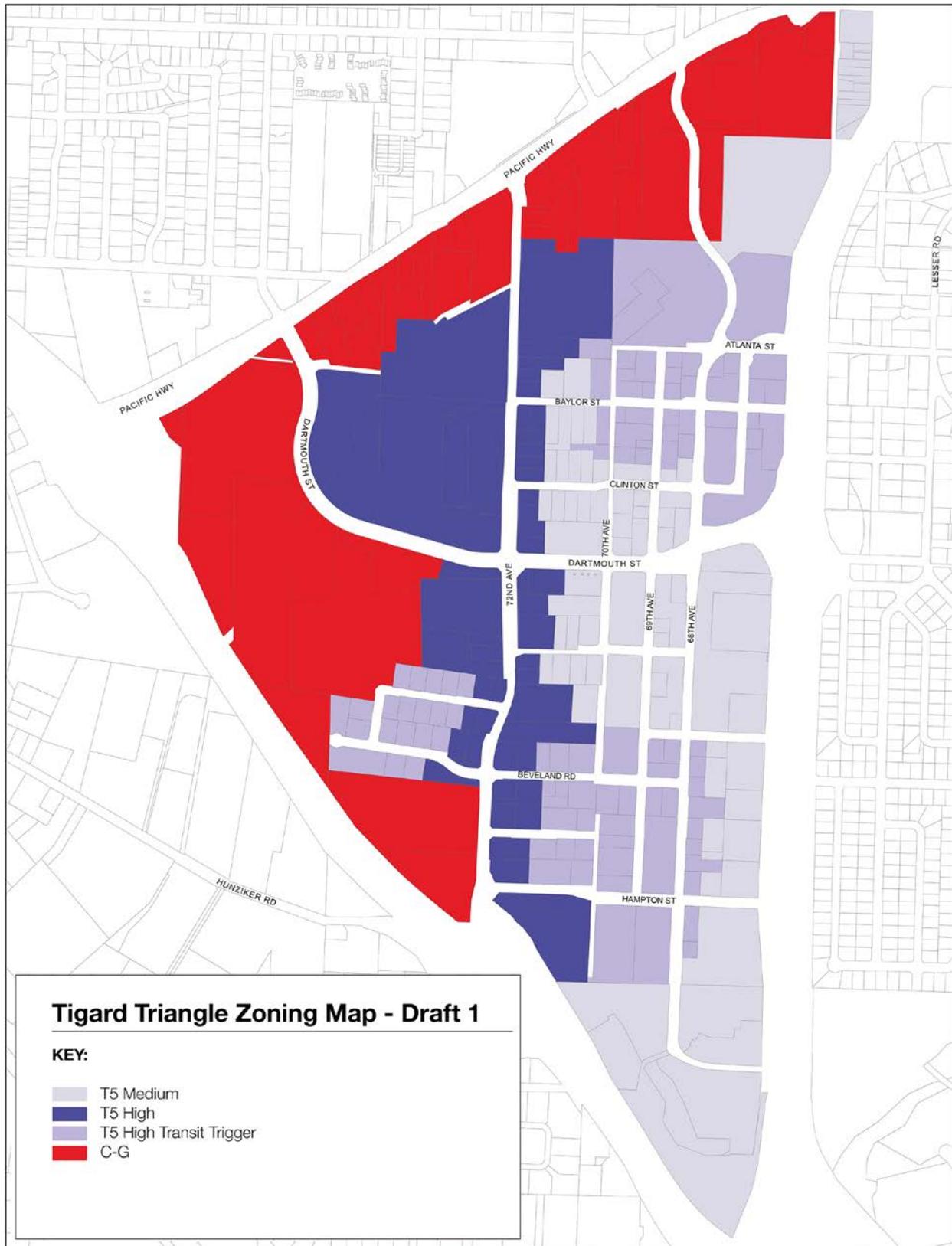
capacity transit service within the Tigard Triangle, the Lean Code provides for the use of up to date mixed-use trip generation reductions developed by UC Davis in coordination with Portland State University. Trip generation rate standards are therefore organized into the following three levels:

Level 1: Current Triangle: Traffic study using ITE trip generation standards required for those uses that would generate over 1,000 new trips via ITE estimate.

Level 2: Triangle implementation meets Metro requirements for 30% reduction over ITE: Traffic study using a 30% reduction of ITE trip generation standards required for those uses that would generate over 1,000 new trips via ITE estimate, 30% reduced. Requirements from Metro include a traffic management plan, zoning out of auto-oriented uses, etc.

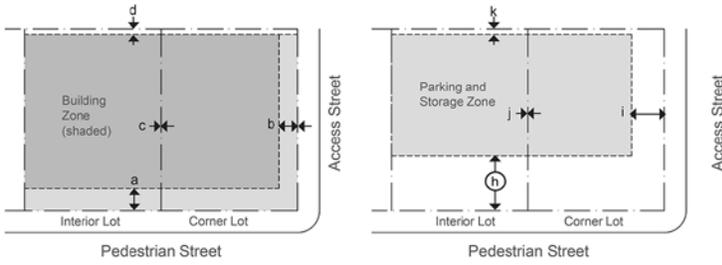
Level 3: Triangle receives Tri-Met rail transit: Traffic study using UC Davis trip generation tool required for those uses that would generate over 1,000 new trips via UC Davis tool estimate.

Tigard Triangle Zoning Map Draft 1



T5 High Bulk Standards

BUILDING SETBACKS AND LOT REQUIREMENTS



MAIN BUILDING SETBACKS		PARKING AND STORAGE SETBACKS			
a	Pedestrian Street	1 - 12 ft. max.	h	Pedestrian Street	24 ft. min.
b	Access Street	20 ft. max.	i	Access Street	8 ft. min.
c	Side Lot Line	0 - 20 ft. max.	j	Side Lot Line	0 ft. min.
d	Rear Lot Line	3 ft. min.	k	Rear Lot Line	3 ft. min.
FRONTAGE BUILDOUT		LOT REQUIREMENTS			
Pedestrian Street:		80% min.	Building Height:		6 stories
Access Street: 30 ft. min. from Pedestrian Street setbacks			Lot Coverage:		80% max.

BUILDING FRONTAGE

REQUIRED FRONTAGE SETBACK TYPES

Pedestrian Street:	shallow, urban or pedestrian forecourt
Access Street:	shallow, urban, pedestrian forecourt, vehicular forecourt or screened parking
Additional Requirements:	

REQUIRED SPECIFIC FRONTAGE TYPES

Pedestrian Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)
Access Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)

ACCESS RESTRICTIONS

Pedestrian Street:	1 access way for lots up to 150 ft. of frontage, 1 access per 75 ft. for lots over 150 ft.
Access Street:	minimum spacing of 120 ft. between access ways associated with one lot

MINIMUM GLAZING

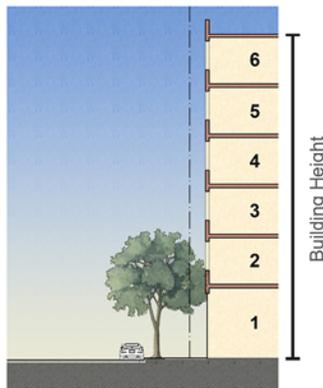
Ground Floor:	75%
Second Floor:	45%
Upper Floors:	30%

AMBIENT STANDARDS

Light Level:	2 fc. max.
Noise: 12am to 7am	60 dBa
Noise: 7am to 10pm	75 dBa
Noise: 10pm to 12am	65 dBa

TABLE X (T5-HIGH). BULK STANDARDS - T5 - HIGH

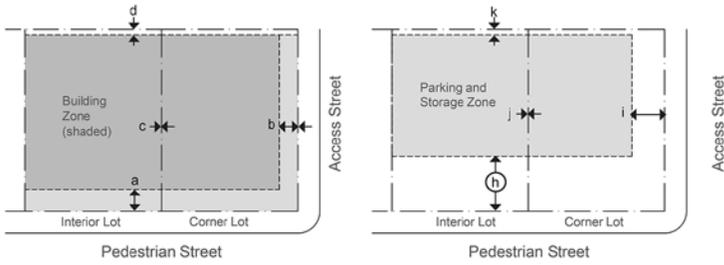
BUILDING HEIGHT AND STEPBACKS



BUILDING HEIGHT		BUILDING STEPBACKS	
Building Height:	6 stories	20 ft. stepback required at 4 stories only at frontages on rights-of-way less than 70 ft. in width	
Transit Bonus:	n/a		
Parking structures:	Building height minus one story		

