



Tigard Downtown

Future Vision:

— a visual refinement
of the TDIP



introduction



This project was undertaken as a pragmatic way to develop a clear understanding of downtown Tigard's future development potential and physical form. Up to now, understanding of the future physical form of the Downtown has been somewhat theoretical and not easy to visualize. The Tigard Downtown Improvement Plan (TDIP) has served as a guiding document for downtown planning projects and other efforts, but its concepts and recommendations have been portrayed primarily through words and conceptual graphics. While very useful, the TDIP and other Downtown planning related documents do not clearly express a design vision of the Downtown's development potential.

A clear understanding of how the Downtown may develop and its future land use, transportation, and design characteristics is important for public and private decision-making. Even though the outcome of this study results from a series of "informed assumptions," it provides decision-makers and the public with order of magnitude information necessary to make broad scale decisions such as layout of a downtown circulation plan; sizing necessary for public facilities and services to serve projected land uses; the conceptual basis to refine design standards and regulations, etc.

Furthermore, a three-dimensional vision of the Downtown represents a powerful tool to communicate Tigard's vision to property owners and businesses, investors, regional and state decision-makers, and the general public. While engaging in long-term efforts such as Downtown redevelopment, it is important to have a clear picture of the goal to be attained as a reference point for decision-making.

This project has been based upon an informed and deliberate process that takes into account the many factors that have shaped Tigard to date. These factors include the history of Tigard; the City's geographic context; the political and physical structure of the Downtown and an analysis of existing conditions. From this research specific design criteria, findings, and conclusions were developed to shape urban form images. The underlying

assumption is that the Downtown will evolve over time in response to the Portland Metropolitan Region's market and population dynamics. Therefore, three time-based urban form scenarios are presented. These are images of the Downtown in 10 years, 20 years, and in 50 years; when it is assumed the Downtown will be mostly built out.

This project is not an end in itself. Rather, it is a starting point for future discussion out of which well-reasoned recommendations may arise. It is a tool to engage in more informed discussions with those concerned about the future of the downtown. It is intended to help City decision-makers, property owners, businesses, and potential developers to envision Downtown redevelopment on specific properties and throughout the Downtown as a whole. The document is intended to spark discussion and debate, and raise questions of the "what if" nature.

The Downtown Tigard Urban Design Vision is the first in a series of research and design projects by the Portland Urban Architecture Research Laboratory (PUARL). We are very thankful to the City of Tigard for providing the University this opportunity and assisting us with the project. Especially appreciated is the close cooperation of Tigard's Community Development Department staff, particularly Ron Bunch, Assistant Community Development Director, and Sean Farrelly, Associate Planner. Tigard's participation helped make this project a success and we hope to be able to continue this cooperation in the future.

The Portland Urban Architecture Research Laboratory, (PUARL) is part of the University of Oregon Portland Urban Architecture Program. Its main purpose is to conduct and promote activities in urban architecture and design research with regard to urban morphology, urban patterns, urban building types as well as urban processes that create urban forms. The PUARL attempts to integrate sustainability into the urban design process for conducting basic and applied research (throughout the region) for civic groups, public agencies, professional firms, and development interests.

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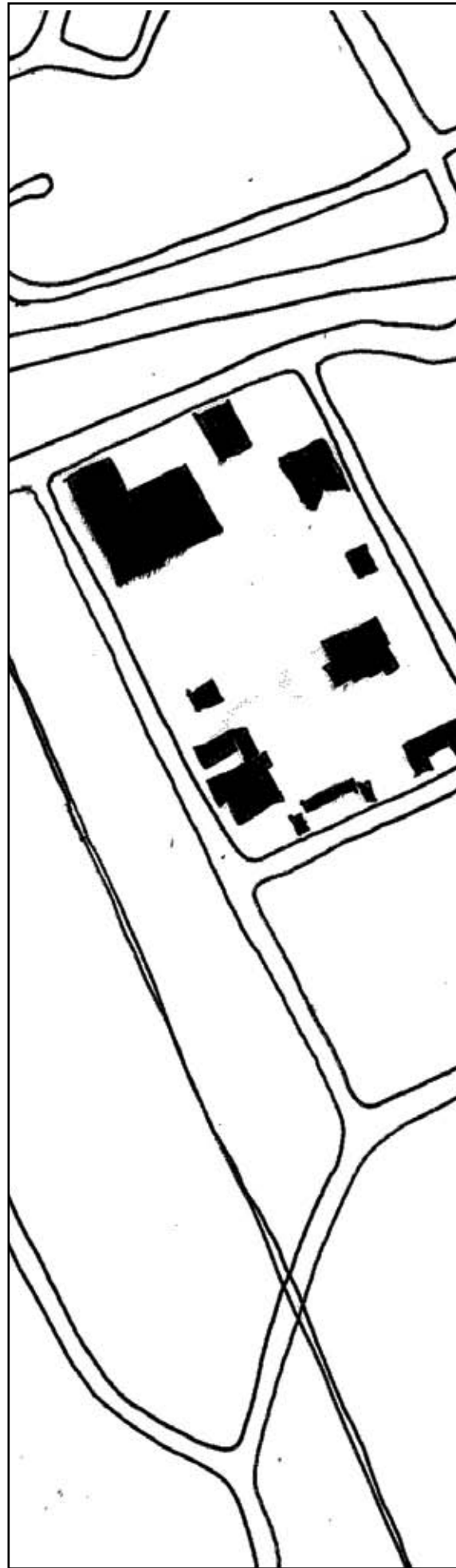
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1

FINDINGS AND RECOMMENDATIONS

Project Process and Summary

The development of the Tigard Downtown Urban Design Vision project followed a straightforward planning and urban design process. As with any design related project, the methods used also describe the results. The following is both a brief summary of the projects methodology and its results.

At the outset it was important to develop a clear understanding of the history and context of Downtown Tigard. This included evaluation of historical and cultural influences on the Downtown's urban form. As part of this, the "Downtown's Past Planning and Development Efforts" were also evaluated. This is important, since one of the project's objectives is to refine the concepts of Tigard Downtown Improvement Plan (TDIP) into a design vision.

This project also depicts the Downtown within the Portland Metropolitan Region and within its own sub-region of southeast Washington County. There are many factors, within both the region and sub-region that will ultimately affect the Downtown's urban form. For example, the Downtown is almost equidistant from two major retail centers; Washington Square and Bridgeport Village. Also, as it has done for almost 60 years, the Hwy 99W corridor will continue to compete for the consumer's retail and service dollar. Consequently, Downtown Tigard will likely not develop as a major retail center. Instead, it is best situated to provide shopping, professional and personal services, entertainment, and dining opportunities, to nearby residential areas. From this perspective, the Downtown has an opportunity to develop as a "lifestyle center" for people who wish to live in an urban environment. Ultimately, it is expected downtown commercial uses will derive significant support from downtown residents/customers. From this perspective the primary redevelopment opportunity for the Downtown is high-density residential development served by close-by commercial businesses and high-quality, frequent transit. The Downtown may also serve as a destination for other Tigard residents who desire to recreate and shop within a traditional downtown environment.

The Downtown also exists within a "Political and Physical Framework." Both the natural and built environments clearly affect the Downtown's urban form. Hwy 99W, Fanno Creek, and Fanno Creek Park are good examples. Political decisions have been, and will continue to be, important contributors to urban form. The designation of 193 acres of the Downtown as an urban renewal district was a significant political decision. This decision will have long-term and lasting consequences on the Downtown's physical character. Other political decisions, particularly relating to public facilities and services and land-use regulations will also have long-lasting impacts. The decision to use public funds to adapt the Portland & Western rail line for commuter rail purposes is an excellent example.

