City of Tigard

Tigard Triangle

STRATEGIC PLAN

Final Plan

March 2015

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This project is funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal MAP-21, the Moving Ahead for Progress in the 21st Century Act, local government, and the State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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Chapter 1. Introduction

The Tigard Triangle Strategic Redevelopment Plan (Plan) is a blueprint for establishing a pedestrian-oriented, mixed-use district built around the Triangle's distinguishing natural features with the vision that, ultimately, the Triangle evolves into an active, multimodal district connected to the City and the region that attracts new residents and businesses. The Plan advances the City's Strategic Plan because it focuses on improvements that make it a place that is easily walkable, is connected to its surroundings, and meets the environmental, social, and economic sustainability goals of the City and the region. To implement this vision, specific provisions for land uses and design standards—including building heights and massing, public and pedestrian spaces, multimodal and circulation and parking requirements are included in the Plan to guide development.

The Plan was developed through extensive public engagement and technical analysis, which has guided the decisions about the scale of development and the types of land uses most appropriate for the Triangle. The Plan is also sensitive to the context of and integrates with the Triangle's existing development pattern. To implement the vision, the Plan has identified potential financing and funding tools to encourage, and in some cases pay for, the necessary infrastructure projects needed to spur development and create the district that Tigard has envisioned through this planning process.

The Plan is organized into the following chapters:

- **Chapter 1: Introduction** provides an overview of the planning process, the project's objectives, and the public involvement process.
- **Chapter 2: Planning Context** identifies the existing land use and environmental conditions within the study area that were used to develop the land use and transportation alternatives.
- **Chapter 3: Needs, Opportunities, and Constraints and Market Analysis** identifies opportunities and constraints and market conditions within the study area that were used to inform the process for developing the land use and infrastructure options.
- **Chapter 4: Land Use and Transportation Options** describes the alternatives development and assessment process.
- **Chapter 5: The Plan** describes the Recommended Land Use and Transportation Option.
- **Chapter 6: Implementation** provides strategies and prioritization necessary to implement the Plan.

Plan Background

The Tigard Triangle study area is bordered by OR 99W, I-5, and OR 217. Because of its regionally central location, the Triangle is an area that could absorb future growth by providing a mixed-use community, including multifamily residences, employment, and nearby shopping and services. However, over the years the Triangle has instead developed into an auto-dependent area that has office buildings of varying size and large-scale, auto-oriented retail development. There has been little new residential development or development of retail and commercial uses and service uses to support the large numbers of employees in the area.

The Plan builds upon earlier work completed by Metro and the City of Tigard. The Tigard High Capacity Transit (HCT) Land Use (LU) Plan identified potential areas within the City that might accommodate mixed use and support a pedestrian-focused development plan. The Tigard Triangle Station Concept, as described in the HCT LU Plan, offers a mix of neighborhood types, and identifies centers of activity, general community character, and a vision for multimodal travel. The Tigard Triangle Station Concept shows the center of intensity as being east of SW 72nd Avenue, with development focused on the existing pattern of smaller blocks for a walkable, town center feel. While the HCT LU Plan, provided context, it did not provide the necessary detail or components, such as zoning, parking requirements, and site design, to implement a plan for a mixed-use, multimodal community. The Plan refines the work completed in the HCT LU Plan by identifying the specific policy, zoning, and site design changes, financing tools, and investment priorities needed to create and support the Plan. The Plan does not presume that the HCT will be constructed, but it does not preclude it if the City and its residents support future development of HCT within the city limits. The Plan functions independently of planning for HCT.

Project Principles

Early in the public engagement process, the Citizen Advisory Committee (CAC) reviewed and confirmed the four project principles that the Plan must achieve in order to be successful. These project principles were further vetted during a public meeting that was held to kick off the project. They are:

- The Plan provides a safe and effective multimodal (auto, bicycle, pedestrian, and transit) network circulation and access to, from, and in the Triangle that not only considers existing development, but also interfaces with future transit and future transit- and pedestrian-oriented development.
- The Plan integrates land use and transportation planning to ensure a vibrant town center by identifying the right mix of uses and densities.
- The Plan builds upon existing characteristics that make the Triangle unique

and desirable in order to develop a community with a clear identity.

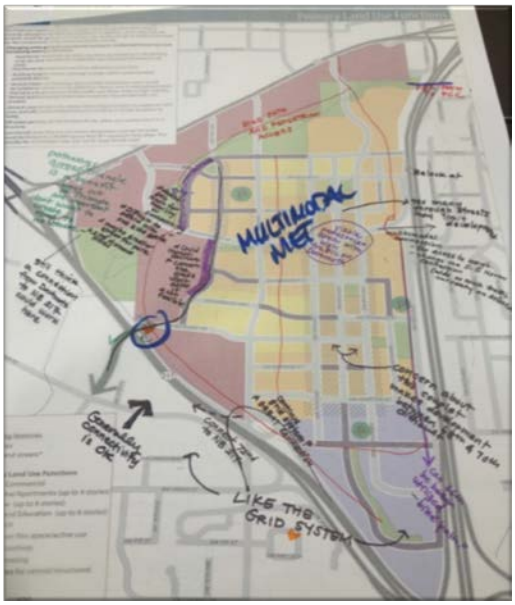
- The Plan is marketable to developers and the public, and is implementable. Identified improvements are feasible from both a financial and a construction perspective, with no "red flag" obstacles.

These project principles were used to guide the alternatives development process, and also acted as an assessment tool for identifying which land use and transportation alternatives best met the project's objectives.

Public Engagement

To meet the goals of The Plan, a public involvement strategy was developed to encourage participation and gather public feedback and input throughout all stages of the project. The goals of the Tigard Triangle public participation effort were:

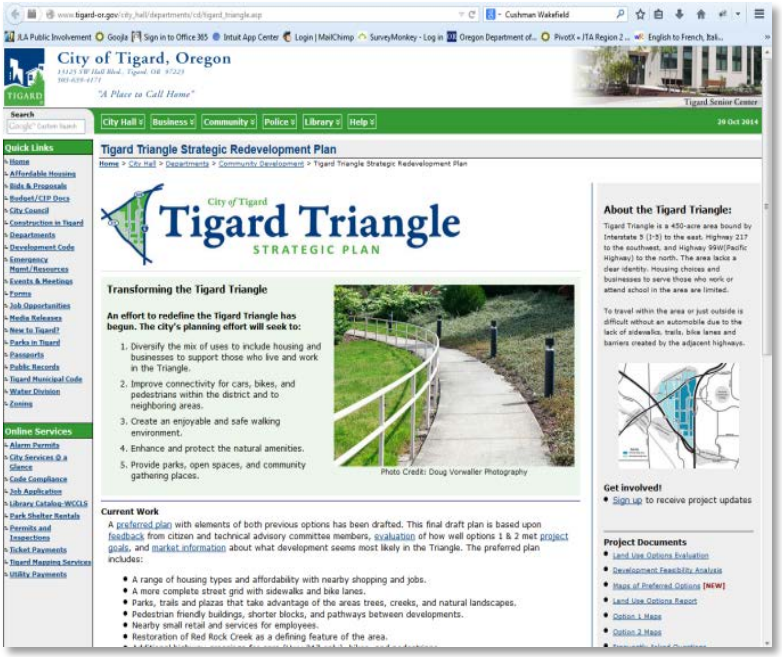
- To provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process by sharing information in an understandable form; and
- To provide opportunities to communicate directly to the City.



The Plan recommendations have been developed with public input and reflect what the project team has heard from interested citizens, community stakeholders, and city and agency staff who have provided technical support.

Stakeholders. During August and September 2013, the Project Team contacted 15 stakeholders to discuss the Tigard Triangle. Stakeholders represented Tigard residents, bicycle and pedestrian advocates, property owners, business owners, employees, retailers, and developers.

Expert Interviews. During September 2013, the Project Team facilitated six interviews of transit oriented development experts and local landowners with the main purpose of identifying the opportunities and challenges of development within the Triangle.



Citizen Advisory Committee (CAC). The CAC's role on the Tigard Triangle Strategic Redevelopment Plan project was to represent community interests and provide input as the project team created the redevelopment plan for the Tigard Triangle.

Technical Advisory Committee (TAC). The TAC included members from local, regional, and state agencies, including several City of Tigard staff members, whose role was to provide technical review and advice as The Plan has been developed.

Two public open houses were held for the project. Each included an in-person meeting, online component, and public comment period.

News releases. Two news releases were sent to media outlets, one before each of the public meetings in November 2013 and September 2014.

Cityscape. Articles and updates were published in the city newsletter.

Project website. The City developed and maintained the project website (http://www.tigard-or.gov/city_hall/departments/cd/tigard_triangle.asp). The site included basic project information, a project area map, a photo slideshow of the Triangle area, public meeting information, project documents, media articles, and an email sign-up form. The site was regularly updated with project news and details about upcoming events and committee meetings.

Social Media. Project updates were posted periodically via the City's Twitter (@TigardOR) and Facebook accounts.