T5 Medium Bulk Standards

BUILDING SETBACKS AND LOT REQUIREMENTS



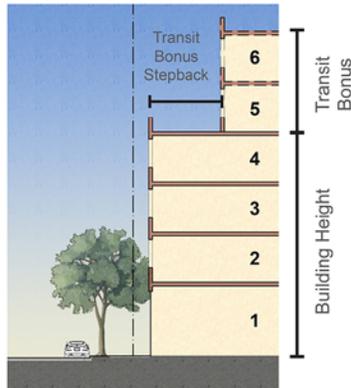
MAIN BUILDING SETBACKS		PARKING AND STORAGE SETBACKS			
a	Pedestrian Street	6 - 18 ft. max.	h	Pedestrian Street	24 ft. min.
b	Access Street	20 ft. max.	i	Access Street	8 ft. min.
c	Side Lot Line	0 - 20 ft. max.	j	Side Lot Line	0 ft. min.
d	Rear Lot Line	3 ft. min.	k	Rear Lot Line	3 ft. min.
FRONTAGE BUILDOUT		LOT REQUIREMENTS			
Pedestrian Street:		70% min.	Lot Coverage:		70% max.
Access Street: 30 ft. min. from Pedestrian Street setbacks					

BUILDING FRONTAGE

REQUIRED FRONTAGE SETBACK TYPES			
Pedestrian Street:	shallow, urban or pedestrian forecourt		
Access Street:	shallow, urban, pedestrian forecourt, vehicular forecourt or screened parking		
Additional Requirements:	common yard and fenced yard permitted for single family residential only		
REQUIRED SPECIFIC FRONTAGE TYPES			
Pedestrian Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)		
Access Street:	common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only)		
ACCESS RESTRICTIONS			
Pedestrian Street:	1 access way for lots up to 150 ft. of frontage, 1 access per 75 ft. for lots over 150 ft.		
Access Street:	minimum spacing of 120 ft. between access ways associated with one lot		
MINIMUM GLAZING		AMBIENT STANDARDS	
Ground Floor:	75%	Light Level:	2 fc. max.
Second Floor:	45%	Noise: 12am to 7am	60 dBa
Upper Floors:	30%	Noise: 7am to 10pm	75 dBa
		Noise: 10pm to 12am	65 dBa

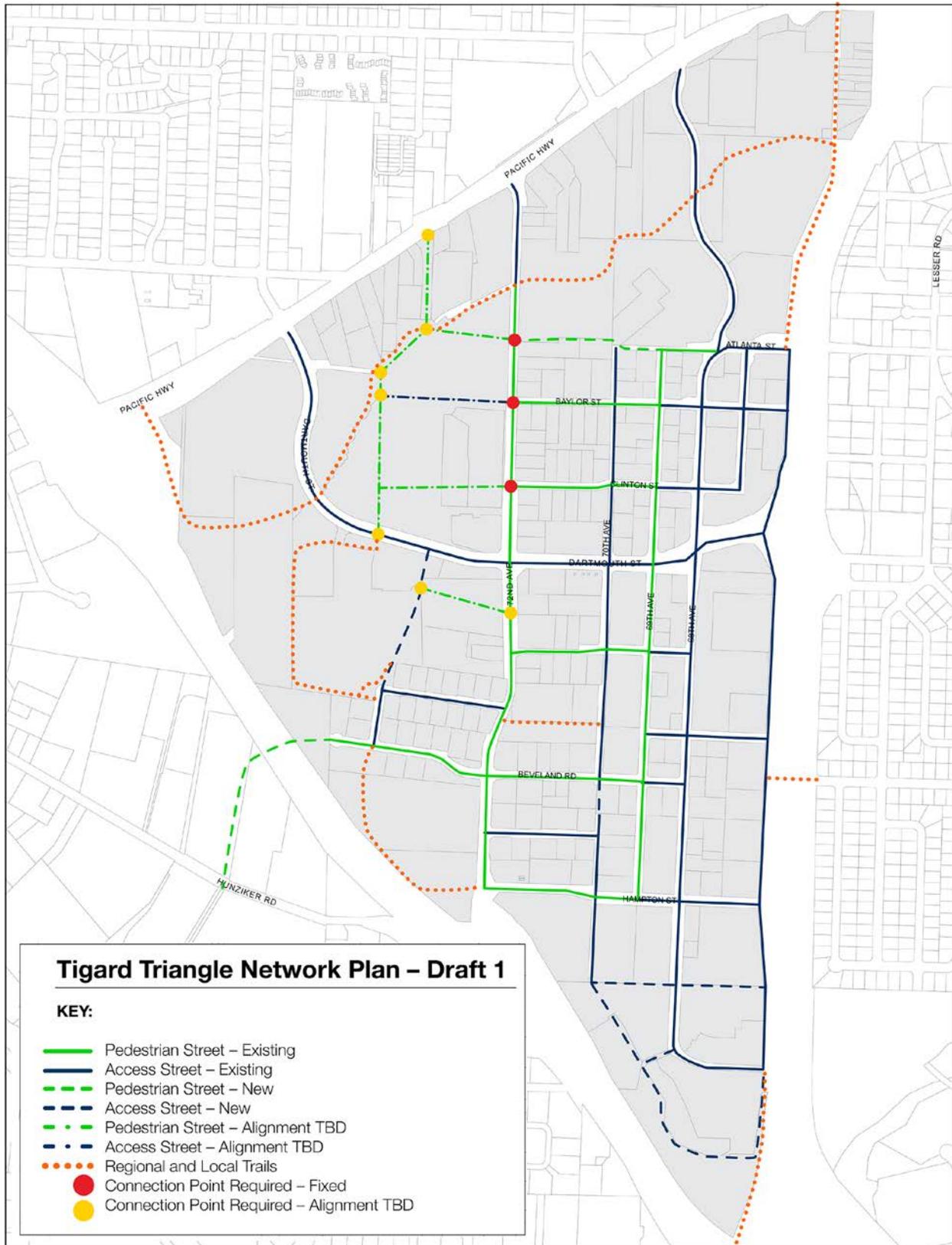
TABLE X (T5-MEDIUM). BULK STANDARDS - T5 - MEDIUM