Currently many public projects are in process. Some are in later stages of implementation than others, and others depend on funds which may take years to materialize. The Urban Design Vision project has attempted to reference and incorporate these anticipated projects. Examples include the future extension of Ash Avenue to the commuter rail park-and-ride site; the reconfiguration of the Hunziker/ Hall/ Scoffins intersection; and the enhancement of Fanno Creek Park.

The Downtown Vision project made a significant effort to evaluate and document the physical character of the Downtown. Understanding "place" is essential to a successful design project at all levels of detail. There are several significant findings within these chapters. One of the most important is that Downtown redevelopment will have to overcome the consequences of significant physical barriers to downtown circulation. These barriers, as previously mentioned, include Hwy 99W, Fanno Creek, and the rail corridor. Because of these barriers it is important to specifically create gateways to the Downtown at key points, and redevelop the existing incomplete street network into a cohesive and connected multi-modal circulation network. Another major theme of the Downtown Urban Design

Vision is to make the most of the area's remaining natural features. Throughout all of the previous planning work, Fanno Creek and Fanno Creek Park are identified as significant references for design and redevelopment efforts. Therefore, a reoccurring theme throughout the Design Vision document is to "extend the green" of Fanno Creek Park into the redeveloped downtown.

The Urban Design Vision project also recognizes that strongly held community values are important to future urban design decisions. In this regard, it seeks to portray a traditional downtown in terms of function and form by proposing an interconnected multi-modal circulation system that would create distinct, walkable blocks on a modified grid pattern. In addition, the project proposes that future downtown architecture form a fine-grained, pedestrian-oriented building pattern that is emblematic of the traditional American downtown. Not all buildings have to be in the form of traditional American commercial architecture. However, they must be of high design quality and provide opportunities for the functions and uses that complete downtowns have always provided. These opportunities include a range of housing and commercial opportunities that promote the opportunity to live, shop, work, and recreate in a defined, identifiable, urban place.

Essential to the creation of a new Downtown are land use and design regulations that require new development to achieve the community's objectives such as the creation of a logical and interconnected circulation system; extension of the "green" throughout the downtown; the development of a pedestrian-oriented building pattern and streetscape; and opportunities for both residential development and commerce to occur in ways that are compatible and complementary. Land use regulations must be crafted carefully to promote high quality architecture and site design, support desired transportation goals, and foster the multi-use character of a traditional downtown.

All of the above factors, and more, have been synthesized through the design process into "future urban design visions." This was done for three time periods; 5 – 10 years, 10 – 20 years, and 20 – 50 years. At the end of 50 years it was determined that the Downtown would be essentially built-out to a dense urban environment. Visioning the Downtown was not a blank slate process, but was based on an in-depth analysis of the factors described above. Each of the three urban visions were prepared starting from informed assumptions that have been developed through this and other planning efforts. As expressed in the introductory statement, these scenarios show "what if" possibilities dependent upon decisions made by Tigard. The foremost decision is for Tigard to develop the "structure" of a traditional downtown and hold to the community's vision, sound design principles, and development quality.

1.1. Downtown Circulation Plan and Street Design

Street and pedestrian connections will play a critical role in the redevelopment of Downtown Tigar. Streets are much more than a means to accommodate automobiles, pedestrians, and transit. They also have important urban design, social and economic roles. Decisions regarding the extension and connection of Downtown streets and resultant block sizes must be carefully made to ensure the City's objectives for a vibrant Downtown are realized.

Recommendations:

It is recommended that a Downtown Circulation Plan be adopted as part of the Tigar Transportation System Plan (TSP) that specifically identifies that location of Downtown streets, pedestrian ways, and transit facilities. The potential circulation plan (Figure 1.1.1) illustrates a conceptual street network.

Existing and future streets in the Downtown should be evaluated, designed, and constructed according to their desired function. It is important for streets to be appropriately sized to match the pedestrian scale environment that is desired for the Downtown. It is important for streets to have pedestrian amenities such as adequate sidewalks, street trees and other landscaping, lighting, benches, and other street furniture.

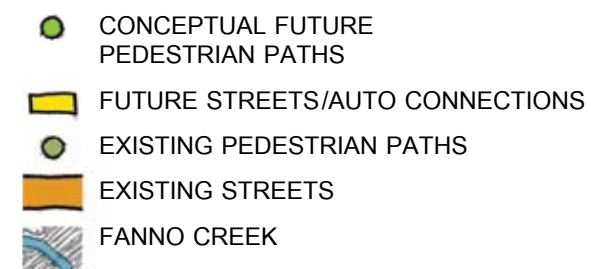
Streets must not be oversized and out of scale with the pedestrian oriented and intimate Downtown environment the City is trying to create. Within the Downtown it is better to have smaller streets than ones that are oversized for their function. In many places one-way lanes, public alleys, and shared streets and pedestrian pathways would function well and provide a unique quality to the Downtown.

Commercial and residential streets should have different design characteristics because each serves a different need. The Tigar Downtown Improvement Plan calls for East/West streets to be geared more toward residential uses, and North/South streets toward more storefront commercial activities (Figure 1.1.2). The difference is

important because residential uses tend to be set back further from the street, while commercial uses need to be established at the street frontage "build-to lines." Future streets are recommended to be built with view corridors in mind. Streets

are essentially part of the open space network. They provide significant amenities along their tree-lined lengths and can connect visually to the surrounding natural landscapes such as Fanno Creek Park and the wetlands to the east of Downtown.

Fig. 1.1.1



POTENTIAL CIRCULATION PLAN

Based on current streets and potential street continuations as well as alignments of destination points this diagram shows a projection of future vehicular and pedestrian circulation.



Fig. 1.1.2

1.2. Block Sizes and Arrangements

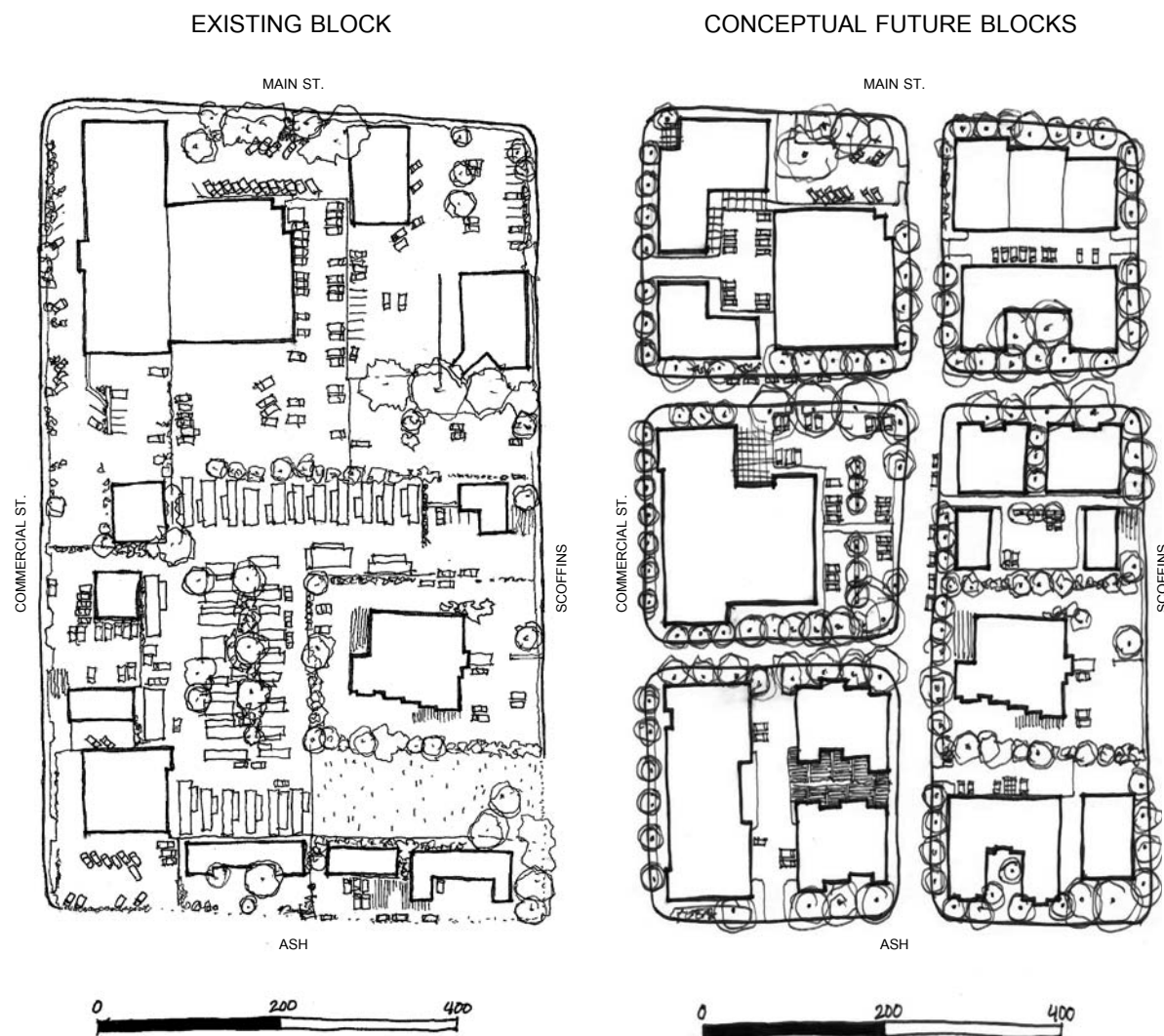
Tigard's Downtown was bisected by a major state highway structure in the early 1940's. If this had not happened, Downtown may have evolved into a more compact and traditional downtown form, similar to small and midsize cities throughout Oregon. However, rapid suburban growth was spurred by easy access from Portland via Hwy 99W and, later, Interstate 5. Strip commercial development then became the dominant commercial pattern. Besides Main Street, the Downtown did not have the opportunity to develop a structure of defined and accessible blocks since most of the City's commercial development occurred on the Hwy 99W strip. In some