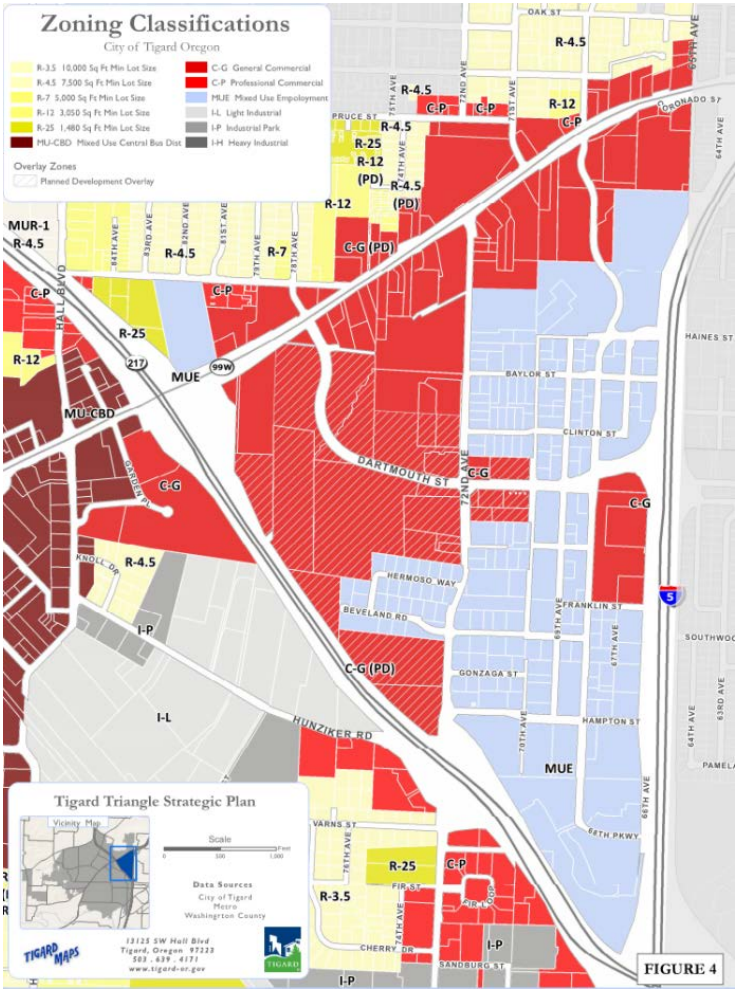
Chapter 2. Planning Context

Existing Land Uses

The Tigard Triangle has developed with a wide range of uses. Parcels along OR 99W are developed with auto-oriented commercial uses. South of Red Rock Creek, there is a mix of older, single-family homes from when the area was mainly residential, large scale retail stores and several office buildings near I-5 and OR 217. Many of the office buildings have large off-street surface parking lots, although some structured parking has been developed for individual developments. Zoning consists of General Commercial (C-G), primarily along Pacific Highway and west of SW 72nd Avenue, and the remainder of the area is zoned Mixed Use Employment (MUE). Figure 1 at the end of this chapter shows the project area.

Existing Plans

Relevant transportation and land use plans, regulations, and ordinances were reviewed to identify existing conditions, the regulatory framework, and policies that may need to be amended to implement the Plan. The documents that were reviewed, along with a detailed analysis of how they relate to the project, can be found in the *Existing Conditions Report* (September 2013). Generally, the local and regional land use and transportation plans provide a good foundation for the future of the Triangle, but it was clear that implementation of the Plan will require changes to several documents (see Chapter 6. Implementation). New projects or changes in zoning and site design standards would be necessary to achieve the Recommended Land Use and Transportation Option.

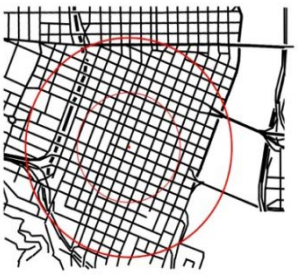


Existing Physical Environment

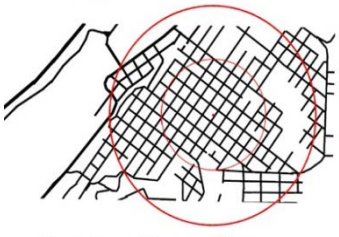
Natural Resources

While much of the Triangle is generally flat, the northeastern portion of the project area includes some steeper sections. In this area, the topography generally slopes down and away from Pacific Highway and SW Atlanta Street to the Red Rock Creek corridor. South of SW Atlanta Street, the land slopes generally to the west, with the greatest grade change occurring near SW Dartmouth Street.

Tigard Triangle



Downtown Portland



Downtown Oregon City

There are fewer road connections in the Triangle compared to other districts in the region, such as downtown and Portland and downtown Oregon City (red circles indicate ¼ and ½ mile).

Infrastructure

The City of Tigard provides stormwater and sanitary sewer for the project area, while the Tualatin Valley Water District (TVWD) provides drinking water. The City of Tigard maintains the stormwater system in the project area. There are two concentrations of stormwater mains within the project area, including one in the vicinity of SW Dartmouth Street /SW Clinton Street /SW 68th Avenue/SW 69th Avenue and another at the southern corner of the Triangle. Although there were no identified improvements in the project area for stormwater, future development will need to consider stormwater improvements. According to the City, all stormwater appears to drain into Red Rock Creek. This runoff scours the creek bed and undermines sanitary lines located in the stream corridor. The TVWD Capital Improvement Plan for the biennium 2013–2015 lists no specific projects in the Tigard Triangle area, though general improvements such as replacement of aging infrastructure, upgrades, and renewals are anticipated throughout the entire TVWD.

Existing Road Network

The street grid is a critical component in developing a more pedestrian-focused system and mixed-use development pattern. Internally, the street network in the Triangle is somewhat of a grid, although some larger developments limit extending the street grid without impacts to either buildings or parking areas. The Triangle is also surrounded by highways, with primary access from OR 99W on the north side of the Triangle. The primary arterial through the Triangle is SW 72nd Avenue, linking OR 99W and OR 217. There is no direct access between downtown Tigard and the Triangle. The future transportation system identified in the Transportation System

Plan (TSP) includes several bicycle and pedestrian improvements that will support better multimodal access, at least within the Triangle; however, access outside of the Triangle is severely limited by the freeway system. East of SW 72nd Avenue, much of the partial grid street system consists of substandard streets without sidewalks, making it difficult for non-motorists to travel within and through the area safely.

Bicycles and Pedestrians

Bicycle and pedestrian access within the Triangle is limited by the surrounding freeways and the lack of infrastructure within the project area. Issues with respect to the bicycle and pedestrian system include:

- There are sidewalks adjacent to newer developments, although the sidewalk system is not completely connected, and sidewalks are generally not present on low-traffic residential streets.
- The street system is disjointed. There is a partial grid, but there are also numerous dead-ends and barriers, such as large surface parking lots.
- There are only a few designated pedestrian crosswalks and signals, and on-street lighting is limited.

The Transportation System Plan identifies planned improvements, including new bike lanes along SW 72nd Avenue from south of the Triangle up to OR 99W and on SW Dartmouth Street. Sidewalks are planned to be constructed on SW 72nd Avenue to OR 99W, filling gaps on SW Dartmouth Street. Some of these improvements are already underway.

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City of Tigard
Tigard Triangle
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Figure 1
Project Study Area

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Chapter 3. Needs, Opportunities, and Constraints and Market Analysis

Needs, Opportunities, and Constraints

The project team identified the opportunities and constraints within the project area using input from the CAC and the TAC, public meetings, and stakeholder interviews, supplemented with information from the land use, transportation, and market analyses. Needs, opportunities, and constraints are listed below and illustrated on Figures 2-4.

Movement – Getting Around

Movement implies activity. It's how people get in, around, and through the Triangle. It's also how people perceive their location, either as a place to stay, or as a place to visit only when necessary.

Needs

- Complete streets – streets for all modes that are safe, convenient, and attractive and include on-street parking, sidewalks, and bicycle facilities that provide access to adjacent areas; and
- A compact, walkable street grid that provides more choices for routes and increases circulation efficiency.

Complete Streets for All Modes

Opportunities

- The Triangle has a skeleton street grid to build upon, and there is the opportunity to create a more refined grid system that would provide better multimodal connections. Opportunities also exist for piggybacking some projects to get multiple benefits and reduce costs, such as using street design to also provide green space and stormwater treatment.
- The opportunity exists to build upon potential HCT planning in the Triangle to increase trips by non-auto modes and thus reduce vehicle congestion. A reduction in the need for potential off-street parking would also increase the amount of developable land.

Constraints

- The cost to construct complete streets is high.
- Topography could limit where streets are located and the accessibility for pedestrians and bicycles.
- Development that requires construction of improvements under current standards continues which may not meet the goals of this plan.

A Compact, Walkable Street Grid

Opportunities

- Strong north/south spines of the street grid are already in place.
- Signalized intersections on OR 99W are spaced at approximately 600 to 1,200 feet.
- Building upon the current system could disperse traffic to multiple routes.
- An expanded street grid offers more access points that could also function as gateways into the Triangle.
- Developing a street grid that provides travel mode options and supports mixed-use development types could reduce the number of vehicle trips.
- Multi-use trail connections, such as along Red Rock Creek, could utilize a natural feature for a greenway and provide east/west connectivity.

Constraints

- The cost to complete a street grid is high.
- Topography could limit where streets are located and the accessibility for pedestrians and bicycles.
- Congestion on SW Dartmouth Street and SW 72nd Avenue makes it a challenge to develop a pedestrian-oriented environment on those streets.
- Future development could increase congestion.
- Multimodal access across OR 99W, OR 217, and I-5 is limited. There are six signalized crossings of OR 99W, and one overpass each over I-5 and OR 217 crossing to the Triangle. A variety of factors, but primarily the cost of the improvements, limits the possibility of creating more crossings.
- OR 99W has low travel reliability, meaning that there is a large variation from day to day in the level of congestion. This unpredictability is problematic for transit and freight deliveries, which operate on fixed schedules.
- The Triangle is auto-oriented, and current development is spaced relatively far apart, thus detracting from a positive bicycle and pedestrian environment.
- Large surface parking lots make safe pedestrian and bicycle connectivity within the Triangle difficult.

FIGURE 2

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Land Use: Vitality and Livability

Needs
- The right mix of uses, guided by design requirements, that provide daily services, employment and residential uses, and considers the transition of the area over time.