BUILDING HEIGHT AND STEPBACKS

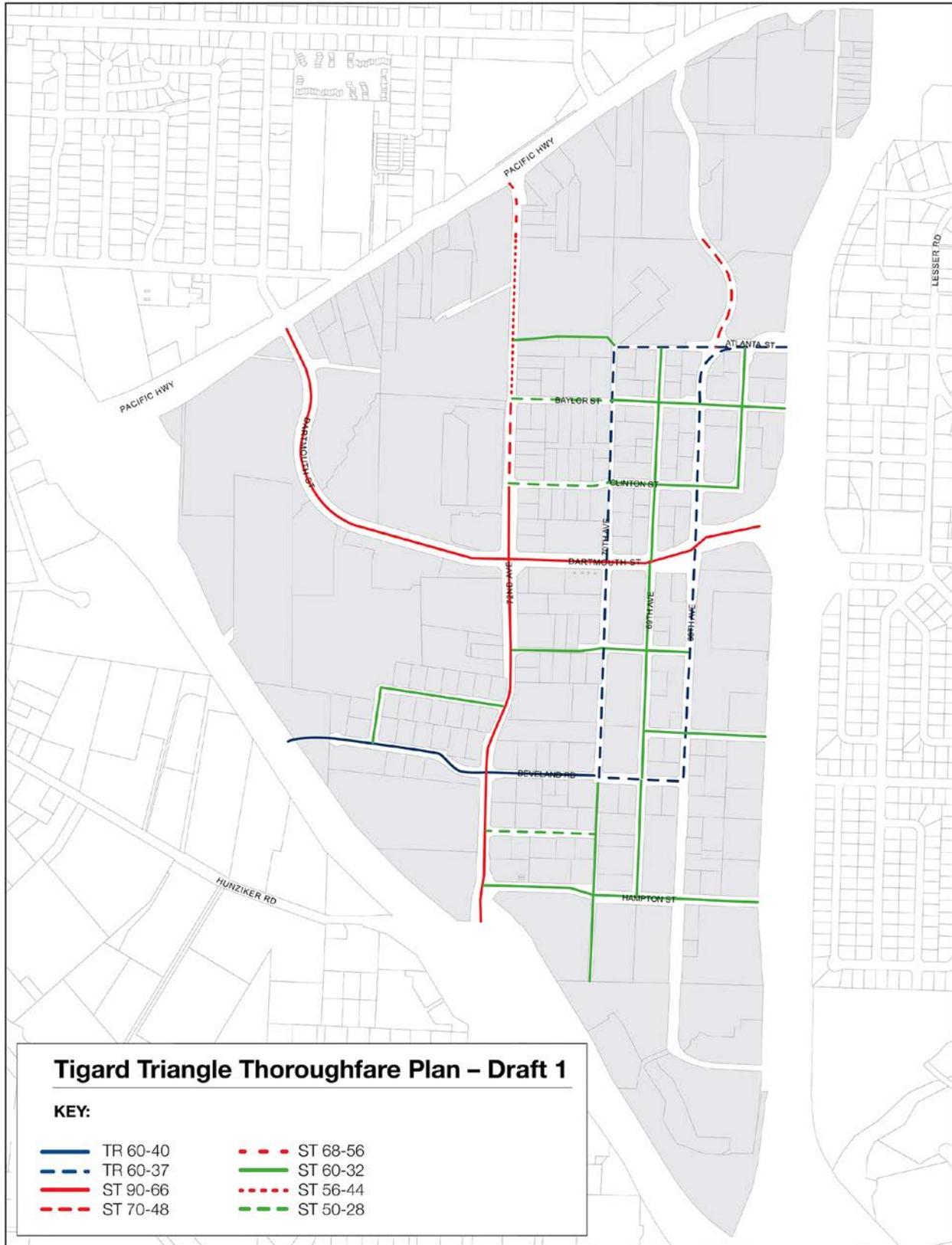


BUILDING HEIGHT		BUILDING STEPBACKS	
Building Height:	4 stories	20 ft. stepback required along frontages for all stories above 4	
Transit Bonus:	2 stories		
Parking structures:	Building height minus one story		

Tigard Triangle Network Plan



Tigard Triangle Thoroughfare Plan



Frontage Setbacks: Common Yard and Fenced Yard

SETBACK TYPE: COMMON YARD	
Illustration	
Surface	70% minimum must be landscaped with groundcover, shrubs, trees or understory trees; Paving is limited to walkways, driveways, and <i>specific frontages</i> .
Walkways	1 per frontage providing access to building entries
Fencing	Permitted at or beyond the building setback line, not along frontage lines

SETBACK TYPE: FENCED YARD	
Illustration	
Surface	50% minimum must be landscaped with groundcover, shrubs, trees or understory trees; Paving is limited to walkways, driveways, and <i>specific frontages</i> .
Walkways	1 per frontage providing access to building entries.
Fencing	Required at <i>frontages</i> and permitted at or beyond the building setback line. <i>Primary frontage</i> fences should be between 3 and 4 feet tall. <i>Secondary frontage</i> fences should be between 3 and 6 feet tall.

Frontage Setbacks: Shallow and Urban

SETBACK TYPE: SHALLOW

Illustration



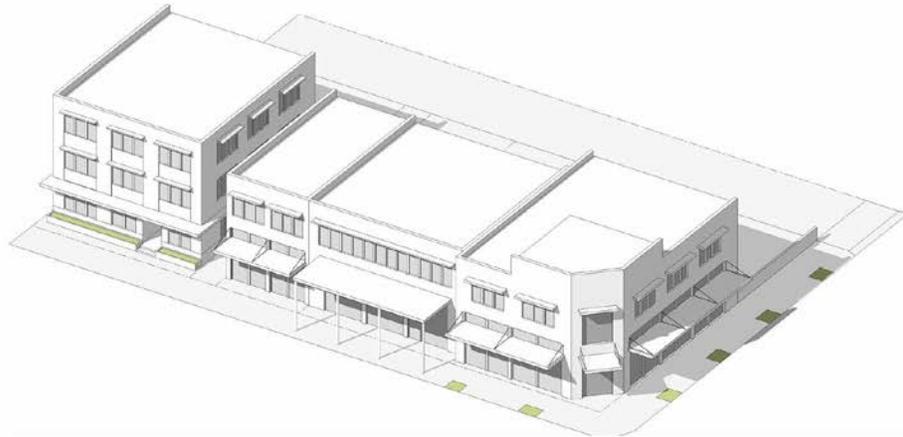
Surface May be paved or landscaped

Walkways 1 per frontage providing access to building entries

Fencing Permitted at or interior to the building setback line at *pedestrian streets*. Permitted at or interior to *access streets*. Permitted at outdoor seating areas.

SETBACK TYPE: URBAN

Illustration



Surface Must be paved and at sidewalk grade.

Walkways n/a

Fencing Permitted at outdoor seating areas only.

Frontage Types: Porch, Stoop, Common Entry

SPECIFIC FRONTAGE: PORCH

Entry Grade 36 in. max. from sidewalk grade

Requirements

- A porch is required at the primary building entrance.
- Porches must be no less than 6 feet in depth and 12 feet in width.
- Porches and related structures may encroach into frontage setbacks.



SPECIFIC FRONTAGE: STOOP

Entry Grade 48 in. max. from sidewalk grade

Requirements

- A stoop is required at building entrances, projecting from or recessed into the facade.
- Stoops and related structures may encroach into frontage setbacks.



SPECIFIC FRONTAGE: COMMON ENTRY

Entry Grade At sidewalk grade

Requirements

- A single collective entry into a multi-tenant lobby is required at the primary building entrance.
- Canopies and awnings are permitted to project into setbacks.

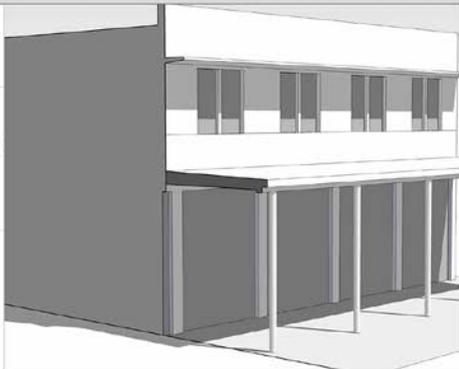
Guidelines

- Canopies and awnings should encroach into the public right-of-way.

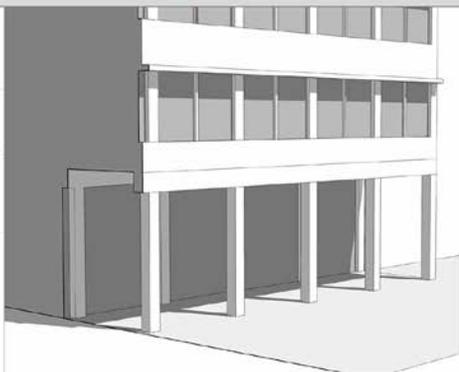


Frontage Types: Gallery, Arcade, Shopfront

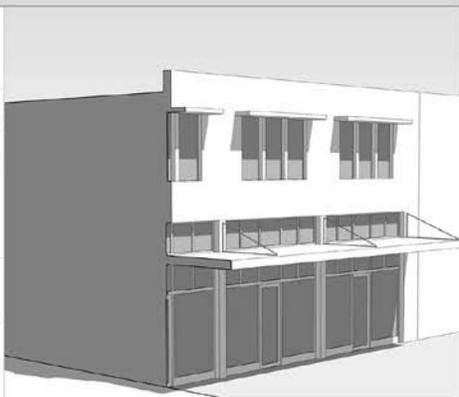
SPECIFIC FRONTAGE: GALLERY

Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • A gallery is required along a minimum of 80% of the frontage • Galleries must be no less than 8 feet in depth with no less than 10 feet of vertical clearance. • Awnings are not permitted in galleries. 	
Guidelines	<ul style="list-style-type: none"> • Galleries should project into the setback for their full depth. • Galleries should encroach into the public right-of-way, covering the sidewalk. 	

SPECIFIC FRONTAGE: ARCADE

Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • An arcade is required along a minimum of 80% of the frontage. • Arcades must be no less than 8 feet in depth with no less than 10 feet of vertical clearance. • Awnings are not permitted in arcades. 	
Guidelines	<ul style="list-style-type: none"> • Arcades should project into the setback for their full depth. 	