respects, the Downtown's structure is "frozen in time." An excellent example of this is that the Downtown's primary street network has not changed substantially since the 1940s.

Recommendations:

The previous "potential circulation plan" illustrates a possible block pattern for the Downtown. In addition, Figure 1.2.1 illustrates how a very large inaccessible property can become an accessible and more intensely developed commercial block. It is recommended that the City require downtown "block formation" associated with implementation of its Downtown circulation plan.

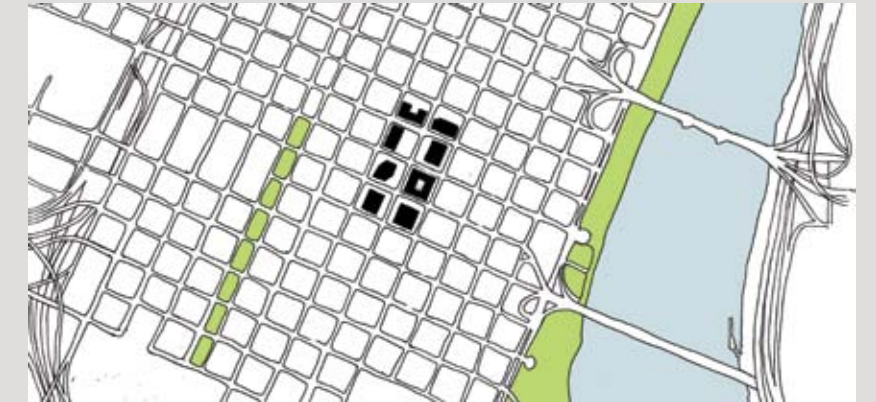
Fig. 1.2.1



Tigard's block size



DOWNTOWN TIGARD



DOWNTOWN PORTLAND

Block size plays an important role in the accessibility of a downtown. For comparison, Downtown Portland, the Kenton neighborhood, and Lake Oswego are shown at the same scale. From its historic framework Downtown block sizes can be developed that establish a logical and efficient circulation systems for all modes of transportation – transit, pedestrian, bike, and auto. The creation of a safe, vibrant and attractive pedestrian environment is essential for the Downtown's future. This means that it is essential to create "permeable" accessible blocks with alleys, shared streets and pathways, in addition to sidewalks.



DOWNTOWN KENTON (PORTLAND)



DOWNTOWN LAKE OSWEGO

1.3. Extending the Green

“Extending the Green” is an important concept for the redevelopment of the Downtown. New Downtown landscape needs to be undertaken with as much care as the architecture of future buildings. For example, it is vital to provide the area and soil volumes needed to support landscape. It is possible to create green spaces in small areas, even by landscaping walls using vines, espaliered trees and small pockets of landscape. An objective will be to ensure that a significant portion of Downtown be landscaped.

Other ways to extend the green is to make substantial use of “green roof” technology. Also, it is possible to transform parking lots into “parking plazas” where landscape is given equal priority with cars. It is possible through good landscape architecture to make this happen and still accommodate needed parking.

The Downtown Tigard Urban Design Vision document provides the concept of how the green can be expanded throughout the Downtown. It is recommended that the City use the Vision document to work with interested property owners to implement its urban landscape concepts.

Recommendations:

The City should develop landscape and open space standards specifically for the Downtown. Furthermore, green roof and storm water retention and treatment technology should be implemented whenever possible. Proposals to redevelop existing streets, and construct new ones, should be accompanied by street tree and landscape plans. Parking lots should be landscaped to impart plaza-like qualities and perhaps provide multiuse opportunities. New development should preserve existing significant trees and vegetation.

The City should consider developing an “Extend the Green Master Plan” for the entire Downtown. In areas not planned for development such as street right of ways, intersections, unusable and leftover parts of private and public property, the City and property owners should begin tree planting and landscaping to start implementing the concept.



Figure 1.3.1 “Extending the Green”

1.4. Fanno Creek

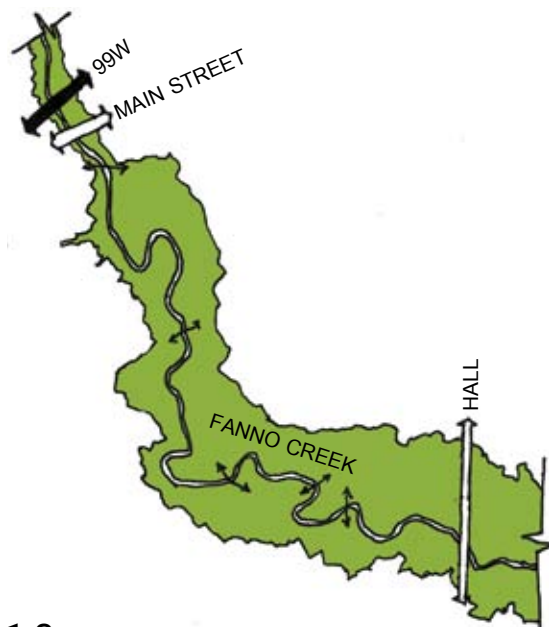
Fanno Creek presents both opportunities and constraints to the redevelopment of Tigard's Downtown into a lively, economically strong, and livable urban center. Fanno Creek is a natural physical barrier that prevents direct access to neighborhoods south and southeast of Downtown. However, it is a "green jewel" that could be symbolically extended into the Downtown to create a unique beauty and character that is lacking in many of the region's town centers.

Resolution of the obstacle formed by Fanno Creek by connecting Ash Street to Walnut Avenue with a bridge is a matter for the community to resolve in the future depending on whether it is necessary to accommodate increased traffic generated by urban growth.