Opportunities
- Already supports some desired land uses, such as employment and education.
- Adjacent to regional large format retailers that attract people to the area.
- Served by two large grocery stores, with a third to open soon, which provide amenities.
- Good auto access to support future development.
- Increased transit service could reduce auto use and the need for parking.
- Connecting current employment areas with new residential uses could reduce vehicle trips and parking demand.
- Large vacant or underdeveloped lots could offer near term development opportunities.
- Land and improvement values are generally low in the Triangle.
- The topography could offer an opportunity to take advantage of views to the west.
- Vacant land can be used for parking now, and transition over time to other uses.

Constraints
- Due to the limited existing residential densities, some development will need to occur before the Triangle is attractive to smaller services.
- The Triangle lacks a defining focal point.

Large grocery store - could be a node/gateway

Shopping

Large employers near Red Rock Creek. Potential opportunity to connect to recreation and services

Employment

The theater area may be a redevelopment opportunity; has signalized access to OR 99W.

Shopping

Shopping

Residential

Large-format retail draws shoppers from across the region. Opportunity to build linkages between these areas and future small-scale retail/office/residential in the Triangle

Future Wal-Mart development

Freeways isolate the Triangle with few connections

Opportunity to locate bike/pedestrian connections in conjunction with natural amenities.

Employment

Residential

SW 68th Ave is the main connector to the southern part of the Triangle - opportunity to make this a pedestrian corridor

Large parking areas could transition to other uses, or be redeveloped into more pedestrian oriented designs

Universities

Potential redevelopment could take advantage of proximity to college and office areas

There is a lack of services for students/employees

Opportunity to connect to regional trail system

Employment

SW PINE ST
SW SPRUCE ST
SW PACIFIC HWY
SW ATLANTA ST
SW TAYLOR ST
SW CLINTON ST
SW DARTMOUTH ST
SW HERMOSO WAY
SW BEVELAND RD
SW HUNZIKER RD
SW GONZAGA ST
SW CRESTVIEW ST
SW VARNS ST
SW FIR ST
SW FIR LOOP
SW CHERRY DR
SW SANDBURG ST
SW TECH CENTER DR
SW FRANKLIN ST
SW ELMHURST ST
SW DOUGLAS DR
SW SOUTHVIEW ST
SW HAINES ST
SW PAMELA ST
KRUSE OAKS BLVD
SW BARBUR BLVD
SW CORONADO ST
SW PALATINE ST
SW LESSER RD
SW GARDEN PL
SW KNOLL DR
SW 75TH AVE
SW 74TH AVE
SW 76TH PL
SW 69TH AVE
SW 64TH AVE
SW 67TH AVE
SW 70TH AVE
SW 68TH PKWY
SW 66TH AVE
SW 72ND AVE
SW 63RD AVE
SW 63RD PL
SW 62ND AVE
SW I5 FWY-HAINES ST RAMP
5
217

LEGEND
- Constraint
- Opportunity
- Study area
- Highway/Freeway
- Local street
- Local trails
- Opportunity area for service nodes
- Streams
- Wetlands
- Existing use patterns

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Land Use – Vitality and Livability

The Triangle is a complex urban environment that has changed over time (as noted by several stakeholders) from an active neighborhood with room for children to play to a transitional area where there is no defined neighborhood and few identifying features that would attract future residents and businesses. From a land use and livability standpoint, the Triangle provides great features to build upon; however, significant constraints exist that will affect the implementation of a pedestrian-oriented district.

Needs

- The right mix of uses (daily services, employment and residential), guided by design requirements that considers the transitioning of the area over time.

The Right Mix of Uses

Opportunities

- The Triangle already supports some desired land uses, such as employment and education.
- The district is adjacent to regional large format retailers, such as Costco, Lowes, WinCo, and a future Wal-Mart, that attract people to the area.
- The Triangle is served by three large grocery stores, which provide amenities for existing employees and future residential uses.
- The Triangle offers good auto access to support future development. Developers are interested in the area because it is between the Portland and Wilsonville markets. There is potential demand for residential uses in the near term.
- Increased transit service, either by adding new HCT or by increasing current service, could reduce auto use and the need for parking. Increased transit also supports pedestrian-oriented development.
- Connecting current employment areas with new residential uses could reduce vehicle trips and parking demand.
- Large vacant or underdeveloped lots could offer near-term development opportunities. Mixed uses with multimodal connections could spur other development.
- Land and improvement values are generally low in the Triangle. Horizontal mixed uses on smaller parcels, supported by mixed use elsewhere, are potentially feasible.
- The topography of the Triangle could offer an opportunity to take advantage of views to the west toward downtown Tigard and Sherwood.
- Vacant land can be used for parking now, and can transition over time to other uses or structured parking as the area develops.

Constraints

- Given the limited existing residential densities, some development will need to occur before the Triangle is attractive to smaller services, such as cafes and coffee shops.
- The Triangle lacks a defining focal point—there is neither a unique feature, such as a structure or building, nor a gathering place, such as a park or plaza, to build around.
- Stakeholders who were interviewed said that homes are being converted, rather than redeveloped, because the cost of constructing mixed-use projects is prohibitive, particularly if land acquisition or infrastructure improvements are required.
- Existing small lots make it difficult to develop larger buildings. Assembling lots to permit larger-scale development can be time consuming.

Public Realm – Common Space and Community Character

Public spaces can provide areas for active and passive recreation and socialization. In general, they connect the public with the natural world, and provide a safe environment for travel and recreation.

Needs

- Integration of natural resources and green space with current and future development.
- Vibrant streets with consistent street treatments, including stormwater treatment.
- Branding the Triangle so that it provides a sense of place for future residents and is differentiated from other areas by its unique character and natural amenities.

Integration of Natural Resources

Opportunities

- Wetland areas, Red Rock Creek, and tree groves have the potential to be used as parks, greenbelts, and trails. They could connect with the underutilized trail system along Kruse Way and provide a connection to the Portland Community College (PCC) campus east of I-5.
- Costs could be reduced by piggybacking infrastructure repairs along Red Rock Creek with riparian and recreation enhancements.

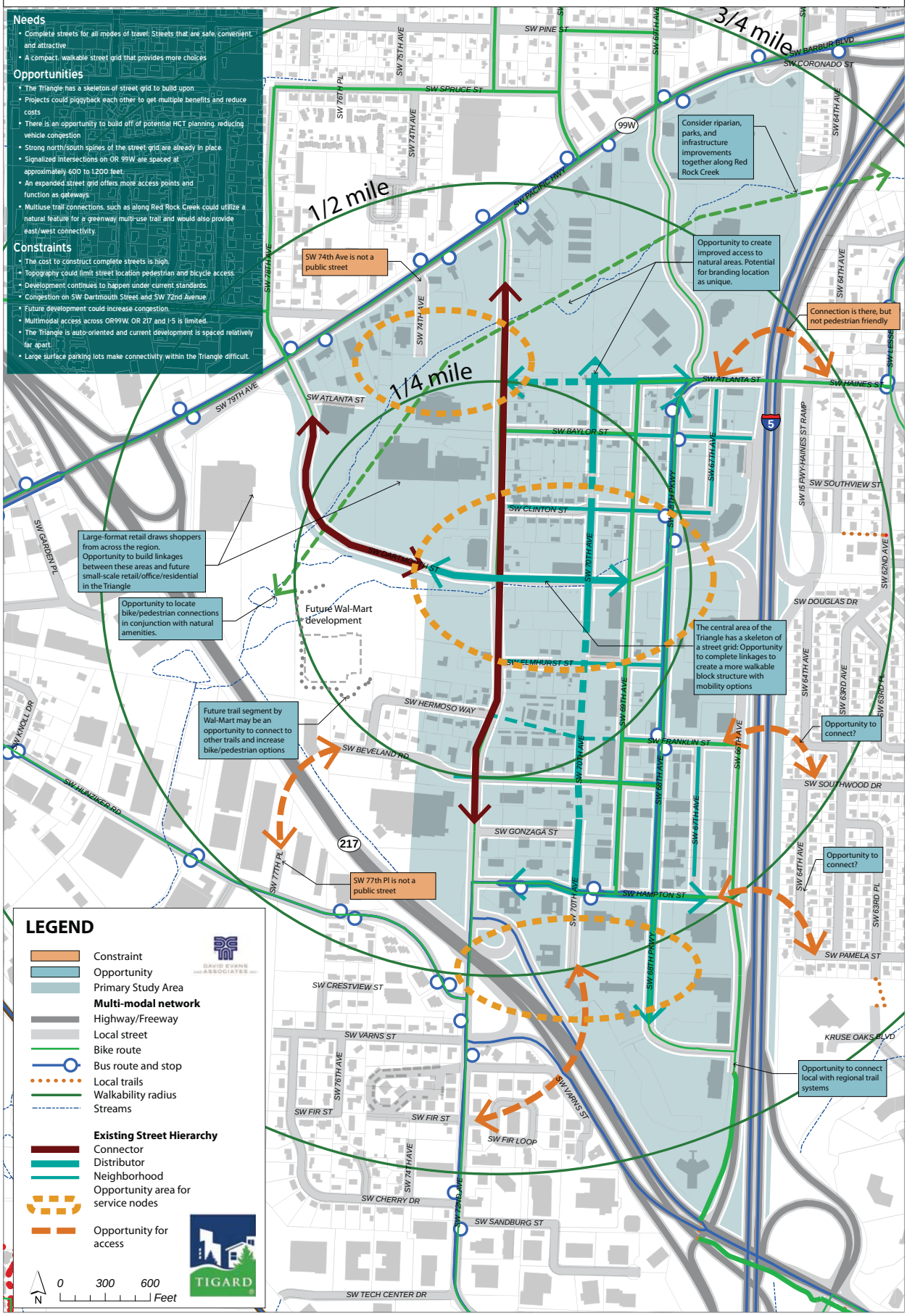
Constraints

- The cost of improving natural areas and providing recreational uses is high.
- Although the area provides many natural features that can be leveraged, such features also use areas of land and can limit the amount of developable space.