SPECIFIC FRONTAGE: SHOPFRONT

Entry Grade	At sidewalk grade	
Requirements	<ul style="list-style-type: none"> • A shopfront is required at the primary entrance of the tenant space. • Tenant spaces must provide shopfronts along no less than 80% of the tenant space frontage. • Tenant spaces with frontage on access streets must provide a shopfront along no less than 40% of the tenant space frontage. • Display windows may project into setbacks up to 5 feet. • Awnings may project into right-of-way to within 2 feet of the curb. 	
Guidelines	<ul style="list-style-type: none"> • Building entries may be recessed from the facade up to 8 feet in depth. • Where ground floor grade is above sidewalk grade, the differential should be accommodated for within the building. • Awnings should encroach into the public right-of-way, covering the sidewalk. 	

Tigard Triangle Lean Matrix

Threshold Name	1A	1B	1C	2A	2B	2C
Site Size	0-1 acres	0-1 acres	0-1 acres	1-3 acres	1-3 acres	1-3 acres
Development Characteristics	Adaptive reuse with no added floor area	<800 SF ground floor area addition, two story max	All Other	Adaptive reuse with no added floor area	<1,200 SF ground floor area addition, two story max	All Other
Dedication Right-of-Way per Network Plan	Required	Required	Required	Required	Required	Required
Build Street Frontage Improvements per Network Plan	Trees only	Trees only	Trees, Parking, and Sidewalks	Trees only	Trees only	Trees, Parking, Sidewalks, Curbs and Lanes
Build New Public Streets Required by this Chapter, in Addition to the Network Plan	n/a	n/a	n/a	n/a	n/a	n/a
Stormwater Quality Best Management Practices	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4
Peak Stormwater Release Rate	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev.	<= Pre-Dev. (or Fee in Lieu)	<= Pre-Dev.	10% Less than Pre-Dev.
Sewer Main to Site	n/a* except per County req.	n/a* except per County req.	Required	Required	Required	Required
Storm Inlets and Pipe to Site	n/a	n/a	Required	n/a	Required	Required
Water Main Upsizing to Site	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD
Traffic Study	n/a, except where drive-thru	n/a, except where drive-thru	n/a, except where drive-thru	n/a where ITE estimate < 1,000 new trips	n/a where ITE estimate < 1,000 new trips	n/a where ITE estimate < 1,000 new trips
Parking Spaces	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter
Parking in Pedestrian Street Frontage	No More than 50% of Frontage	No More than 50% of Frontage	Per This Chapter	No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	Per This Chapter
Parking in Access Street Frontage	n/a	n/a	Per This Chapter	n/a	n/a	Per This Chapter
Review Fees						
Mitigation Fees						

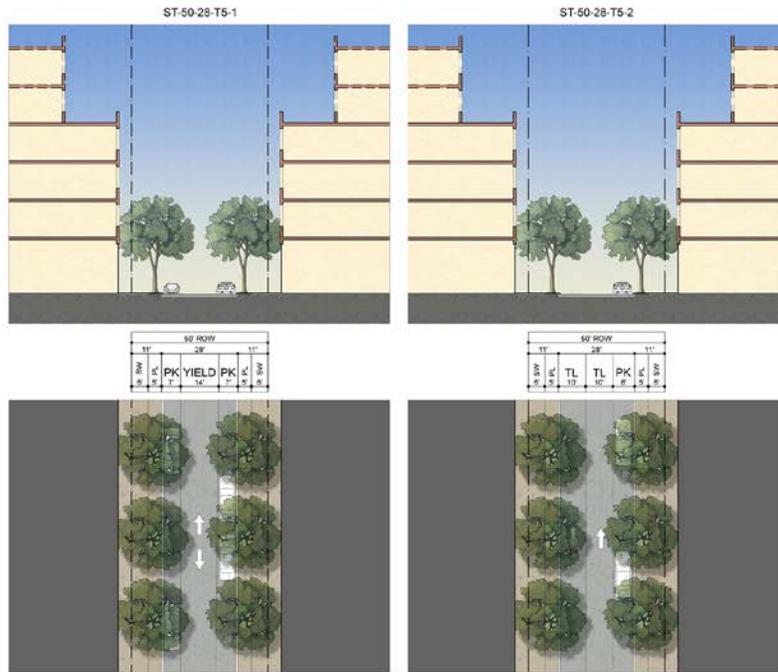
Tigard Triangle Lean Matrix

Threshold Name	3A	3B	3C	4A	4B	4C
Site Size	3-6 acres	3-6 acres	3-6 acres	>6 acres	>6 acres	>6 acres
Development Characteristics	Adaptive reuse with no added floor area	<1,200 SF ground floor area addition, two story max	All Other	Adaptive reuse with no added floor area	<1,200 SF addition, two story max	All Other
Dedication Right-of-Way per Network Plan	Required	Required	Required	Required	Required	Required
Build Street Frontage Improvements per Network Plan	Trees only	Trees and Parking	Trees, Parking, Sidewalks, Curbs and Lanes	Trees only	Trees and Parking	Trees, Parking, Sidewalks, Curbs and Lanes
Build New Public Streets Required by this Chapter, in Addition to the Network Plan	n/a	n/a	Per This Chapter	n/a	n/a	Per This Chapter
Stormwater Quality Best Management Practices	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4	Per MS4
Peak Stormwater Release Rate	<= Pre-Dev. (or Fee in Lieu)	10% Less than Pre-Dev.	20% Less than Pre-Dev.	<= Pre-Dev. (or Fee in Lieu)	20% Less than Pre-Dev.	30% Less than Pre-Dev.
Sewer Main to Site	Required	Required	Required	Required	Required	Required
Storm Inlets and Pipe to Site	n/a	Required	Required	n/a	Required	Required
Water Main Upsizing to Site	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD	Per TVWD
Traffic Study	n/a where ITE estimate < 1,000 new trips	Traffic Study Required	Traffic Study Required	n/a where ITE estimate < 1,000 new trips	Traffic Study Required	Traffic Study Required
Parking Spaces	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter	Per This Chapter
Parking in Pedestrian Street Frontage	No Additional, No More than 50% of Frontage; No cars backing out onto Arterials or Collectors	No Additional, No More than 50% of Frontage; No cars backing out onto Arterials or Collectors; Street Screen Required	Per This Chapter	Street Screen Required	Street Screen Required	Per This Chapter
Parking in Access Street Frontage	n/a	Street Screen Required	Per This Chapter	n/a	Street Screen Required	Per This Chapter
Review Fees						
Mitigation Fees						