Recommendations:

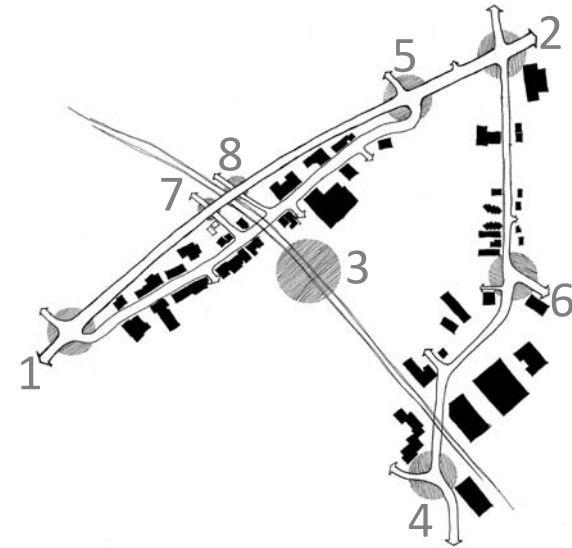
It is recommended that future land use regulations and City beautification efforts consciously strive to extend the green character of the Fanno Creek riparian area into Downtown. The concept of "Extending the Green" can be a powerful and unique urban design element.

Fanno Creek also represents an important entry into Downtown Tigard because it is the route of the Fanno Creek regional trail. Future improvements to the trail system should also include signage and other "way-finding" measures to bring the trail user into the Downtown.



1.5. Highway 99W, Hall Boulevard and Downtown Entrances

DOWNTOWN ENTRANCES



Hwy 99W is also a barrier. The highway is elevated along much of the Downtown's western boundaries. It is a traffic congested, regional arterial that accommodates many thousands of automobiles daily. State Hwy 99W and Hall Boulevard to the east are the primary routes by which people can get into Downtown. How traffic is managed on these arterials, and the future development of high capacity transit facilities, will greatly affect the Downtown's future. Especially important is how to get people, via a variety of transportation modes, into the Downtown from these major roadways.

The City, in concert with the Oregon Department of Transportation and other affected agencies and jurisdictions, completed the Tigard 99W Improvement and Management Plan in 2007. The plan recognizes that widening Hwy 99W to accommodate growing traffic needs is neither financially feasible, nor desirable, from a community impact standpoint. Therefore, the 99W Plan recommends that future improvements be focused on intersection improvements, access management, transit service, pedestrian, and bicycle improvements. The bottom line is that solutions to ease congestion on Hwy 99W cannot be resolved by widening the roadway. Latent traffic demand would use up any increase in capacity.

Hall Boulevard is also a state facility and is planned to be a five lane roadway between Hwy 99W and Durham Road. It is also a high-volume arterial that accommodates several thousand trips per day. The majority of the entrances to the Downtown come from these two roadways; there are only eight street entrances to the Downtown. Compared to traditional downtowns developed on a small block grid pattern, Tigard's Downtown has limited connections to the rest of the community.

Recommendations:

Transportation improvement projects on Hwy 99W and Hall Blvd within the vicinity of Downtown Tigard should enhance pedestrian and other multi-modal access. It is particularly important that intersection improvements provide safer and more convenient opportunities to cross Hwy 99W and Hall Blvd. On both roadways, it is important to fill in sidewalk gaps and consolidate driveways to reduce pedestrian, bicycle, and transit user conflicts with turning vehicles.

Because of the limited number of connection points to the Downtown to and from the rest of the community, it is important to make the most of those that already exist. It is essential to ensure that access to the Downtown is easy, safe, and accessible by all transportation modes. Also, it is recommended that Downtown entrances be accentuated as part of a larger Downtown way-finding effort.

Both roadways also present visual barriers to the Downtown. A concerted effort should be made to improve the visual and aesthetic characteristics of the roadways to create a more pedestrian-friendly environment.

The Hwy 99W viaduct presents a unique design challenge. Currently, it essentially is a wall that separates Downtown from the rest of the community. Within the short term, it is important that improvements be made to the current "under crossings" to improve pedestrian comfort and safety. In the long term, when it becomes necessary for ODOT to rebuild the structure, Tigard should demand greater access to the Downtown through the structure and much higher design aesthetics. It might even be possible to accommodate some types of structured parking as part of an overpass structure.

1.6. WES Commuter Rail/Portland & Western Rail Line

The Portland & Western rail line is also a barrier to Downtown circulation. For its entire length through the Downtown, there are only two vehicle crossings; one at Main Street, and the other at Hall Blvd. However, as a commuter rail line, it also presents Tigard with unique redevelopment opportunities. It is potentially one element in a mix of transit alternatives that could make Downtown Tigard a suburban transportation center. The urban design and redevelopment opportunities presented by commuter rail are significant. However, there are challenges including providing an additional rail crossing to better connect the north and south parts of the Downtown. The other challenge is to make Tigard a destination and a place of origin rather than just a place to pass through. The presence of commuter rail by itself cannot do this; however it is one foundation block to the building of an attractive and prosperous Downtown. Commuter rail, and other forms of more frequent transit service, can help make the Downtown a vibrant, attractive place to live by serving as the focus of new transit oriented development.

Examples of the connectivity issues posed by the railroad can be seen in the development along Burnham and Commercial Streets that abut the railroad track. In the past, these land uses had a major transportation advantage by having rail access. However, in their current configuration, these properties have significant connectivity problems. It's difficult, from the street system, to access the back part of these relatively large parcels. Public street or lane connections adjacent to the railroad track are needed to maximize these properties' economic use.

Recommendations:

The City should ensure that there is at least one additional street that crosses the Portland & Western rail line. Furthermore, public street access is needed along the rear of properties that abut the railroad on Burnham and Commercial Streets.

Lands adjacent to the commuter rail station should be the focus of transit oriented residential and mixed use development.

Future design of the Downtown must link together a wide range of transportation modes such as automobile, commuter rail, light rail, bus, walking, and bicycling.

1.7. New Development, Architecture, Land Use Regulations and Design Standards

The success of urban renewal and redevelopment depends upon making the Downtown a place where people wish to live, recreate, and shop. The Downtown must become a desirable destination: a place where people can bring their friends and family to attend community events and spend rewarding leisure time. Therefore, the design challenge for Downtown redevelopment is to create an authentic character without being too imitative. A sense of authenticity is what typically makes the classic or traditional downtown charming and interesting. However, because Tigard's Downtown did not have the opportunity, except along Main Street, to develop a traditional downtown urban form and because of the condition of many existing buildings much of the "new Downtown" will have to be created from the ground up.

There is some good existing architecture, especially those buildings which are constructed of masonry and brick. These buildings may serve as reference points for future development. Nevertheless, it is projected that at build out in 2058, few of the existing buildings will remain.

There are two important factors that will contribute to the quality of future Downtown architecture. The first is the experience and ability of developers who are attracted to work in the Downtown. The second is the City's Downtown land use regulations and design standards.

Recommendations:

It is important that the City's land-use regulations and design standards emphasize the development of high quality architecture and site design. Future Downtown development must not be restricted to a particular genre or type of architecture. This

is important because the market demands buildings that can be adapted to many uses over time. Flexibility is key to market relevance, so Tigard's objective should be to ensure the Downtown is adaptable to changing times.



There are common design themes; however, that should be fostered to ensure a cohesive design character, including the development of an attractive, comfortable pedestrian-oriented streetscape; use of durable materials; compatibly scaled buildings; appropriately sized streets, etc. Also important is the development of a rich and highly aesthetic landscape throughout the Downtown. This has been addressed previously as "Extending the Green." A good place to start would be to protect existing mature trees as a basis on which to build the Downtown's green character.