FIGURE 3

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Movement: Getting Around



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City of Tigard
Tigard Triangle
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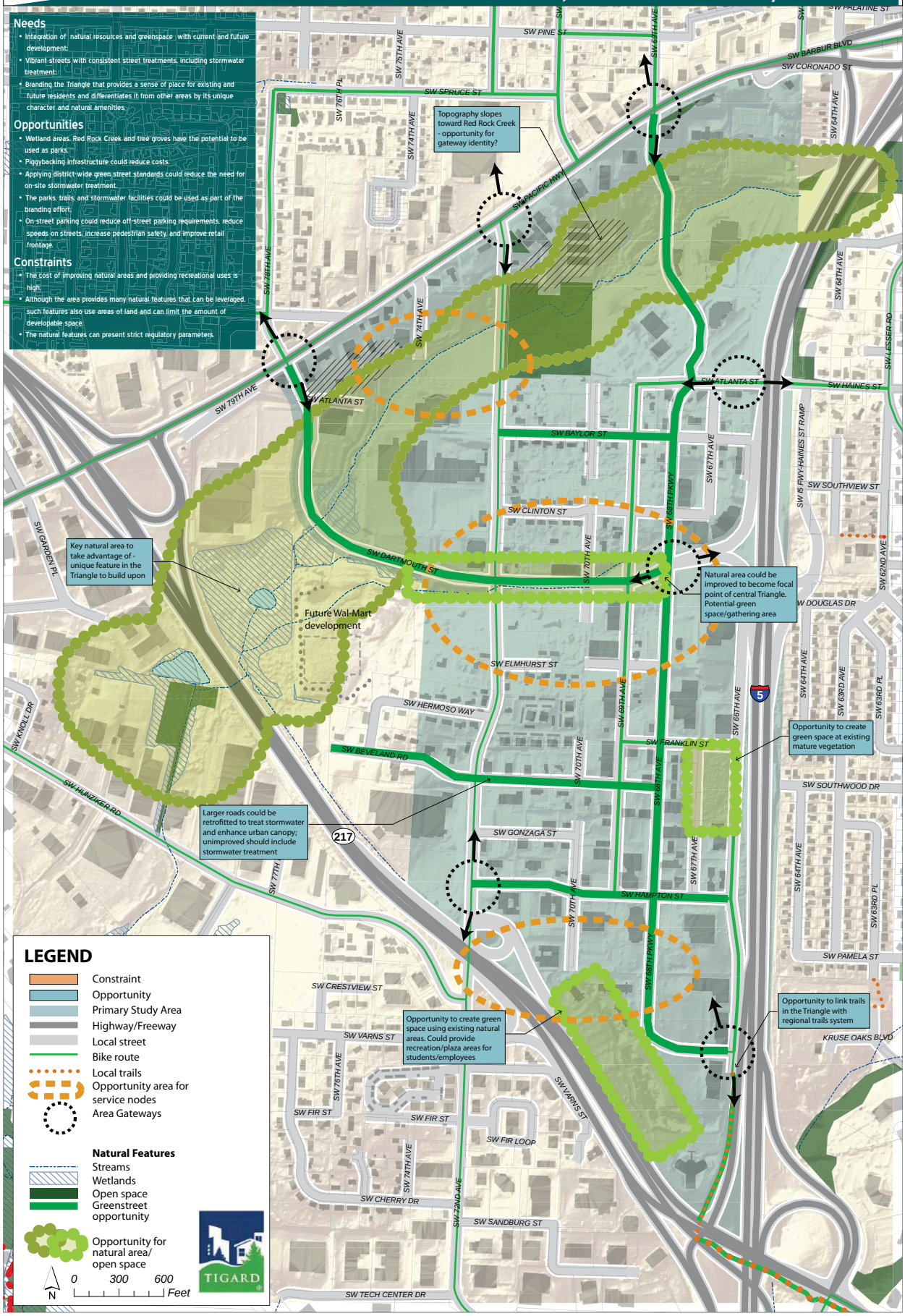
Public Realm:
Common Space and Community Character

Needs
- Integration of natural resources and greenspace with current and future development.
- Vibrant streets with consistent street treatments, including stormwater treatment.
- Branding the Triangle that provides a sense of place for existing and future residents and differentiates it from other areas by its unique character and natural amenities.

Opportunities
- Wetland areas, Red Rock Creek and tree groves have the potential to be used as parks.
- Piggybacking infrastructure could reduce costs.
- Applying district-wide green street standards could reduce the need for on-site stormwater treatment.
- The parks, trails, and stormwater facilities could be used as part of the branding effort.
- On-street parking could reduce off-street parking requirements, reduce speeds on streets, increase pedestrian safety, and improve retail frontage.

Constraints
- The cost of improving natural areas and providing recreational uses is high.
- Although the area provides many natural features that can be leveraged, such features also use areas of land and can limit the amount of developable space.
- The natural features can present strict regulatory parameters.



LEGEND

- Constraint
- Opportunity
- Primary Study Area
- Highway/Freeway
- Local street
- Bike route
- Local trails
- Opportunity area for service nodes
- Area Gateways

Natural Features
- Streams
- Wetlands
- Open space
- Greenstreet opportunity
- Opportunity for natural area/ open space

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- The presence of natural features can present strict regulatory limitations with respect to potential impacts to the floodplain, wetlands, trees, and other natural resources.

Vibrant and Consistent Street Treatments

Opportunities

- Applying district-wide green street standards could reduce the need for on-site stormwater treatment and could create a distinctive streetscape environment.
- Applying distinctive and consistent gateway signage, banners, and streetscape treatments could demarcate the Triangle from surrounding areas.
- The parks, trails, and stormwater facilities could be used as part of the branding effort to set the Triangle apart from other areas.
- On-street parking could reduce on-site parking requirements, reduce speeds on streets, increase pedestrian safety, improve retail frontage, and reduce impervious surfaces (used for surface parking) on parcels.

Constraints

- The cost to provide a consistent street treatment, including stormwater treatment, is high.

Market Analysis

The Tigard Triangle is well-located, and although the Triangle itself has a population of only approximately 420 residents and an additional 7,700 employees, there are more than 9,000 residents within a 1-mile radius, and more than 18,000 within what should be a 5-minute drive time. However, the highways surrounding the Triangle and the limited connections to and through the Triangle increase that drive time, especially during peak travel times. The limited access also effectively excludes those residents who live near, but outside, the Triangle.

Overall, the market will likely support the uses necessary to support a transit/pedestrian-oriented district; however, some hurdles need to be overcome, and the implementation of the Plan will happen gradually. The Triangle is a suburban location and as such will require parking at a ratio that is higher than desired for a transit/pedestrian-oriented district, at least over the short to medium term. According to interviews with experts, access to the Triangle is a challenge that will make it a secondary location to places such as Kruse Way, Washington Square, and Bridgeport Village. As the region continues to grow, the Triangle will be a desirable, regionally central location. However, it is unlikely to ever attain the peak rents that will be possible in nearby

competitive locations. This means that new development in the Triangle will lag behind development in these nearby competitive locations until the vacancy rates and rents in those locations reach a tipping point that allows development to spill over into the Triangle.

In consideration of the market conditions identified above, which will affect future development in the Triangle, the following are key considerations:

- **Land costs.** Up-front land costs are a critical factor in determining whether proposed development types are feasible. High land costs or extraordinary costs related to land assembly (which can include long-term holding costs, for example) will negatively impact the feasibility of development. Due to the recent recession, there are very few land transaction comparisons in the Triangle to use in coming up with a good estimate of land values. Therefore, it is difficult to ascertain what raw land is "worth" in the Triangle. At an assumed land value of $20 per square foot, no development models are feasible using today's construction cost and revenue assumptions. This implies that: (1) development needs to occur at land prices less than $20 per square foot, and/or (2) revenues (e.g., commercial lease rates, apartment rents) will need to increase before new development can be supported at these land prices. In practice, the land price in a transaction is determined and negotiated through a residual land value analysis, whereby the land price is the last variable "solved for" after accounting for development costs, achievable rents, and a risk-appropriate rate of return for the developer.
- **Multifamily is the most viable option.** Multifamily residential development is the most viable land use given current market assumptions. Again, land prices are an important factor in this scenario, and there are market trends that determine how much a developer can spend on land for a multifamily development. As a general rule of thumb, in today's market, multifamily development will pay approximately $15,000 (and no more than $20,000) per apartment unit for land. Therefore, a 50-unit apartment building could spend up to $750,000 for land. The amount per square foot of raw land, therefore, is dependent on the project's density: Thus, $750,000 equates to $8.61 per square foot on a 2-acre site or $17.22 per square foot if built on a 1-acre site.
- **Residential rents.** Residential rents in Tigard today for a newly constructed project with surface parking are estimated to be $1.40 per square foot per month, based on market research and achievable rents at comparable projects throughout the region. It is estimated that rents would need to be in the range of $1.80 per square foot per month to support a project that includes a parking structure. Like land prices, rents are a very significant

variable to consider in determining the feasibility of development. If the market can support rents of $1.60 or $1.80 per square foot per month, many more residential development types will be feasible.

- **Office rents.** Office lease rates in the Triangle are currently well below what would be required to support new construction, even with relatively inexpensive surface parking. Until vacancies decrease in competitive office markets such as Kruse Way and Washington Square, it is not expected that lease rates in the Triangle will increase to the minimum needed to support new development.
- **Vertical Housing Tax Abatement.** Several tools were evaluated to test the effect of financial subsidies on development. The State of Oregon's Vertical Housing Program was found to be very useful in increasing the feasibility of development, especially for denser housing types that require structured parking.
- **Ground floor retail.** Retail rents do not currently support new construction. However, in mixed-use buildings, revenues from residential uses may offset losses from ground-floor retail, especially if that ground-floor retail is limited in size. In practice, if the amount of ground-floor retail is kept small, a developer (and its financial lender) will typically assume that ground-floor retail is a "loss-leader" and does not contribute to the project's profits.
- **Subsidies.** Where financial gaps do exist, a range of cash-equivalent subsidies would be effective at making development of various project types feasible. These subsidies could include development impact fee waivers, public construction of infrastructure (such as utilities or streetscapes), or direct cash subsidies to developers (e.g., grants or forgivable loans through an urban renewal district).