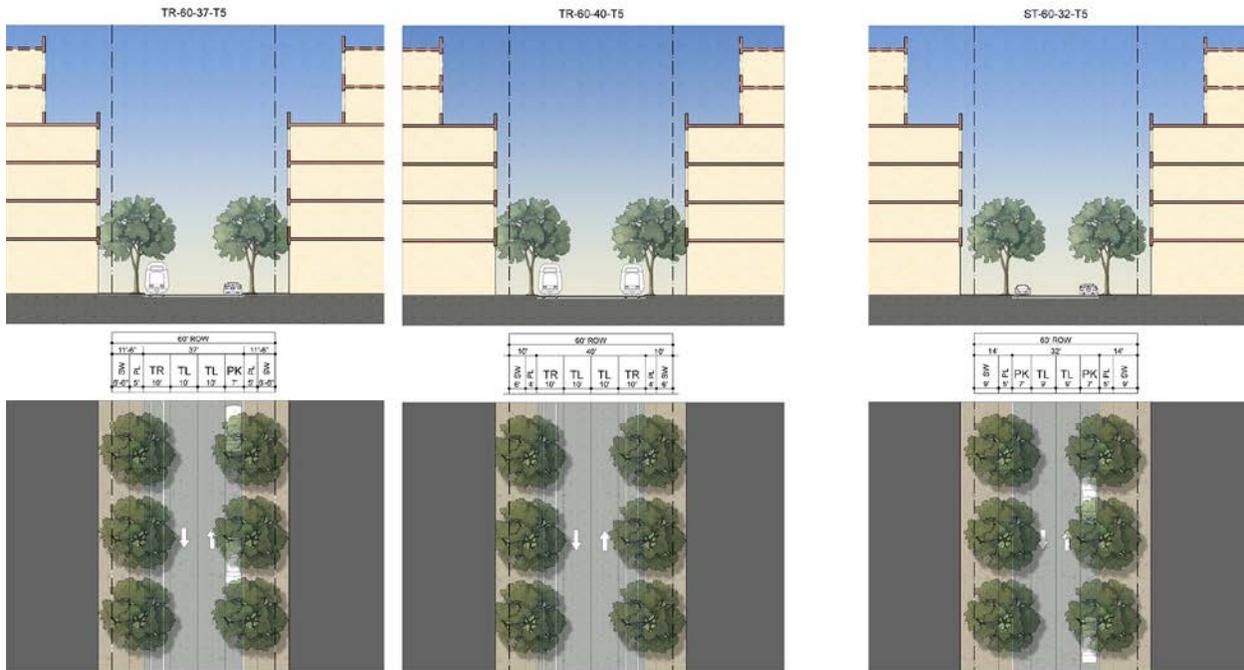
T5 Medium and T5 High Permitted Uses

PERMITTED USES	
RESIDENTIAL	COMMERCIAL
P Household Living	P Commercial Lodging
P Group Living	P Custom Arts and Crafts
C Transitional Housing	P Eating and Drinking Establishments
P Home Occupation (subject to Chapter 18.742)	C Major Event Entertainment
HOUSING TYPES	C Outdoor Entertainment
P Single Units, Attached	P Indoor Entertainment
P Single Units, Detached	N Adult Entertainment
P Accessory Units	P Sales-Oriented (<30,000 sf per tenant)
P Duplexes	P Personal Services (<30,000 sf per tenant)
P Multifamily Units	P Repair-Oriented (<30,000 sf per tenant)
P Manufactured Units	P Bulk Sales (<30,000 sf per tenant)
N Mobile Home Parks, Subdivisions	N Outdoor Sales
CIVIC (INSTITUTIONAL)	N Animal-Related
C Basic Utilities	N Motor Vehicle Sales / Rental
P Colleges	N Motor Vehicle Servicing / Repair
P Community Recreation	N Vehicle Fuel Sales
P Cultural Institutions	P Office
P Day Care	P Self-Service Storage
P Emergency Services	R Non-Accessory Parking (city or LID operated only)
C Medical Centers	INDUSTRIAL
P Postal Service	N Industrial Services
P Public Support Facilities	N Light Industrial
P Religions Institutions	N General Industrial
P Schools	N Heavy Industrial
P Social / Fraternal Clubs / Lodges	N Railroad Yards
OTHER	P Research and Development (accessory use only)
N Agriculture / Horticulture	N Warehouse / Freight Movement
N Cemeteries	N Waste-Related
N Detention Facilities	N Wholesale Sales
N Heliports	
N Mining	
P Wireless Communication Facilities (subject to Chapter 18.798)	
N Rail Lines / Utility Corridors	
N Other	

Thoroughfares: Typical, Skinny, and Transit



Skinny Streets

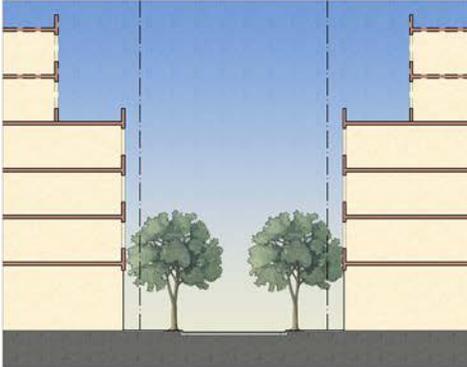


Transit Streets

Typical Streets

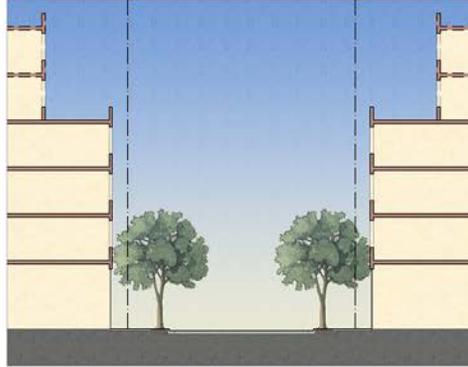
Thoroughfares: Arterials

ST-56-32-T5



9'									
12'				32'					12'
SW	PK	BL	TL	TL	BL	PK	BL	PK	SW
7'	5'	6'	10'	10'	9'	5'	6'	7'	7'

ST-68-44-T5



68' ROW									
12'				44'					12'
SW	PK	BL	TL	ML	TL	BL	PK	BL	SW
7'	5'	6'	10'-6"	11'	10'-6"	6'	5'	6'	7'

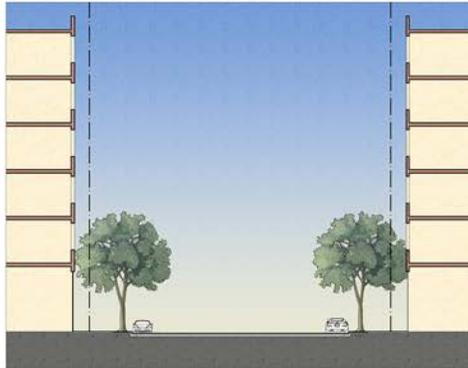


ST-70-48-T5

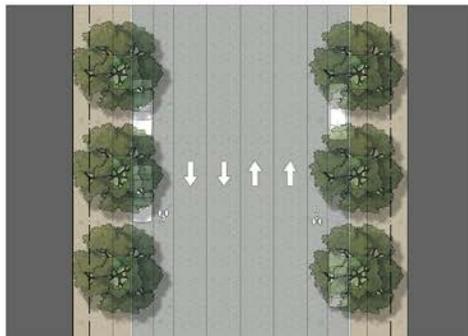
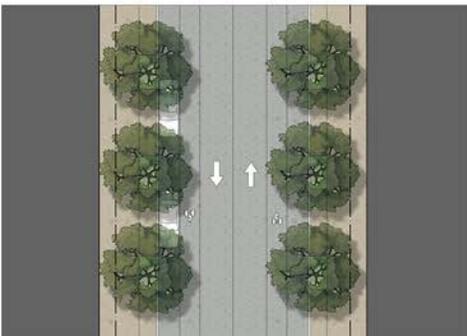


70' ROW									
12'				48'					12'
SW	PK	BL	TL	TL	BL	PK	BL	PK	SW
7'	5'	7'	6'	10'	10'	7'	5'	7'	7'

ST-90-66-T5



90' ROW									
12'				66'					12'
SW	PK	BL	TL	TL	TL	TL	BL	PK	SW
7'	5'	7'	6'	10'	10'	10'	6'	7'	5'



Meeting 1 | Team Meeting | September 14 | 9:00 a.m.

Kickoff meeting before team tours Triangle site.

Narrow Travel Lanes

Walkable environments depend heavily on smaller than 11' travel lanes, to tame the traffic and create an environment that is safe and comfortable to the pedestrian. Because of the traffic congestion in the Triangle, there has been reticent to go on street diets. However, it's not hydraulics: wider lane widths do not mean more capacity. In fact, just the opposite is true, because as speeds slow down, cars can travel closer to each other without losing capacity. Paying particular attention to topography and stormwater, Paul will design a collection of street sections appropriate for the walkable environments of Tigard.

On-Street Parking

The Tigard Triangle Lean Code will have additional definitions specific to the Transect Zones and development standards. There is a possibility that some will conflict with the definitions in Chapter 18.120. It will be best to develop an internal set of definitions to the Lean Code rather than augmenting 18.120.

Goal 2 at the State Level Public Process

Very clear parameters are required to allow expedited approval processes. Work sessions this week with stormwater, public works, and engineering will begin to define and enable these clear thresholds.

Annotated Code Outline

This week is all about refining and adding content to the code outline, and revising where needed so that code writing can occur over the next six weeks. City Staff is generally comfortable with the starting point of the Annotated Code Outline draft, and will make any necessary edits this week.