1.8. Property Ownership and Lot Patterns

A major challenge for Downtown redevelopment is the area's fragmented property ownership. However, the average sized parcel in the Downtown is about one acre, much larger than that of many traditionally developed downtowns. Also significant is that the largest privately owned lot is approximately 6.5 acres. The Downtown is much less developed than traditional, fully evolved, central business districts. Much of the Downtown is occupied by sparsely used parking lots. The potential for infill and property assembly and boundary adjustments is significant.

Recommendations:

The key to successful downtown redevelopment is for multiple property owners to agree to assemble adequate land for a successful project. The Downtown Tigard Urban Design Vision provides examples of how this can occur. It is recommended that the City uses the Vision document to work with interested property owners to assemble viable development sites.

1.9. Downtown's First Impressions

Although not explicitly part of the Design Vision project, it is important to address the type of impressions an outsider may have of the Downtown. There is a general sense in the Urban Renewal District of a lack of maintenance and care on many public and private properties, such as cracked and potholed streets; poorly maintained buildings; overgrown lots; outdated signage; barren landscapes, and discontinuous sidewalks. From a developer's perspective, this lack of care reduces the perception that the place is economically viable.

Recommendations:

The City and Downtown property owners and businesses should engage in an ongoing effort to clean up, repair, and landscape the Downtown to provide an impression of potential, rather than a place that has been passed by. It is important to do a number of small things to make the Downtown ready for redevelopment. Small efforts such as façade improvements, painting and new signage can all serve to improve the visual impression of the Downtown. Another issue is the appearance of the Hwy 99W viaduct. The City and ODOT should partner to improve the appearance of the structure and its side slopes. Also, the passages under /through the structure should be improved to enhance pedestrian safety and connections to other parts of the community.

1.10. Parking

Parking is an urban design necessity for the Downtown. It is expected that, until land prices significantly rise, surface parking lots

will remain. Structured parking is a long-term prospect. Its development in the short term would require a high level of subsidization by either public or private entities and would have to be justified by a high level of development demand and activity. However, attainment of Tigard's Downtown's long-term urban design vision should not be constrained by the parking issue. There are several things that the City and Downtown advocates can do now to address future parking need.

An essential step to managing parking demand is to provide transportation options. First, it is essential that Tigard be served by direct high-capacity transit – bus and light-rail - in addition to WES Commuter rail. These services also pose an issue for the Downtown. High quality transit attracts people who wish to park their automobile and board the train or bus. It is essential that valuable Downtown land not become inundated by these parked cars. When transit becomes an important aspect of Downtown, it may be necessary for the City, in conjunction with the transit agency, to develop structured parking.

Parking areas must be sited and designed to convert transit users into customers. Publicly accessible parking should be provided in strategic locations that allow customers to visit multiple locations after parking once, thus reducing traffic and parking requirements for individual businesses. Transit access points must also be designed in such a way to provide access to local businesses. Thus transit parking, in conjunction with a grocery or hardware store at which a transit commuter may shop, is a success, while parking that requires one to get off the train and into a car to drive a few miles down the road for groceries, is a failure.

The City must also evaluate its parking requirements for downtown uses. Developments convenient to transit and accessible to a broader range of goods and services may not require more than one parking space per unit. Furthermore businesses that are required to front a public street and rely upon street parking may not need as much off-street parking as businesses along a commercial strip. On-street parking is a valuable public commodity and must be preserved and enhanced to the extent possible.

The design and siting of parking lots must be done with a redevelopment plan in mind. Ultimately, land prices and transit availability will reduce the need for off-street parking and it is important that valuable urban land eventually be redeveloped from parking lots into buildings.

Recommendations:

The City should work with its regional partners to promote the development of high capacity transit services to Downtown Tigard. Parking associated with transit services must be designed to transform transit users into customers. Downtown Tigard must not become a large parking lot for transit users. The City should develop land use standards that reduce off-street parking requirements by taking into account the availability of transit and on-street parking. The siting and design of off-street parking must be done in a way to allow for the logical redevelopment of parking lots as the need for surface parking declines. Public on-street parking is a valuable commodity and needs to be preserved and enhanced whenever possible. When Downtown properties redevelop, actions such as driveway consolidation and access controls will be necessary.

EXISTING DOWNTOWN, 2008



5-10 YEAR STUDY



10-20 YEAR STUDY



20-50 YEAR STUDY

2

FUTURE URBAN FORM

The three scenarios that make up the Downtown Urban Design Vision are the result of substantial research and analysis which is documented in the attached appendix. The appendix includes the basis for how Downtown Tigard could develop in the manner portrayed in the following pages.

The development of an urban place does not occur overnight. Normally redevelopment occurs slowly, over long periods of time, prompted by many factors such as the market for a particular type of real estate development, the needs and wishes of the property owners, and the ability of local governments to provide incentives and assistance to develop high quality urban projects.

In Tigard's case, the lack of financial resources makes it difficult to catalyze development with such actions as assembling property and making infrastructure investments. Also, there are other market and financial variables that influence when and how quickly redevelopment occurs. Therefore, it is not possible to make detailed projections about what the Downtown will look like in the future. However, it is possible to project a general understanding of future urban form based on existing conditions and things the local government can control, such as a future circulation plan and commensurate block patterns, urban renewal boundaries, and land use policies and regulations. Add to this some reasonable assumptions about market trends, and a picture of future Downtown potential emerges. This is what the City, along with its University of Oregon partners, has done.

As previously stated, the following presents Downtown's potential future appearance. This work has been done as a visioning and educational effort to illustrate possibilities. Also it is a tool to begin discussion about how public and private actions can create an attractive and economically vibrant Downtown urban character.

This project envisioned Downtown Tigard redeveloping in three distinct phases. The first development scenario occurs over a five to ten year time period. The second phase is ten to twenty years and the third twenty to fifty years from now. It is assumed that at the end of the fifty year timeframe, the Downtown is expected to be completely built out.

There are major assumptions associated with these future urban form/development scenarios. The most important is that, within 10 – 20 years, Tigard and areas within the Hwy 99W / Interstate 5 travel shed will be served by light rail and other forms of enhanced transit such as bus rapid transit. Furthermore, it is a

ssumed that the City of Portland, which in the last 10 years has attracted the most urban refill and redevelopment in the region, will have used up much of its easily redevelopable sites. Thus, land costs will be much higher for good refill/redevelopment opportunities and a substantial portion of this market will shift to other close-in jurisdictions. Downtown Tigard, Beaverton, and Milwaukie will be likely candidates for this type of development, especially if provided with transit.

Another important assumption is that costs of automobile travel will continue to rise due to higher fuel prices and increased congestion on the region's streets and highways. Therefore, close-in urban centers like Tigard will attract new populations of residents drawn by the opportunity to live in a high amenity area close to transit and services.

Phase I: Five to Ten Year Redevelopment — 2018

1. FANNO CREEK PARK AND PLAZA



Within ten years, Fanno Creek Park improvements, and the development of a new plaza, will create a magnet for community activity and spur redevelopment investment in the Downtown core area.

2. WES COMMUTER RAIL



The Westside Commuter Rail Project will serve as a catalyst for transit oriented development near the station. The current Tri-Met Transit Center adjacent to the commuter rail station will likely be the first site to redevelop. Because the site is directly adjacent to the new rail station, it is a prime location for a high density multifamily mixed use development.

Properties south of the tracks, used today primarily as overflow parking and as vehicle and boat storage, may also redevelop as transit oriented housing.

3. HOUSING AT FANNO CREEK



Within the 10 year timeframe, the City of Tigard's Public Works Department will have relocated to a new site and the Public Works Annex will be redeveloped as single-family attached and multi-family housing.

4. MAIN STREET GREEN STREET



The Main Street Green Street project will dramatically improve the aesthetic character of Main Street. Redevelopment may occur spurred by this effort as well as the potential market created by new Downtown residential development.