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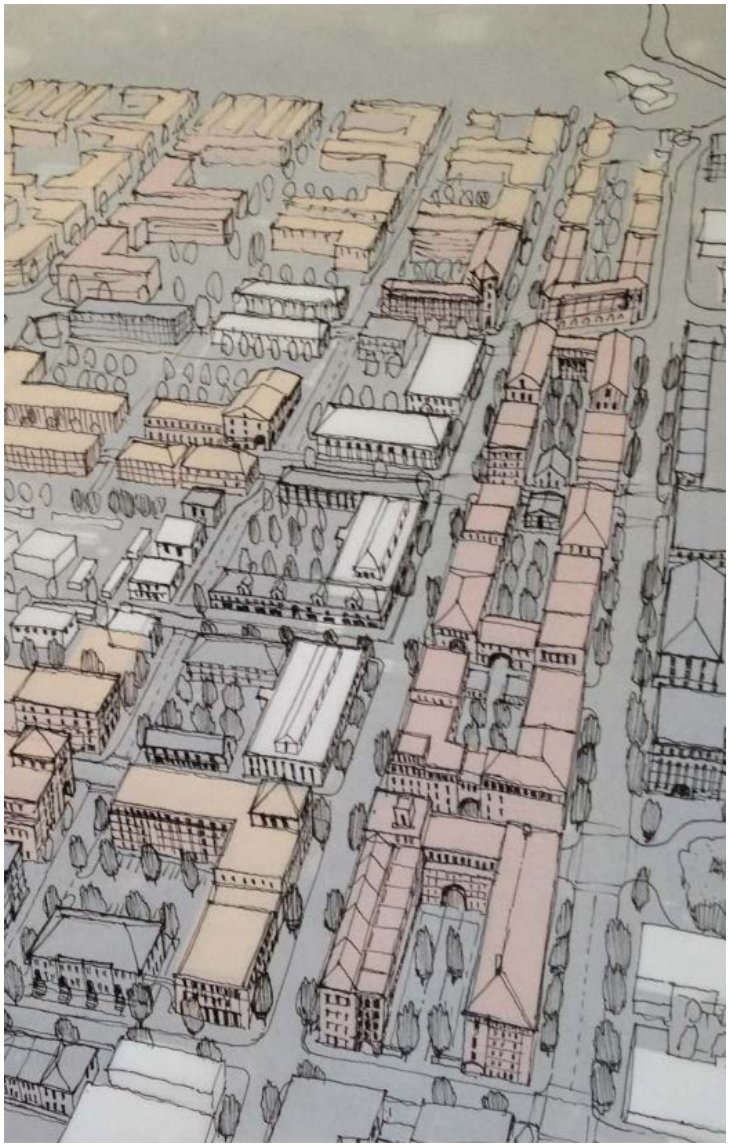
Chapter 4. Land Use and Transportation Options

Two land use and transportation options were developed that build upon the opportunities and constraints and market analyses completed for the project, and that take into consideration the existing character of the Tigard Triangle as well as existing plans for transportation facilities, structural improvements, parks, recreation, and open space needs to support a mixed-use district. Both of the options incorporate transit oriented development (TOD) concepts that integrate urban design, land use planning, and multimodal transportation planning to create a walkable, lively neighborhood and street environment. A detailed summary of the land use and transportation options, as well as revisions to the options based on public input, is described in the *Land Use and Transportation Options Report* (April 2014). Table 1 shows the land use development assumptions for both options.



Both of the land use and transportation options support the City's desire to create a multimodal, attractive environment, with neighborhood amenities, that supports a mix of uses for residents, employees, and students within walking distance of one another. Each of the options identifies a pedestrian district, which contains the following elements:

- A connected street and pedestrian network;
- Interconnected pedestrian, transit, and bicycle systems;
- On-street parking with and controlled access to off-street parking located behind buildings;
- Wide sidewalks with landscaping, street trees, lighting, and street furniture;
- Pedestrian connections and intersections spaced not closer than 200 feet from intersections, but not more than 300 feet apart; and

- A mix of land uses that support a high level of pedestrian activity.

New road and trail connections are located where they can build upon the existing roadways and improve connections through the Triangle. Intersections are generally spaced 200 to 300 feet apart, depending on topography and the existing development pattern. In some instances where road connections are not feasible, the circulation system includes a system of bicycle/pedestrian paths to ensure that access is provided throughout the Triangle. These access ways improve pedestrian options and also permit pedestrian access to parking behind the buildings. All roads include 11-foot sidewalks and street trees. Lower-volume roadways have shared bicycle/vehicle travel lanes with on-street parking. Higher-volume roadways have designated bicycle lanes that provide a network of through routes within the Triangle connecting to bicycle routes, to the proposed multi-use path along Red Rock Creek, and to other locations within Tigard.

Option 1: Refine Site Design Standards – Keep Zoning Standards

- **Land Use:** Generally maintain the currently allowed land use densities.
- **Site Design:** Change site design requirements to permit more lot coverage.
- **Transportation:** Connect SW 74th Avenue to a SW Atlanta Street extension (identified in the existing Triangle Plan District but not yet built), and then continue along the west side of the WinCo store property and connect to SW Dartmouth Street. Option 1 also includes two connections in the southern part of the Triangle: One connection extends SW 69th Avenue into the campus and education area, and another completes the grid by connecting SW 70th Avenue to SW 68th Avenue.
- **Public Spaces:** A paved multi-use trail along Red Rock Creek would connect natural features, such as wetland areas, as well as connect to the larger bicycle and pedestrian network within and through the Triangle.

Option 2: Refine Site Design Standards and Increase Land Use Densities

- **Land Use:** Change some general commercial zoning to residential/mixed use and increase land use densities.
- **Site Design:** Change requirements to permit more lot coverage and greater building heights.
- **Transportation:** Build off of Option 1 and expand both north/south and east/west connections to complete the portions of the street grid that area already in place. Option 2 would include a new north/south connection at SW 74th Avenue that continues south to SW Hermoso Way, which would connect to a new multimodal crossing of OR 217.

- **Public Spaces:** The parks and trails system under Option 2 is similar to what is proposed under Option 1, but would be supported by an expanded multimodal circulation system that includes additional connections for bicycles and pedestrians.

Identifying the Recommended Option

Based on the evaluation and analysis completed for the two land use and transportation options described above and the recommendations from the TAC, CAC, and public, Option 2 generally reflects the direction from the public and stakeholder input gathered through the evaluation process. Some modifications to land uses, such as the types of residential units permitted, and building heights were incorporated into the Recommended Option, but essentially, the land use pattern and infrastructure assumptions, including the new road network is the same as under Option 2. Changes to Option 2 to become the Recommended Option were necessary to meet both the short- and long-term vision for the area.

Table 1. Land Use Development Assumptions by Option

	Existing Zoning		Option 1: Refine Site Design Standards – Keep Zoning Standards		Option 2: Recommended Option			
	MUE	C-G	MUE[5]	C-G	Mixed Use Triangle (MUT)			
	Mixed Use-Employment	General Commercial	Mixed Use-Employment	General Commercial	Townhome / Apartments	Mixed Use	Mixed Use-High	Campus and Education
Residential Density	25 du/acre	0	25 du/acre	0	16 du/ac	30 du/acre	50 du/acre	NA
Maximum Building Heights	45 feet		45 feet	45 feet	55 feet	55 feet	75 feet	75 feet
Floor Area Ratio (FAR)[7]	0.4:1[4]	NA	1:1	0.4:1	NA	1.0:1[1]	1.5:1[2]	0.4:1[3]
Ground Floor Retail/Flex Space[6]	NA	NA	10% of ground floor	NA	NA	10% of ground floor		NA

1. Assumes that 100 percent of development will be mixed-use residential. It is assumed there is no office development.
2. Assumes that 20 percent of mixed use is office, with the remaining 80 percent being mixed-use residential.
3. Assumes that 100 percent of development will be office. It is assumed there no residential development.
4. Assumes that 20 percent of the floor area is retail.
5. Assumed development mix: 30 percent multifamily; 60 percent office; 10 percent mixed use with ground floor retail.
6. Assumed only for modeling purposes. Ground floor retail will be encouraged, but not be required in the Development Code
7. FAR was used for analysis purposes, but other code requirements, such as maximum lot coverage, site design and off-street parking requirements were ultimately used to implement the plan in the final recommended option.

Using the development assumptions described above, each option was analyzed to identify the potential development that could occur under each option. The result of the analysis includes total square footage and the number of residential units for each land use under each option, as shown in Table 2.

Table 2. Net New Development Potential by Land Use Option

Scenario	Buildable Area (ft^2)		Potential New Dwelling Units	Potential General Commercial (ft^2)	Potential Office (ft^2)	Potential Retail/Mixed Use/Flex Space (ft^2)
Existing Zoning	8,508,713	5,944,829	1,326	383,022	406,073	321,440
Option 1	8,487,764	5,923,881	1,262	298,343	994,483	
Option 2- (Recommended Option)	8,487,764	5,923,881	2,195		1,087,930	240,275

Key results of the scenario analysis show that:

- Option 1 generally provides a similar number of residential units and amount of commercial square footage as the existing zoning conditions.
- Option 1 significantly increases potential office opportunities due to increases in floor area ratio and site coverage compared to the existing zoning.
- Option 2 nearly doubles the number of residential units, compared to other options.
- Option 2 reduces the amount of commercial square footage, because it assumes that some commercial areas will transition into mixed-use development, resulting in an increase of both housing units and mixed-use development potential.
- Option 1 provides significantly more commercial land and less housing than Option 2.
- Option 2 provides a denser mixed-use development pattern than Option 1 or than existing zoning.