Oregon Department of Transportation

The State of Oregon Transportation Planning Rule states that zone changes it not have a significant impact on the surrounding ODOT routes, frequently requiring City street upgrades to comply. A sensitivity analysis of the Triangle has been completed in 2015, which does show a significant impact on surrounding routes, due to congestion at each of the entry points into the Triangle. The City much show if the Lean Code would modify these findings, and if so, how those impacts would be mitigated. Using projects that are already in the plan, ODOT is asking how to further define and fund queuing lane extensions at the intersections, particularly the intersections of 72nd and 217 and 99th and 217. Any planning for transit has to go to a public vote, so can't make assumptions on it until it is voted on and approved. Trip Generation Rates for Smart Growth Development estimate a 30% reduction, which are appropriate for the Triangle as a town center.

Transect Language

Need some explanation of the gradient of intensity. Most zones have multiple uses beyond residential. Okay with the word "Transect" but need some dialogue regarding the character this week.

Meeting 2 | Tour Triangle | September 14 | 10:00 a.m.

Team toured Triangle site.

Driving Tour

Reviewed the Triangle site with planning department staff and the consultant team.

Meeting 3 | Landowners | September 14 | 11:00 a.m.

Meeting with landowners to understand development concerns.

Meeting 4 | Department Directors Triangle Strategy | Sept. 14 | 1 p.m.

Meeting with Department Directors to clarify Triangle Strategy.

Lean Code: Getting to Yes

Brainstorming session for how to speed up development that complies with the strategic plan. Type 1 development and Type 2 development reviews can impact streets and police, etc. Future infrastructure capital improvements impact finance.

Thresholds

Considering thresholds for various types of development – from redevelopment on smaller parcels to more extensive developments – based on size of development and what is happening on the site.

Connectivity, major stormwater, public open space are a big deal on large site, but can get lean on smaller sites.

Timing is an important part of the threshold considerations. Some infrastructure can wait for collective upgrade, some are more expedient, some can be fee in lieu for small sites that can contribute to offsite remediation. Example: for a 400 SF addition to an existing building to add a coffee shop. Off-street parking could certainly be more flexible, to count on street parking, however stormwater is more complicated.

Need to be clear on when the various thresholds are available. Would be easier if the Lean Code were supported by a number of master plans: stormwater, parking, streets, etc. In the zoning map, instead of just having colors on parcels, we'd like to codify the locations of future streets, so that if develop adjacent to this area, you will put in half of the street.

A Consolidated Review Committee is strongly recommended, so that empowered decision makers from each department sits at the table with the applicant. In this lean framework, need to open the possibility of construction and development to a group of people to whom development is otherwise closed because of professional hurdles. At least in the application process, so that a “completed application” doesn't necessarily include traffic studies and wetland studies for the smaller thresholds. If the City can provide some of that missing professional help in the front end, can save time in the end.

Parking

On-street, off-street, what are the requirements and how can we work with the Metro Guidelines. How can we reduce curb cuts and add on-street parking? How can we allow parking reductions, but within thresholds, dependent on size and use? Some developers may have more parking than the maximums allow, so we don't usually recommend maximums. Parking configurations are also important, for placement on the lot. Perhaps a Triangle Parking Management Plan is also something needed at some point, whether it's striping, or shared parking and shuttles. Can also build standards that trigger different outputs once transit comes into play. May be better served with a credo that City Staff all knows, pointing out that there will be less room for cars over time, as the place becomes more beloved, and more people want to be there. But in the mean time, can also do other interventions, like consolidating curb cuts, mixing compatible uses that have natural shared parking. For a long time, San Diego's parking maximums were equal to LA's parking minimums. Now each new parking space in San Diego has to be justified via proof of hardship. Paris has been removing thousands of parking spots per year in their core for awhile now, to allow room for pedestrians and cyclists.

Skinny Streets

How can design speed match posted speed, so that people drive the posted speed? On the pedestrian streets only, 10' travel lanes help this happen, along with on-street parking, street trees, and wider sidewalks. How can those pedestrian streets connect in a network or at least a loop? This forms an A-Grid of walkable streets, supported by a B-Grid of more service-oriented streets, where the standards relax slightly. If we try to make all of the streets great, it's harder to concentrate redevelopment and see a near-term change. Walnut Street just west of 99 just got restriped to 10' travel lanes, and no complaints. Doing 32' curb-to-curb with parking both sides. But in places with more bus traffic, going with 10' 6".

Safety

Fire district is a special service district of 3-counties, and will be with us tomorrow for the streets. 20' clear. Big turning radius. 300' as the hose would lie.

Heights

FAR will go away, and no ODOT height limitations. Instead of regulating height in feet, we like to regulate height in stories, with a maximum height for each story, usually 14' floor to ceiling for residential, and 26' for commercial. We regulate floor to ceiling because the floor plenum can be radically different based on the use and the HVAC demand. We calculate to the bottom of a structure for a loft, but if exceeds 14' then it's two stories. The best practice in walkable urban environments (not in regional cores) is not to exceed 6 stories, but 5 stories is better. The Triangle is likely to be at least two and possibly three zoning districts, with different heights in each district.

Density

Strongly suggest that we don't regulate dwelling units per acre, since the bulk standards (lot coverage and building height) plus parking control for density.

Strategic Plan

Some points needs to be tweaked, such as cross block connections, A-B-C Grid

Urban Renewal District

The Urban Renewal District idea is an implementation tool of the Tigard Triangle Strategy, and not directly a established by the Lean Code. However, this week's engagement with both City Staff and the development community has pointed to the benefits of establishing a Tigard Triangle Urban Renewal District to undertake a number of implementation initiatives, including:

- Master Drainage / Red Rock Creek Restoration Plan
- Parking Management Plan for the Centre consistent 3.08.410 of the RTFP and a subsequent parking structure(s) as part of the plan
- Transportation System or Demand Management Plan consistent with 3.08.160 of the RTFP and subsequent street improvements and connections to ODOT facilities
- Sewer Main Extensions
- Master Service Provider Letter

Meeting 5 | Legal | September 14 | 2:00 p.m.

Meeting with Legal Department to understand legal constraints.

Establish Thresholds

- To clarify Level 1, Level 2, and Level 3

Administrative Waivers?

- Possible to provide for administrative waivers, nothing limiting at state enabling legislation
- Waivers for topography and stormwater

Objective Standards for Level 1 compliance

- Parametrics - possible
- Purpose statement is important - broad is good
 - Triangle Area
 - Block
 - Street
 - Building
 - Open Space

Level 2 for Large Sites

- Requires notification but not hearing

Interpretations

- Council is entitled to deference in interpretation

Homework

- What is clear and objective?

Land use decision

- Land use decision means that it requires discretion, if its just checking boxes its not a land use decision (Type 1)
 - Subdivision is a land use decision -> we can add clear and objective subdivision regulations
 - Partition = subdivision of 3 lots or less in Oregon law

New Chapter 900

- New Chapter 900, tied to through the plan district, point to parts of the existing code

Meeting 6 | Stormwater | September 14 | 2:00 p.m.

Meeting with Stormwater Management to understand lean stormwater intervention possibilities.

Degradation of the Creek

Red Rock Creek stream channel is eroding. Regionally what we do with the stream corridor, so that we do not have to deal with stormwater on a lot-by-lot basis, but contribute to a regional solution. Freeways, big boxes, and slopes are creating the perfect storm, that new development or redevelopment cannot solve.

Standards/Regulations

The purpose of the regulations are to ensure that development and redevelopment don't cause additional negative impact, more than is already there. Post-Q is to not exceed Pre-Q. But Pre-Q is pretty bad for most of the Triangle. MS4 permit doesn't allow us to create resilient stream conditions. New MS4 is to be adopted early next calendar year. If solely rely on regulations, will be no improvements downstream (all retain and release). Currently working on a stormwater master plan Citywide (budgeted for this year and next year), to develop a floodplain management plan (storage, trails, management), that would get integrated with the regulations. Need to set ourselves up so that the DEQ Permit does not apply generic terms that will be less appropriate to these particular constraints, by developing a stormwater and district for the triangle.

Problem vs Solutions

The problem is that Red Rock Creek is degrading and eroding and a mess due to subwatershed degradation. There are several strategies that could address this problem:

- Stream Channel Restoration
- Regional detention/local treatment
- Greenway widening/trails
- On-site BMPs
- Pay-in-lieu (with facility assured)

- Designate the projects as “regional”
- Tigard Triangle surcharge fee
- Master Service Provider Letter
- Green light projects at certain thresholds
- Add to toolkits, such as: structural soils, simple green streets, tree infrastructure, green roofs

The Stream as an Amenity: Pilot Project

“Tigard Triangle is already set up as an urbanized area, that we are establishing Red Rock Creek Watershed District as a pilot to demonstrate how to do things in a different way, to demonstrate a more holistic approach to stormwater management. As part of the Hydro Modification plan, this area will be one of the first phases.” Currently, the creek is more like a hazard than an amenity. Work toward a restored stream channel. Six sewer main breaks in the last five years due to stream erosion. Stream enhancement, stream channel restoration, regional detention facility, upstream treatment and infiltration where possible, buffers within the corridor as greenway widening with trails.