5. NEW CONNECTIONS



As the Downtown population of business owners, employees, and residents increase, Downtown street improvements will be necessary. It is especially important to connect Burnham Street via Ash Avenue to the commuter rail station. Extension of Ash Avenue would make it possible to develop logical blocks between the Portland & Western railroad and Burnham Street. This would create access to land between Burnham and the railroad to be developed for high density housing. Furthermore, the extension of Ash Avenue would create a direct linkage to Fanno Creek Park, the Plaza, and the Commuter rail station.

It is important to note that within the short-term time frame, parking will still be accommodated on surface lots but as urban development intensifies during phases two and three, and land values increase, parking structures will become more feasible.

Phase I: Five to Ten Year Redevelopment — 2018



Phase II: 10 to 20 Year Redevelopment — 2028

1. HALL / HWY 99W DEVELOPMENTS



It is assumed that within the 10 to 20 year timeframe, all four corners of the intersection of Hall Blvd and Hwy 99W will redevelop. These sites have exposure to high volumes of traffic and would be prime locations for future retail, office, and commercial uses, particularly if there are improvements in either bus or light rail transit, to the Downtown. This intersection has a great potential to become an intense node of mixed-use activity – particularly commercial and office employment with opportunities for multi-story apartments and condominiums. This will require a new street connection to Hall Blvd from this area to improve connectivity.

2. NEW RESIDENTIAL DEVELOPMENT



As new commercial and office development occurs in the Downtown, more residential development will also occur. Hall Blvd will see new multi-family development along with streetscape enhancements. The edge of Fanno Creek will become built out with single-family attached and multi-family housing.

3. ASH AVENUE RAIL CROSSING



As the Downtown population of business owners, employees, and residents increase, Downtown street improvements will be necessary. It is especially important to connect Burnham Street via Ash Avenue to the commuter rail station. Extension of Ash Avenue would make it possible to develop logical blocks between the Portland & Western railroad and Burnham Street. This would create access to land between Burnham and the railroad to be developed for high density housing. Furthermore, the extension of Ash Avenue would create a direct linkage to Fanno Creek Park, the Plaza, and the Commuter rail station.

4. HIGH CAPACITY TRANSIT ON HWY 99W



A major development catalyst will be the completion of the Hwy 99W / Interstate 5 light rail line between Downtown Portland and Sherwood. Tigard will become a sub-regional transportation center for southeast and southwest Washington County and south Clackamas County. Bus, commuter rail, and light rail will intersect in Tigard, providing transit connections throughout the region.

Phase II: 10 to 20 Year Redevelopment — 2028



Phase III: 20 – 50 Year Redevelopment — 2058

1. 99W REDEVELOPMENT



Within the next half century high capacity transit/light rail will transform the Hwy 99W corridor from auto oriented to transit oriented development. Properties along Hwy 99W will redevelop as a high density and high amenity urban corridor with residential development primarily along its segments with commercial and employment development at specific nodes, particularly at transit stops.

2. PERFORMING ARTS/CULTURAL CENTER



With the prospect of several thousand new units within the Downtown and along Hwy 99W, and also with many thousands of new jobs in the area, there would be the market for high quality leisure and recreation services in the Downtown. This would be the time for the City to consider developing a Performing Arts/Cultural Center in the Downtown. Such a center could be located near residential areas along Hall Blvd. and Fanno Creek. Locating the center east of the railroad track would further serve to tie the Downtown area together.

3. PARKING STRUCTURES



During the 50 year timeframe, urban land will become so valuable that structured parking will be the primary way to accommodate off-street parking. The challenge will be to integrate structured parking into the Downtown's architectural character. It is important these structures include ground floor uses, such as shops and restaurants to activate the street.

4. CIRCULATION & BLOCK SIZE



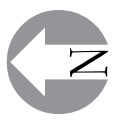
Within the 20 – 50 year timeframe, the street connections identified in the Circulation Plan will be completed. The result will be smaller, more viable, commercial and residential block sizes. During this time, the Hwy 99W viaduct structure will either be replaced or substantially remodeled. New connections from Downtown can then be made to residential areas north and south of Main Street. With the increase in pedestrian use, alternatives to at-grade Hwy 99W crossings will be necessary to connect the intense land uses on all four corners of Hall and Hwy 99W.

5. FULL DEVELOPMENT OF THE FANNO CREEK EDGE



There is great potential that by 2058 the edges of Fanno Creek that meet downtown will have full residential development. Residents will benefit greatly from balconies and patios at different heights of development.