Using the information described in Table 2, a transportation sensitivity analysis was completed to identify the potential transportation impacts associated with the Recommended Option by comparing them to the existing zoning and Option 1. If the changes in zoning generate the same or fewer trips than the existing zoning, the option is assumed to have no significant effect on the transportation infrastructure, thereby meeting the requirements of the Transportation Planning Rule (TPR), as dictated in Section 660-012-0060 of the Oregon Administrative Rule (OAR).

The transportation sensitivity analysis was based on the development assumptions provided in Tables 1 and 2. Trip generation is based on the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (9th Edition) with adjustments to trip distribution patterns from the Metro travel demand model and trip assignment changes associated with each option. The determination of potential transportation impacts for the Option 1 and Option 2-Recommended Option is based on the net new trips for the two options compared to the existing zoning. Option 2-Recommended Option has a lower trip generation than the existing zoning, because it reduces the amount of C-G zoned land, increases the amount of mixed-use residential and retail development, and employs transit oriented design and management policies that reduce reliance on single-occupancy vehicles. These changes in land use encourage walking, bicycling, and transit use, and thus meet the goals of Metro's *Urban Growth Management Functional Plan* Title 6 requirements, allowing Option 2-Recommended Option, the Recommended Option to qualify for a 30 percent mixed-use trip reduction credit. The results of the analysis are provided in the Table 3 below.

Table 3. Trip Generation Summary for All Options

Net New Trips	**PM Peak Hour**	**Daily**
Existing Zoning	2,083	21,438
Option 1	3,134	32,862
Option 2 (Recommended Option)	2,192	22,486
Net New Trips Option 2 Compared to Existing Zoning	**+109**	**+1,048**

As shown in Table 3, Option 2-Recommended Option produces an increase in net new trips compared to the Existing Zoning Option. As a result, Option 2 may have an effect on the transportation system compared to the existing zoning.

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Chapter 5. The Plan

The Plan reflects the outcome of the planning process, technical analysis and input from TAC and CAC. Ultimately it provides both a short-term and long-term vision of the area that provides a complete environment for fostering a multimodal mixed-use community. The Recommended Option is illustrated on the following maps, located at the end of this chapter:

- Figure 6 - Street Network and Design Classification
- Figure 7 - Bike and Pedestrian Network
- Figure 8 - Land Use and Building Heights
- Figure 9 - Street Functional Classification
- Figure 10 - Primary Land Use Functions
- Figure 11 - Open Space and Natural Areas
- Figure 12 - Regional Active Transportation Network
- Figure 13 - Roadway Network

Land Use Components

Land uses that permit varied densities to accommodate potential development now and into the future, including:

- Townhomes (approximately 16 dwelling units per acre [du/ac]) would be allowed in limited areas, primarily adjacent to existing development with similar densities. The market feasibility analysis found that this type of development is feasible today, and while it does not provide the densities necessary to support neighborhood-oriented services, its limited use as a catalyst may help attract additional and more diverse development types. Within these areas, apartments would also be permitted at a density of up to 30 du/ac, to provide some flexibility.
- Maximum building heights vary in the Triangle, with the tallest buildings of up to 75 feet (five to six stories) located in the pedestrian district and the southern part of the Triangle. West of the pedestrian district, maximum building heights are reduced to 55 feet (four stories). This preserves views to the west and provides a varied building pattern.
- In areas that have a maximum 75-foot building height, multifamily residential density of 50 du/acre would be permitted. Where building heights are lower, the maximum residential density would be up to 30 du/ac.
- Vertical mixed-use buildings (with ground floor retail/flex space) would be encouraged, but not required in the pedestrian district and areas with high visibility, such as along the new SW 74th Avenue. However, building standards in the pedestrian district would encourage ground floors be

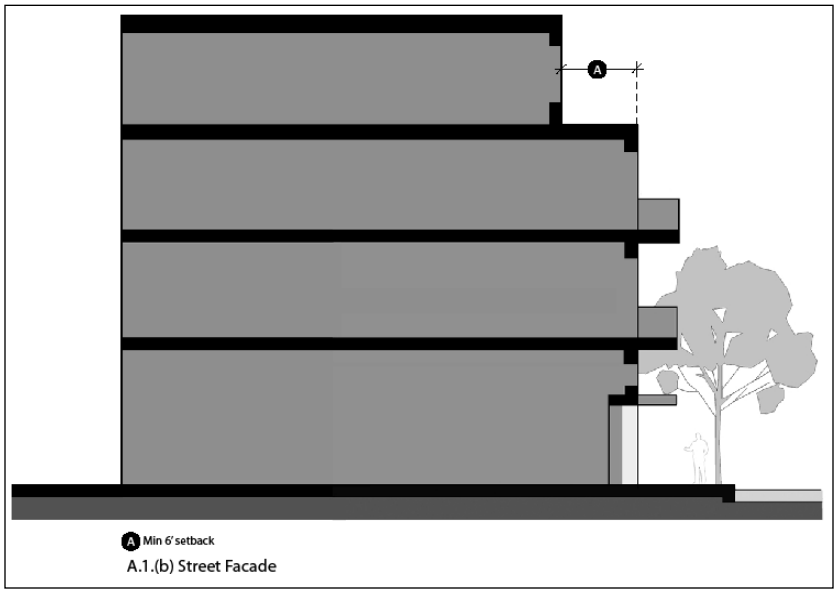
constructed to be flexible with taller units (up to 15 feet tall) that in the future could accommodate a mix of uses. Those spaces could be used now for office, residential, or other uses that respond to the market, but would not preclude a transition to retail or other uses in the future as the Triangle develops.

- Active ground floor design in the pedestrian district and areas with high visibility, such as along the new SW 74th Avenue, would include, for example, operable doors with building access, a high percentage of windows, architectural treatments, and where residential is developed, access to the street (not parking lot) either by direct access for ground floor units or through a central courtyard.
- Commercial uses that are not within designated commercial zones would be limited to a 30,000-square-foot maximum floor plate on the ground floor, although the overall building footprint could be larger.
- Auto-dependent uses would be restricted in the mixed use portion of the Triangle, including drive-through windows and gas stations.

Site Design Components

- Street frontage requirements for buildings will be 70 percent for pedestrian-oriented streets.
- Parking will be required to be located behind the building along pedestrian-oriented streets.
- Phased development would be permitted with the development of a master plan.

Figure 5. Conceptual Building Step Backs



This concept shows how buildings can be designed to reduce the "tunnel effects" of buildings. Step backs for upper stories permits increased light at the street level while still permitting taller buildings.

- For access streets, minimum street frontage requirements would be 25 percent if the development also fronts a pedestrian street. If the development fronts only an access street, the frontage requirement would be 50 percent, as required by current code. Lower frontage requirements would provide areas for off-street parking and necessary services for buildings while increasing building frontages on other streets.
- Shared access and "lot to lot" shared parking would be encouraged. Parking areas located behind buildings and green space/plaza areas would be encouraged.
- There are several blocks that exceed 400 feet in length within the Triangle, and such a long block limits pedestrian circulation and vehicle access. On these longer blocks, pedestrian paths are proposed that will provide connections through blocks and provide access to parking behind buildings. Maximum block length shall not exceed 250 feet without pedestrian access being provided. Vehicle access can be combined with pedestrian pathways. Vehicle access locations shall be at least 100 feet from a street or other vehicle access. Shared access to parking areas with adjoining properties will be strongly encouraged.
- Within the pedestrian district, parking access would be restricted along SW 69th Avenue, except as described above. Parking access would encouraged to be located along east/west cross streets, SW 68th and SW 70th avenues, except where longer blocks will require pedestrian and vehicle access.
- A setback of 0 to 10 feet, depending on the type of use and the location in the Triangle, would be maintained. Exceptions include courtyards and other entrance treatments that could be set back up to 30 feet from the street. Operable front doors would be required along SW 69th Avenue.
- Properties north of Red Rock Creek would be required to provide vehicular and pedestrian/bike access between adjacent developments. This would allow greater connectivity for customers and improve access to sites with limited access from Pacific Highway.

Infrastructure Components

Open Space, Trails, and Bicycles and Pedestrians

- In addition to the trails system, there would be two neighborhood parks (each approximately 1 acre) located within the Triangle. These parks would have equipment and other amenities found in a typical park of this size. There may also be an opportunity to combine regional stormwater facilities within the park locations.
- Improving Red Rock Creek as both a natural and recreational amenity would make it a defining feature for the Triangle, and a paved multi-use trail could connect this feature to the larger bicycle network. Parks/plaza spaces would

be located in the central and southern parts of the Triangle to take advantage of existing trees and vegetation.

- An expanded multimodal circulation system would include the new road connections.
- A pedestrian pathway system through larger blocks to connect key Triangle locations would be added.
- Highway crossings over I-5 and OR 217 will be improved, including potential connections to the regional bicycle and pedestrian system east of I-5 to Portland and Lake Oswego, and west of OR 217 to the Fanno Creek Trail system.

Street Connections

- Several local connections would be added to complete the street grid.
- SW Beveland Road would be extended across OR 217 to provide better multimodal connectivity than currently exists.
- A new north/south connection at SW 74th Avenue would continue south to SW Beveland Road, which would connect to a new multimodal crossing of OR 217. Local east/west connections would use this new spine to develop a block pattern as the area develops and as general commercial uses north of SW Dartmouth Street transition into mixed use/housing.
- SW Hermoso Way would be connected to SW Franklin Street, and SW Gonzaga Street to SW 68th Avenue, and SW 67thAvenue would be extended north to connect to SW Elmhurst Street.
- SW 72nd Avenue would be extended north of OR 99W to connect with SW Spruce Avenue.