Thresholds and Collecting Money

Regional benefits between the Tigard Triangle District (or maybe calling it the Red Rock Creek Watershed District) and its residents and developers. If the monthly rate payers are all paying an additional fee that’s going toward redevelopment without doing a lot of onsite stormwater management, it would be incentivizing redevelopment. Justify a fee on properties in this area because they are having a huge impact, but there’s also a way to partner up with specific sites and landowners on stream restoration and park system. This isn’t just a drainage ditch behind your property, this is your property. Or certainly its biggest amenity. Then others want to be a part of it. There’s a variety of ways we can structure the fees.

Master Service Provider Letter

Where there’s a wetland, Army Corp of Engineers protect the resources, and we protect the barrier that’s protecting the resources. But don’t end up with a very development-friendly scenario, because it’s lot by lot. In Beaverton, predetermined where impact and mitigations will happened, with an agreement in advance of development.

Beaverton Creek is a straightened stream channel. Our rules have a requirement to pull the development back from the top of bank a certain amount (25’, 50’), (which can provide development challenges). Looked at the developments in existence now, and mapped what would likely not redevelop. Master Service Provider Letter is in draft to determine buffers and encroachments and alternatives, as well as identified mitigation areas. If a developer wants to then develop as per the master plan, can do what the MSPL says, and/or pay into a pot for the mitigation that the City has in play without going through an individual Service Provider Letter process. Looking at how we can incentivize more de-paving to provide a green ribbon of parkway through the Tigard Triangle. The master effort leans the process for individual property owners..

Green Streets, Structural Soils, Treed Parking

Establishing a toolkit for dealing with infrastructure is important. Need more options that fit within the footprint. If have new structures going up built to new earthquake standards, could justify structured soils and green roofs. Maybe could give a density bonus for some of these green interventions.

Meeting 7 | Team Meeting: DNA Options | September 14 | 3:00 p.m.

DNA

Intensity of development. Streetscape type. Transparency on the ground floor. Parking onstreet or behind the building. Frontage types. Percentage of frontage buildout. Heights. Uses. Signage. Pedestrian streets (A-Grid) get more stringent requirements, and get looser on the service streets (B-Grid). Landscaping numbers and location, but not plant type (point to approved plant list).

Prototypes in the region

Burnside, Mississippi Avenue, the Alphabet District

What to Reinforce in the Triangle Now

One-story red brick buildings on Beveland Street

Meeting 8 | Public Open House | September 14 | 6:30 p.m.

The public open house started with a short presentation of the Tigard Triangle Strategy Plan implementation via the Lean Code, then round-table working sessions addressed these three questions.

What places in the region are examples of what you'd like to see in the Triangle?

- Bridgeport – people can park and walk
- Northwest 23rd Avenue
- Orenco – scale and feel is great, provided it's in the right area
- Something halfway between Johns Landing and South Waterfront
- St. Johns – people know their neighbors; lots of gathering places
- Take advantage of the natural areas within the Triangle by connect-ing with cycling amenities and walking paths and sidewalks. Encourage small-scale businesses instead of big box. More residential.

Which is your priority – flexibility or predictability?

- Challenging to come to consensus.
- Flexibility: more landowners prefer flexibility, to let the free market decide if it wants to build a café or a house, instead of designating it only for apartments or offices or any single-use category.
- Predictability: more business owners prefer predictability so people can predictably make

investment choices.

What are your aspirations or concerns for the zoning update?

- Aspirations: Ensure connectivity of streets especially 68th, 72nd to 77th Ave. and Hwy. 99; keep the fir trees; more access to Red Rock Creek; co-hesive; functional; attract small business; ensure mixed-use everywhere in-stead of any single-use zoning; parking structures at perimeter of Triangle.
- Concerns: Increased traffic and other transportation issues are inhibiting investment; existing uses should be protected; incompatibility between us-es and scales; don't put maximums on parking; have larger developments mitigate their impacts; 72nd and Dartmouth has considerable congestion.

Meeting 9 | Team Meeting | September 15 | 9:00 a.m.

Findings, set basic code metrics.

Zoning Map First Draft for Today at 4 p.m.

One zone with subdistricts for intensity. Core Residential confuses people. Using Transect designations is keyed to intensity. At this moment, considering two zones: one that covers the existing single-family residential As long as we don't go below 45', we aren't downzoning anyone. We could go with 3-story and 5-story (or maybe 6-story). The 3-story would have more intensity than the current FAR, because we're allowing more lot coverage.

If you have a 10,000 SF lot, and the existing FAR of 0.4, would never get to 45' unless did a tiny tower. So if had 60% or 70% lot coverage on 10,000 SF lot, would be 6,000 SF of buildable on one story, so at 3-stories, this is a significant up-zoning.

In an area the size of the Triangle, at 300+ acres, is two neighborhoods. Need a diversity of intensity in a neighborhood. Helps build identity. Helps us not be legal, non-conforming to most of the single-family housing stock, except along 72nd. However, for most minor modifications, we'll have standards that make it easy to modify and expand an existing structure, but still may have some challenges with insurance and financing for legal, non-conforming.

Height, lot coverage, setbacks, and frontages would be different in the two zones.

Character of Streets for the Transit Line

The one-way couplets make these not as walkable of streets, but the car traffic doesn't have to be one-way, just the transit.

Otherwise, should consider reclaiming 72nd as an A-Street. Would need 10' lanes instead of 11' and on-street parking. Need to deal with the topography at Dartmouth. The current traffic loads are high enough to

68th is the service side, and 69th and 72nd are the pedestrian streets.

Street Sections

The newly designed street sections that we are providing this week may be applicable elsewhere in Tigard.

Last Night's Public Engagement

Very civil, helpful conversation. Notes separately.

Meeting 10 | Public Works Department | September 15 | 10:00 a.m.

How does a lean code and successional development of infrastructure impact Public Works staff (those who review, inspect, and maintain public facilities)? Understanding these issues and trying to find solutions to eliminate them.

Tree Infrastructure

Structural soil in the tree-well. Small redevelopment may not trigger. Would want barrier on the street edge, but it can be under the sidewalk. Would have to do under drains, so would have to deal with ensuring they don't get root-bound. Would deal with runoff of street.

Sidewalks

Have to figure out street section for sidewalks and trees. Gets away from soil volumes. Instead of a LIDA facility, it's trees with a surface around them, cutting maintenance costs significantly.

Thresholds

Have to figure out what triggers the ditch improvements and culverts. Or if using the ditch as stormwater, must use a particular design v-notch or trapezoidal.

Jump-start vibrancy by encouraging low-hanging fruit: marked on map.

Meeting 11 | Landowner Meeting | September 15 | 10:00 a.m.

Meeting with landowners to understand development concerns.

Meeting 12 | Transportation | September 15 | 11:00 a.m.

Discussions to help the PlaceMakers team understand transportation concerns and obtain feedback on street section concepts.

ODOT Process: 1. New Zoning Map, 2. Compare to Sensitivity Analysis, 3. Debate the Assumptions with ODOT, 4. If delta increases, amend the TSP.

Meeting 13 | Landowner Meeting | September 15 | 11:00 a.m.

Meeting with landowner to understand development concerns.

Meeting 14 | ODOT | September 15 | 3:00 p.m.

Joint meeting with ODOT. The changes in the Tigard Triangle will impact the surrounding state highways. This meeting will focus on how to address those impacts, including better defining interchange and queuing lane projects within the Transportation System Plan and funding for those improvements.

Rezoning has to address the Transportation Planning Rule if it has a significant impact on the surrounding ODOT routes, to ensure adequate infrastructure for 20 years. A sensitivity analysis of the Triangle has been completed for one likely build-out scenario, which did show a significant impact on surrounding routes, however but it was based on Euclidean zoning instead of the current form-based Lean Code. The City becomes responsible to improve safety and capacity, with mitigation put in the Transportation System Plan with some sort of funding mechanism identified. With the new zoning, would need to demonstrate if the current TSP is adequate or if it needs other mitigation.