Phase III: 20 – 50 Year Redevelopment — 2058



Existing Conditions

DOWNTOWN TIGARD 2008



5 – 10 Years — 2018

DOWNTOWN TIGARD 2018 VISION

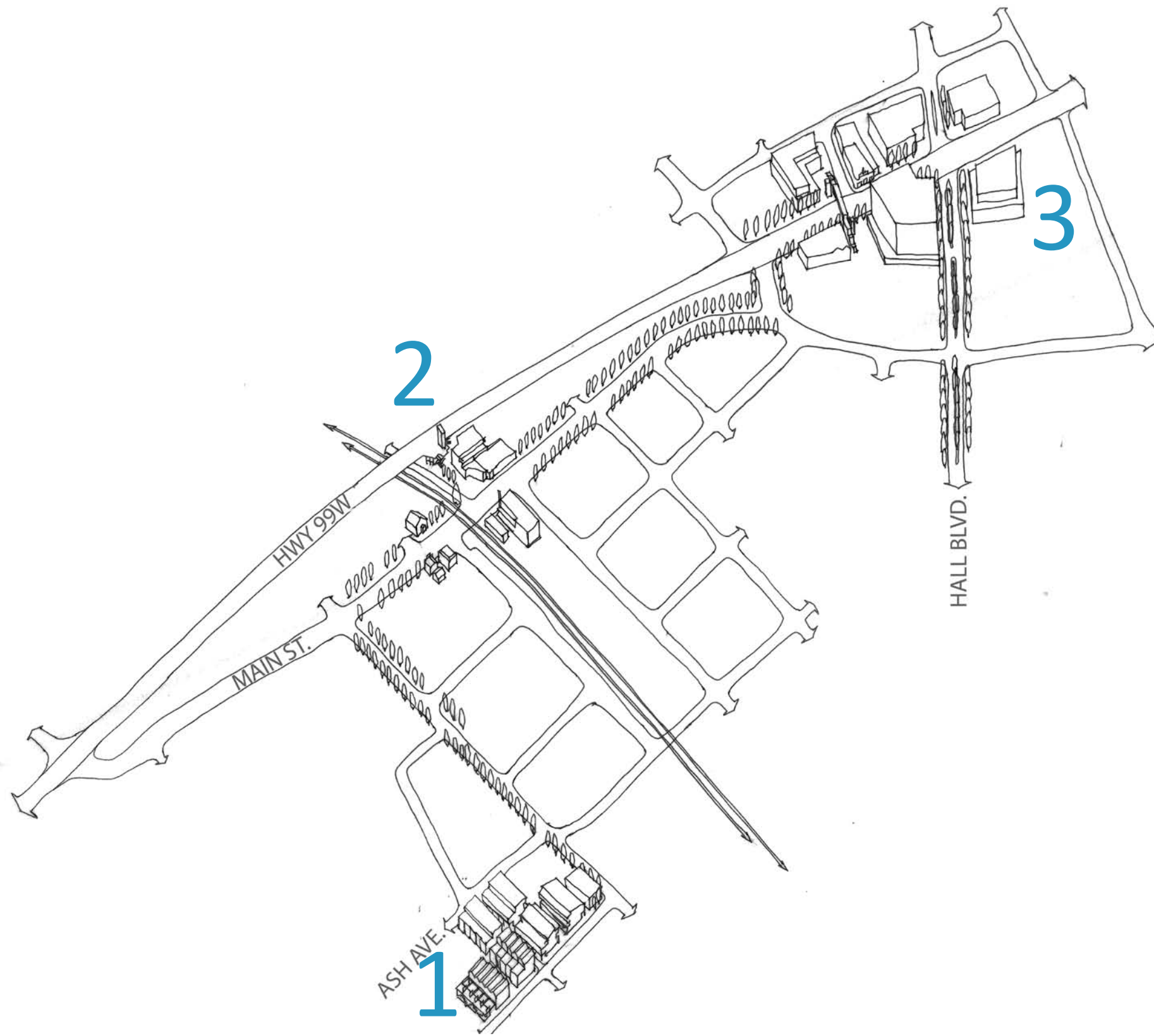


10 – 20 Years — 2028

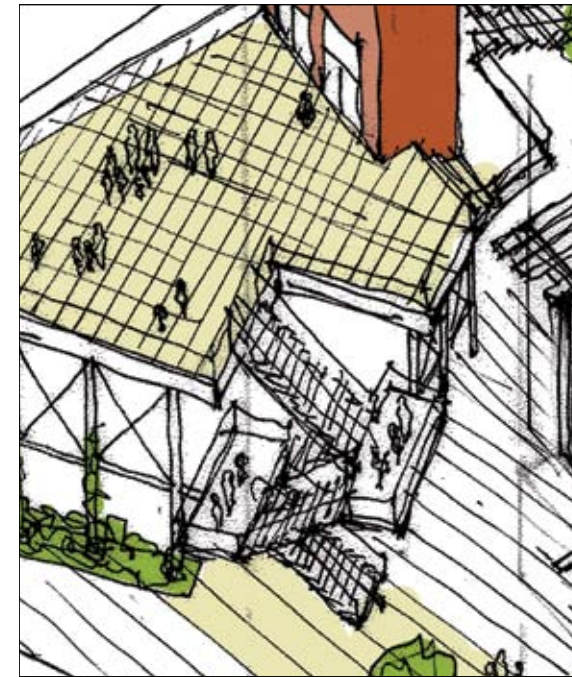


20 – 50 Years — 2058





RESIDENTIAL AT FANNO CREEK



MAIN STREET TRANSIT CONNECTIONS



HALL & 99W GATEWAY

3

DETAILED OPPORTUNITY SITES

The Downtown Urban Design Vision is intended as a tool to foster more in-depth evaluation of specific sites in the Downtown for development. It is an opportunity to expand the community's discussion from the very broad general nature of the Downtown as a whole, to very specific sites. The following design studies in the detailed opportunity sites illustrate how more in-depth visual evaluation of specific development sites can occur. In drawing from discoveries made during this study, the detailed opportunity sites visualize the potential building and landscape elements necessary for a vibrant future commercial, civic, and residential area.

1. Residential at Fanno Creek

The improvements to Fanno Creek Park will strengthen its position as a community amenity and also increase the desirability for new residential development bordering the Park. The Public Works Annex, when it is vacated, will be a 3.5 acre redevelopment site that could be transformed into a high amenity residential area of townhouses and low-rise multi-family buildings..

A. PARK TO RESIDENCE RELATIONSHIPS



The Downtown Design Standards will ensure that new development in proximity to the park does not overwhelm it. There will be reduced maximum heights for new development near the park, compared to the rest of Downtown. New streets or connections will open up the Park to the rest of Downtown.

B. FRONT ENTRANCES



The facades of new residential development will be oriented to the public streets or pedestrian connections. This will provide “eyes on the street”, while being set back enough to give residents a feeling of privacy.

C. GARAGES



Garages will be placed in the rear of the development so they will not dominate the streetscape.

D. BALCONIES & PATIOS



Balconies and patios will provide some private open space for these new developments.

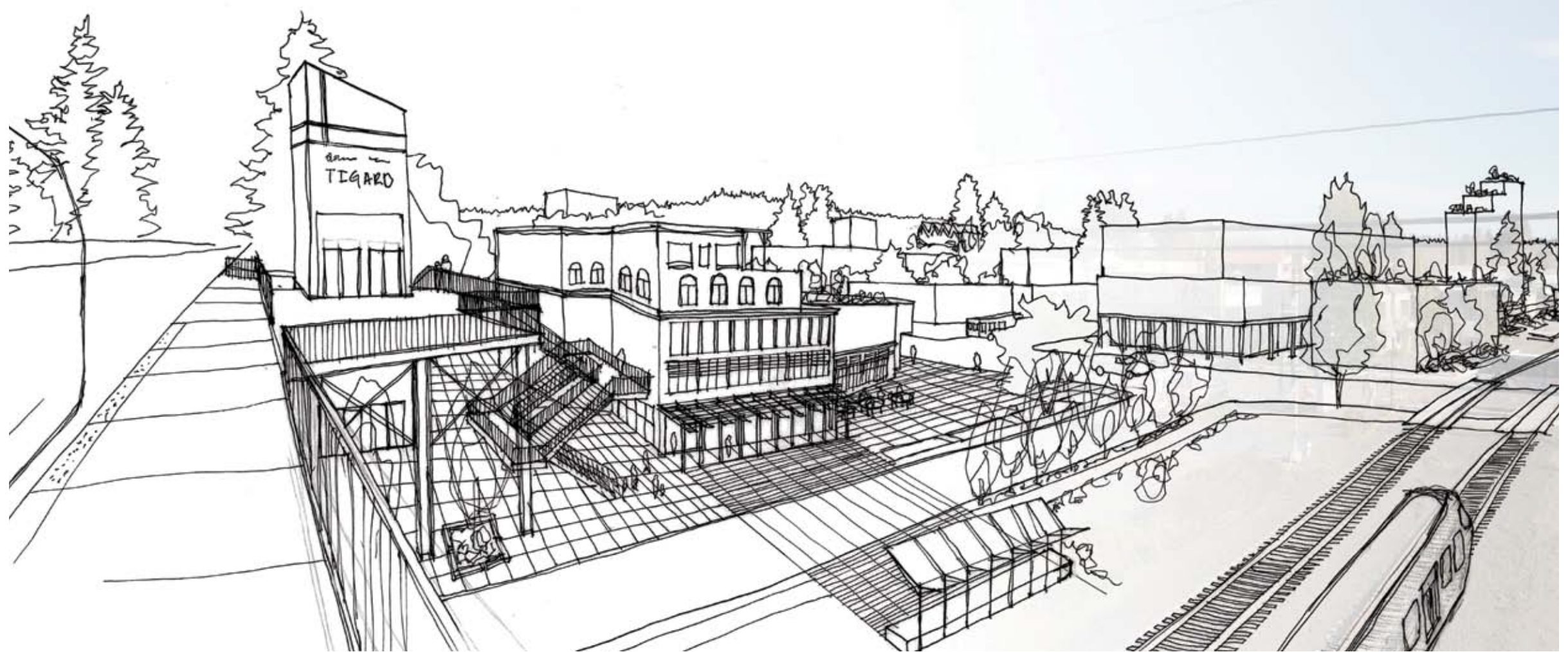
Residential at Fanno Creek
Detailed Opportunity Sites



2. Main Street Connections



This location can be seen as a crossroads, where Main Street, the focus of Downtown, meets the railroad, which connects to a wider freight rail network and soon with a wider commuter rail network (perhaps one day stretching to Salem.) The 99W viaduct also crosses this area, carrying thousands of automobiles a day.