Transit Service

The Plan can accommodate existing and potential future transit service. The proposed increased densities support improved service.

Pedestrian District

A pedestrian district will be located along SW 69th Avenue. Vehicular access to off-street parking areas will be managed in order to consolidate driveways in the district. Managing parking access to specific areas reduces conflicts with pedestrians, increases street frontages with active uses, and encourages pedestrian-oriented building design. For all streets (both east/west and north/south), wide sidewalks, street trees, and on-street parking will be provided and will have a consistent streetscape element pattern.

Streets

- All streets will be pedestrian-oriented, with at least 11-foot sidewalks, landscaping, and on-street parking.
- Designated bike lanes will be provided along higher-traffic streets, and also

will connect to the larger system outside of the Triangle.

- Shared travel lanes will be provided along local streets where lower volumes and slower vehicle speeds are expected. In some cases where topography is more challenging, uphill bike lanes may be provided in order to minimize conflicts with vehicles.
- As identified on the Bike and Pedestrian Network map, bicycle and pedestrian crossings would be located at key intersections along SW 72nd Avenue and SW Dartmouth Street. At minimum, crossings would be striped to alert drivers. As the area develops, these crossings could be improved, as needed, with beacons or other signals to increase pedestrian safety. Crossing of OR 99W would occur only at signalized intersections due to the speed, road width, and number of cars.

Urban Design Orientation

- Building design standards are organized around the system of urban design orientations that provide an organized approach to building placement and site design standards.
- All streets will be pedestrian-oriented streets, with wide sidewalks and landscaping, but not all streets will serve the same purpose. The street hierarchy is described below and in Table 4, and is illustrated on Figure 6, Street Network and Design Classification Map, located at the end of this chapter.

Table 4. Proposed Urban Design Orientation and Frontage Standards

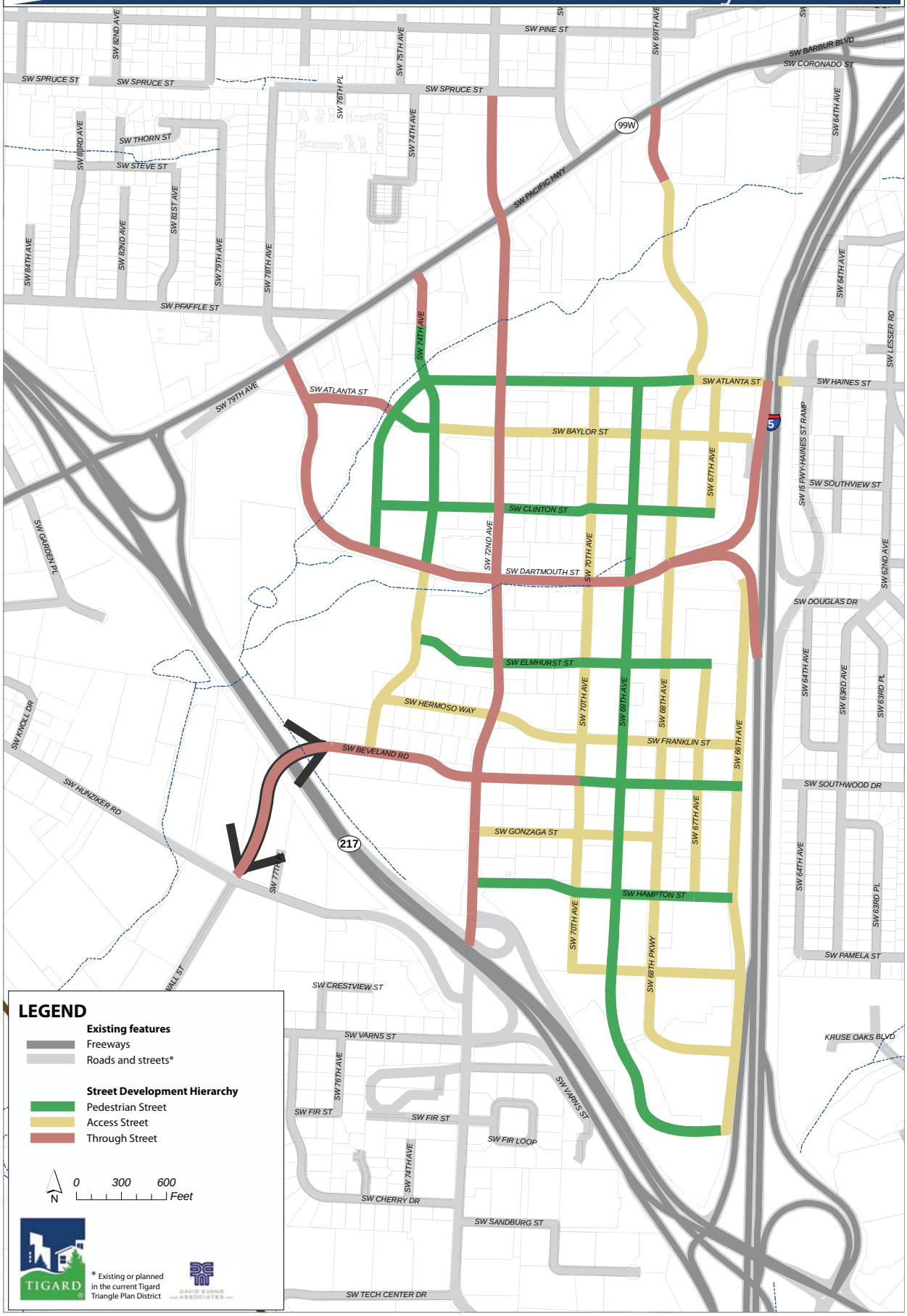
Street type	Pedestrian	Access	Through
Objective	High pedestrian quality and strong building frontage.	Moderate pedestrian quality and building services.	Moderate pedestrian quality; auto emphasis.
Sidewalks	Required. Separated from curb by planting strip, tree wells, or rain gardens.	Required. Curb-tight optional.	Required. Separated from curb by planting strip, tree wells, or rain gardens.
On-street parking	Parallel or diagonal parking required. Head-in prohibited.	Parking required. Parallel, diagonal or head-in.	Prohibited.
Number of lanes	Two	Two	Three to five
Minimum % of building along street frontage	Minimum 70%	Minimum 25%. If only fronting an Access Street, the minimum is 50%. Encouraged at street corners.	Minimum 50%
% of off-street vehicle parking along street frontage	0%	Maximum 75%. Prohibited at corners.	Maximum 50%. Prohibited at corners.
Block length	Maximum 250 ft. to mid-block lane crossing. Lane width up to 30 ft.	Maximum 250 ft. to mid-block lane crossing. Lane width up to 30 ft.	NA
Typical vehicle speed	15-25 mph	15-25 mph	25-35 mph

- **Pedestrian Streets** are the most pedestrian-oriented. They have the highest building frontage requirements of any street classification.
- **Access Streets** support Pedestrian Streets in that they provide access to parking and other service entries necessary for businesses to operate along the Pedestrian Streets. While Access Street would still require building frontage, the majority of Access Street frontage can be dedicated to off-street parking, either surface or structured. Parking areas would be shielded from pedestrians by landscaping.
- Frontage along **Through Streets** is lower than along Pedestrian Streets, because active pedestrian areas are more likely to occur on perpendicular side streets that include on-street parking and slower vehicle speeds. Through Streets, such as 72nd Avenue and Dartmouth Street that are major traffic routes, are primarily for through movement and access to the more pedestrian-focused areas, but they still provide a consistent pedestrian environment and bicycle facilities to accommodate all modes of travel.

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option

Street Network and Design Classification



LEGEND

Existing features
- Freeways
- Roads and streets*

Street Development Hierarchy
- Pedestrian Street
- Access Street
- Through Street

N 0 300 600 Feet

TIGARD

* Existing or planned in the current Tigard Triangle Plan District

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FIGURE 7

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Bike and Pedestrian Network

The parks and trails system under the Preferred Option:

- Expands the multimodal circulation system.
- Includes an multimodal connection across OR 217, at Beveland Road and connects to the bicycle system across I-5 on SW Haines Street.
- A paved multi-use trail connects natural features to the larger bicycle and pedestrian network.
- The multi-use trail would also link to the trail system near the future Wal-Mart.
- Two other parks/plaza spaces could be located in the central and southern parts of the Triangle to take advantage of existing trees and vegetation.
- In addition, each of the land use options assumes that some larger developments would incorporate mid-block pedestrian crossings and plazas.
- All streets are pedestrian-oriented, with at least 11-foot sidewalks and on-street parking provided.
- Designated bike lanes are provided along higher-traffic streets, which also connect to the larger system outside of the Triangle, including connections across OR 99W, across I-5 on Haines Street, and across OR 217 on a new Hunziker Road crossing
- Shared travel lanes are provided along local streets where slower vehicle speeds are expected.
- In some cases where typography is more challenging, uphill bike lanes may be provided to minimize conflicts with vehicles.

New bike/pedestrian connection

Consider rerouting traffic to SW 69th to increase visibility for businesses.

Within the pedestrian district, access to off-street parking areas will be restricted along 68th and 69th, Avenues, with access provided along east/west cross streets. Focusing parking access reduces conflicts with pedestrians.