217 southbound at 99 W or 217 northbound at 72nd.

Trip generation calculations in the ITE are based on single-use zoning where everything is a car trip. Trip Generation for Smart Growth development from University California at Davis for CALTRAN, which has been replicated for Orgeon, which shows reduced trip generation from internal trip capture. Will have to demonstrate the trip capture.

Without some major consolidation of the very small parcels in the study area, it's unrealistic to assume that we will get the maximum intensity. Does ODOT have parameters for areas that are significantly built out? This is much more of an incremental smaller scale development, with a fewer big projects.

Start with the study that was done, but make whatever assumptions are appropriate

The TSP requirement is 0.85 or 0.9 queuing analysis at intersections. 0.99 within the area.

, because it's already so congested at each of the entry points into the Triangle. So we have to show how we are going to mitigate those impacts. Using projects that are already in the plan, but ODOT is asking us how to further define and fund. ODOT is used to dealing with FAR and height limitations, and they're also used to dealing with safety issues at the intersections. Finding financing to extend the queuing lanes at the intersections, particularly the intersections of 72nd and 217 and 99th and 217.

Transit was not taking into the account in the sensitivity analysis. Any planning for transit has to go to a public vote, so can't make assumptions on it until it is voted on and approved. We permitted to zone in anticipation, based on the Strategic Plan. Trip Generation Rates for Smart Growth Development – Paul Crabtree will share. 30% reduction because it's a town center.

Shifting emphasis from capacity to safety.

ITE 9 has some mixed use as well as the CALTRAN. ODOT is currently consulting with the LCD on City of Portland for the TSP and Multi Modal Area (MMA) on the last 14 months to establish assumptions for analysis both downtown and on the east side of Portland, but more for trip generation, but not sure about how much for trip counts and trip capture.

Meeting 15 | Landowner Meeting | September 15 | 4:00 p.m.

Meeting with landowner to understand development concerns.

Meeting 16 | Landowner Group Meeting | September 15 | 6:00 p.m.

Meeting with landowners to understand development concerns.

Zoning Map

Additional transit trigger area in SW, Bev/Hermoso pocket. Most people liked the zoning map. Desire to see neighborhood sale community amenities like coffee shops and restaurants.

Setbacks

Prefer to have 0' setbacks on front and back setbacks – on narrow lots, every foot matters. Concern about ROW on 70th and 72nd when streets expand.

Heights

High Intensity: Some prefer shorter, but others prefer as high as possible at 6 stories to support mixed-use as well as preserve some greenspace for parks and recreation. Some prefer to make high intensity area step back after 4 stories tall, if we are going to 6 stories. Others prefer not having the step-back. It would be helpful to see what these different heights look like. 82% of jobs in Tigard are held by non-Tigard residents so we need more residential.

Medium Intensity: most prefer 4 stories.

Parking

Parking management is essential if we go with 6 stories, so as not to have a sea of parking. But have shared parking. No maximums, need minimums, and need shared parking. Reduce parking requirements further near the transit after transit

Landscaping

Please remove the 15% minimums. Almost impossible on smaller lots – this would be a good thing to make a trigger based on lot size.

Meeting 17 | Team Meeting | September 16 | 9:00 a.m.

Findings, set basic zoning districts.

Last Night's Public Input

Reviewed and discussed.

Local Improvement District

Right now, not collecting money for projects, although outside of this scope, should establish a list of projects. But are requiring a traffic study for each large applicant, with no clear triggers, but depends on how many trips the project adds. Consider as simple as lot size and amount of change proposed.

Densities

Considering the acreage in each zoning district and utilizing the numbers currently enabled, would enable 2400 to 3000 residential units compared to 2195 in 1995. And that's before we take into account that mixed use will reduce residential.

Meeting 18 | Team Meeting | September 16 | 5:00 p.m.

Present current product to PWD & CDD for review.

Network Plan

Even if a lot is too small to require the dedication of right-of-way on the matrix, but if the lot is a required connection on the Network Plan, the lot still has to dedicate public right-of-way for streets.

Regulating Plan

Modify per group input.

Thoroughfare Assignment Plan

Add trails.

Lean Matrix Scenario Illustrations

A Lean Matrix was drafted Discussions between the Town Staff and Laurence Qamar are underway to develop hypothetical plans to illustrate each of the scenarios within the Lean Matrix.

Meeting 19 | Closing and Public Comment | September 17 | 6:30 p.m.

Public presentation of work done during the week and opportunities for public comment.

This week, we've heard a lot of interest in incremental growth: to enable home-based businesses and small developers. So the Lean Code is based on small, medium, large, and extra-large development. For the small developments, stormwater and traffic impact studies are lessened.

The first night, we discussed whether people were more interested in predictability or flexibility. While people valued both, the majority of people favored predictability so that everyone can know what the rules are and get development built in a predictable development environment.

There are two zoning categories that are mixed-use that reflect current allowed uses, but are expanded somewhat based on public input. New uses include things like group homes. The use categories are kept as broad as possible, so that we don't have to amend the zoning ordinance every time a millennial has a good idea.

Frontage types describes what happens between the building and the sidewalks. This includes what sort of encroachments and building faces are allowed. This code is more graphic to not have to have a land use attorney to interpret it.

C-G: No changes to the standards, only improvements to the process.

T5 Medium Intensity: 4 stories

T5 High Intensity: 6 stories, along 72nd Avenue, where there is a wider right-of-way width.

T5 Medium Transit Bonus: if and when transit gets

One of Tigard's goals is to be the most walkable community in the Pacific Northwest. That's a tall order, because there's some great competition. To achieve this, the suburban development patterns would need to be repaired from more auto-centric patterns to more walkable, bike-able patterns. The urban form of the city contributes massively to walkability. The most walkable part of Tigard now is downtown on Main Street.

The Transect shows how one thing changes from the most rural to the most urban environment. It's a spectrum of different environments, where different plants and animals as well as economies and people, thrive.

The Triangle has many reasonably-sized blocks, but it also has some blocks that are much too big – or incomplete – to be walkable. So the Triangle Thoroughfare Plan shows how the streets can be completed over time, as development occurs.

Q1: You talk about walkability, and in the beginning you mentioned fences. Those two don't mix. We have very small lots within the Triangle. It would be nice to have no fences. It would be nice for my customer to be able to walk to the next store.

A1: Fences only are appropriate in the residential portion of the neighborhood. It helps people to feel comfortable on the front porch in places where there is a very short front setback.

Q2: Is there a way that the City could address shared driveways in the code?

A2: As we develop the access standards, we will address shared or tandem driveways. However, the actual negotiation for a new structure would be between the two property owners. The code will not require shared driveways, but it might be able to point to sample agreements, should

Q3: Will there be landscape requirements, and can they be reduced?

A3: There will be requirements for pervious surfaces, in part for stormwater management. Any landscape standards would only apply to the front.

Q4: What are the parking standards, and will they be shared or reduced if transit comes? And also for senior housing and affordable houses.

A4: We are still developing the parking standards, but we will certainly recommend shared parking standards. Right now the parking standards are quite suburban in nature, so they will likely become significantly less as the area urbanizes. We usually do a 50% parking reduction for senior and affordable housing. Chapter 18.765 in the Tigard Community Development Code has the current parking standards, but these will be modified in the Lean Code.

Q5: Please define “green street.”

A5: It’s a way stormwater can be captured and pretreated within the right-of-way, including rain gardens and swales. The question is if we can do it in a way that is not unreasonably expensive, then it would definitely be a practice to encourage.

Q6: How can I get a copy of all the boards that are on exhibit tonight?

A6: They will be posted on the City of Tigard website. Or leave email addresses into the sign-in sheet, or contact Cheryl Caines.

Q7: Are the overpasses of 217 approved?

A7: In the 2009 Transportation Plan, an overpass for Hampton to Hunsiger was approved to move up to Beveland. There are so many lights along 72nd, that they begin to interfere with movement along 217. At some point, it will move up the Capital Improvements Plan (CIP) list, as traffic demand increases and traffic delays worsen, or if spending on transit comes through earlier.

Q8: How long can we continue to provide input?

A8: Until the first week in December.