A. OLD AND NEW BUILDING ADJACENCIES



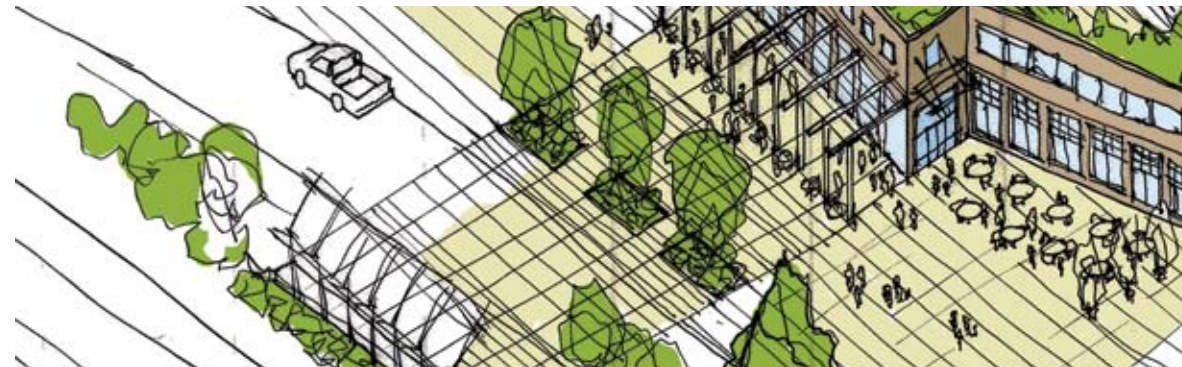
The Downtown Design Standards will assure that new buildings will fit into the pattern of small storefronts that exists on Main Street, reinforcing its pedestrian orientation.

B. GREEN STREETS



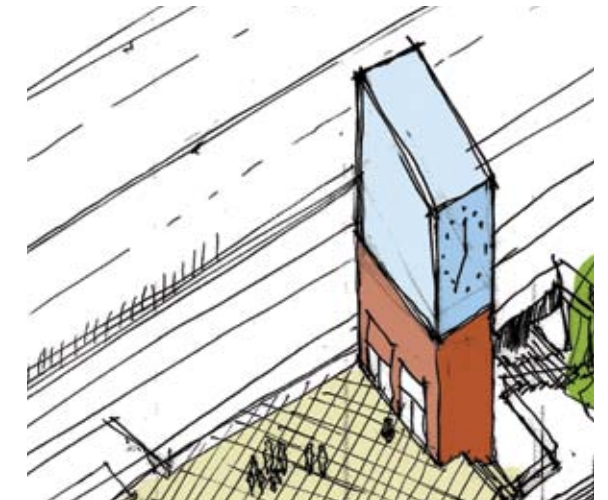
The Main Street Green Street project will result in the increase of planting areas and the use of pavement alternatives to reduce the harmful effects of stormwater runoff into Fanno Creek.

C. WEATHER PROTECTION



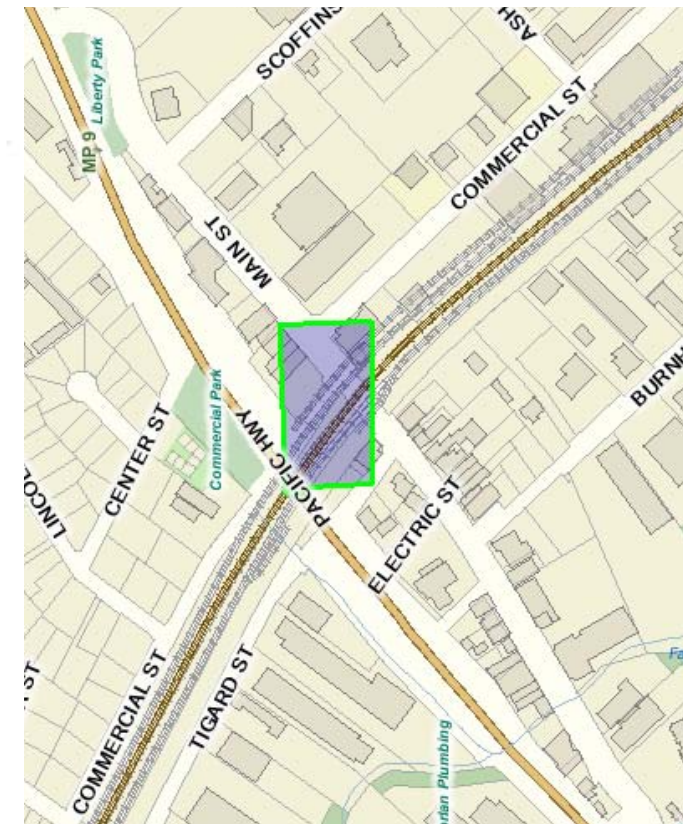
The design of buildings and their relationships to the sidewalk environment are critical factors in the development of an active pedestrian environment. The Downtown Design Standards will require new development to include awnings or other features to protect pedestrians from inclement weather.

D. LANDMARKS



The potential construction of a new viaduct could create the opportunity to integrate a landmark. The pictured concept shows an elevator connecting a high capacity transit stop on the viaduct to the Downtown below. It could be integrated with a design feature such as a clock tower.

Main Street Connections Detailed Opportunity Sites

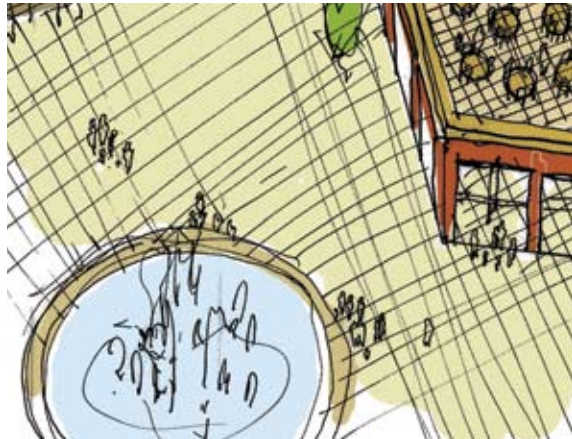


3. Four Corners Gateway at Hall/99W

This location has been identified as a strategic development site, due to its location at two busy arterials. In this scenario five new blocks of mixed use (residential, office, and retail) development would be clustered around a future high capacity transit stop at the intersection of Hall and 99W. A new plaza and street connection could present a view corridor to the rest of Downtown. New blocks of development would occur over structured parking.

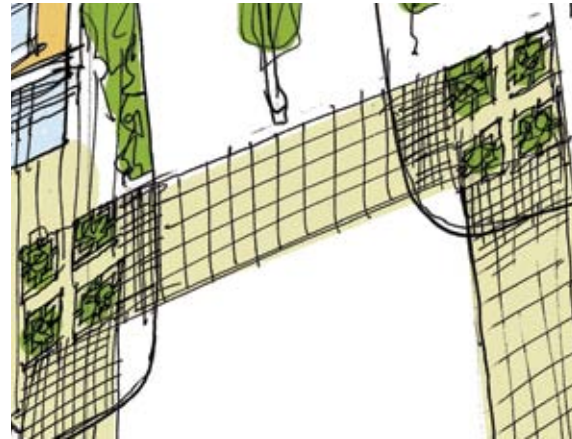


A. PLAZA AMENITIES



The TDIP calls for a plaza to be included as part of the private redevelopment of the Hall/99W area. This plaza would be a smaller bookend to the main public plaza next to Fanno Creek Park. This open space could include seating, fountains, public art, and space for programmed activities.

B. PEDESTRIAN CROSSINGS



The construction of high capacity transit in the 99W corridor, will increase pedestrian activity on the street. To connect the intense land uses on all four corners there will need to be improvements in pedestrian safety and comfort. This could come in the form of enhanced at-grade crossings, or under and over crossings.

C. VIEWS



The site's relatively high elevation presents an opportunity for taller buildings that would have views of the surrounding Tualatin Valley. These 5-8 stories buildings would also serve as landmarks to the entrance to Downtown.

Four Corners Gateway at Hall/99W