SW PINE ST
SW SPRUCE ST
SW CORONADO ST
SW BARBUR BLVD
99W
SW PACIFIC HWY
SW 75TH AVE
SW 74TH AVE
SW 69TH AVE
SW 64TH AVE
SW 79TH AVE
SW ATLANTA ST
SW HAINES ST
SW BAYLOR ST
SW CLINTON ST
SW DARTMOUTH ST
SW ELMHURST ST
SW HERMOSO WAY
SW FRANKLIN ST
SW SOUTHWOOD DR
SW GONZAGA ST
SW HAMPTON ST
SW PAMELA ST
SW CRESTVIEW ST
SW VARNS ST
SW FIR ST
SW FIR LOOP
SW CHERRY DR
SW SANDBURG ST
SW TECH CENTER DR
KRUSE OAKS BLVD
SW LESSER RD
SW I5 FWY-HAINES ST RAMP
SW SOUTHVIEW ST
SW DOUGLAS DR
SW 62ND AVE
SW 63RD AVE
SW 63RD PL
SW 72ND AVE
SW 71ST AVE
SW 70TH AVE
SW 68TH AVE
SW 67TH AVE
SW 68TH PKWY
SW 76TH AVE
SW 74TH AVE
SW GARDEN PL
SW KNOLL DR
SW HUNZIKER RD
SW 77TH PL
217
5

LEGEND

Existing features
- Freeways
- Roads and streets*
- Designated bike lane
- Shared lane
- Regional and local trails
- Pedestrian Pathway

Proposed Improvements
- Pedestrian Street
- Designated bike lane
- Shared lane
- Off-street multi-use trail
- Pedestrian pathway
- Highway crossing (multimodal)
- Bicycle/Pedestrian Crossing
- Pedestrian Crossing
- Proposed roadway

N 0 300 600 Feet

TIGARD

* Existing or planned in the current Tigard Triangle Plan District

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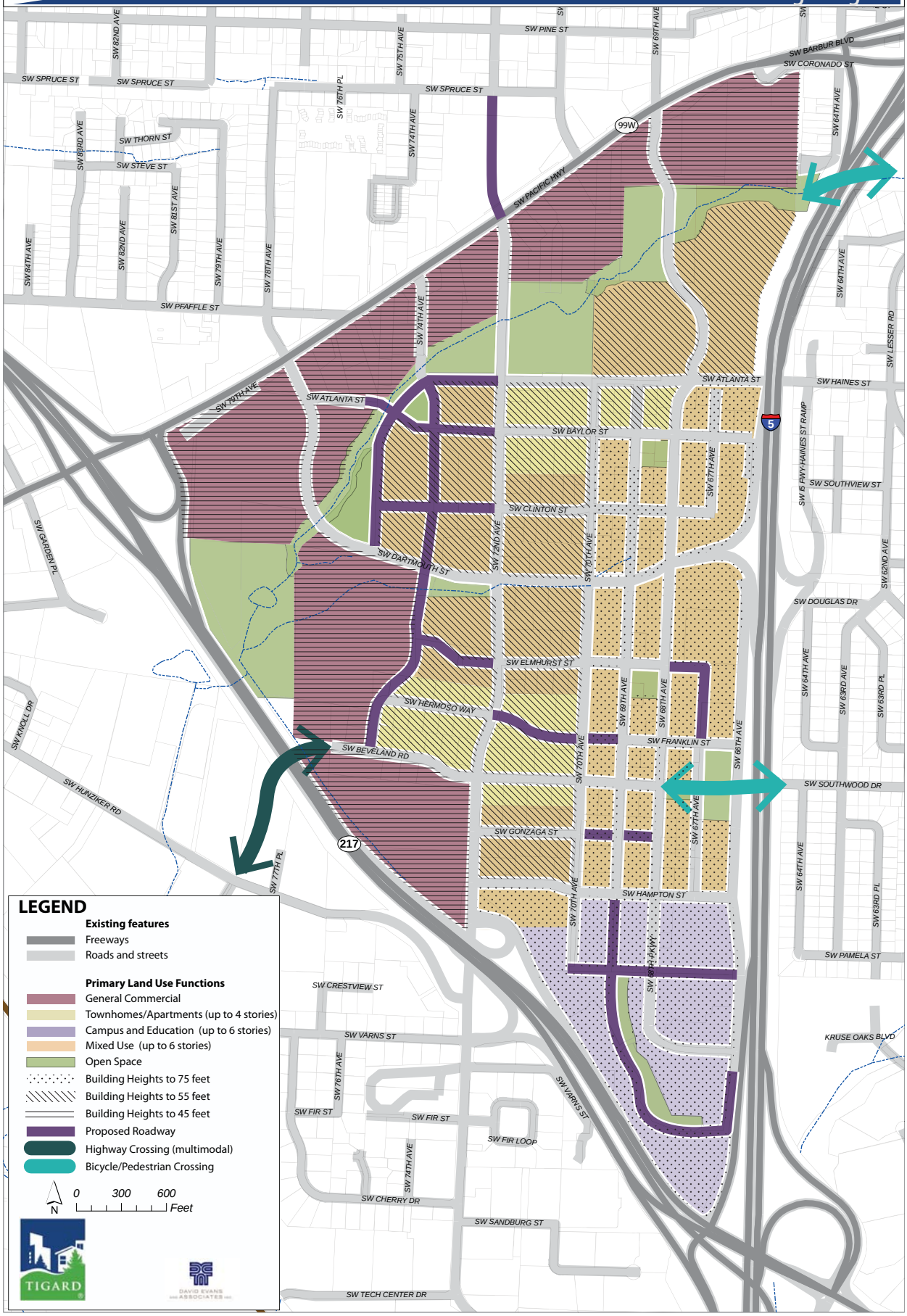
City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Land Use and Building Heights



LEGEND

Existing features
- Freeways
- Roads and streets

Primary Land Use Functions
- General Commercial
- Townhomes/Apartments (up to 4 stories)
- Campus and Education (up to 6 stories)
- Mixed Use (up to 6 stories)
- Open Space
- Building Heights to 75 feet
- Building Heights to 55 feet
- Building Heights to 45 feet
- Proposed Roadway
- Highway Crossing (multimodal)
- Bicycle/Pedestrian Crossing

N 0 300 600 Feet

TIGARD

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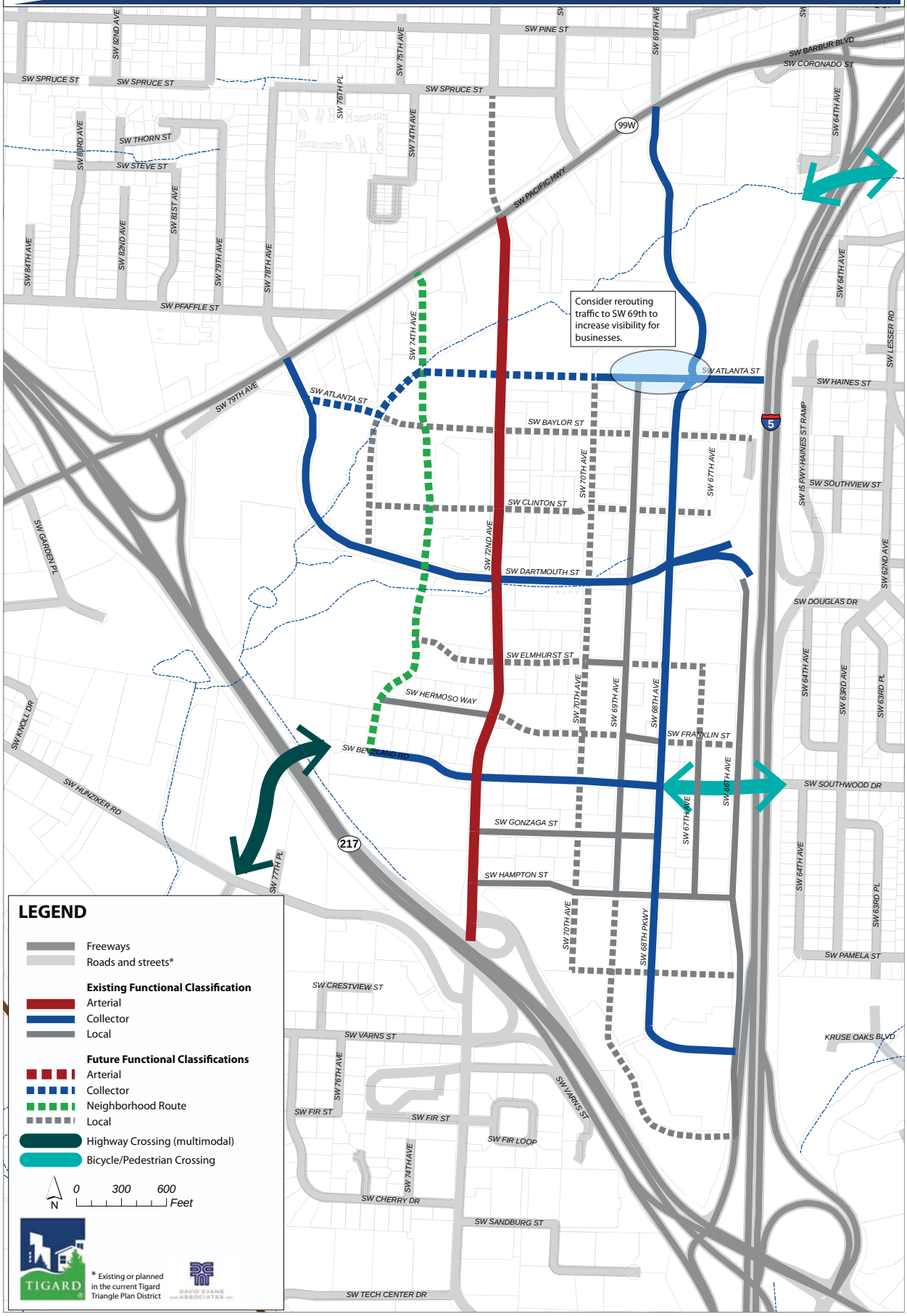
FIGURE 9

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Street Functional Classification



LEGEND

- Freeways
- Roads and streets*

Existing Functional Classification
- Arterial
- Collector
- Local

Future Functional Classifications
- Arterial
- Collector
- Neighborhood Route
- Local
- Highway Crossing (multimodal)
- Bicycle/Pedestrian Crossing

N 0 300 600 Feet

TIGARD

* Existing or planned in the current Tigard Triangle Plan District

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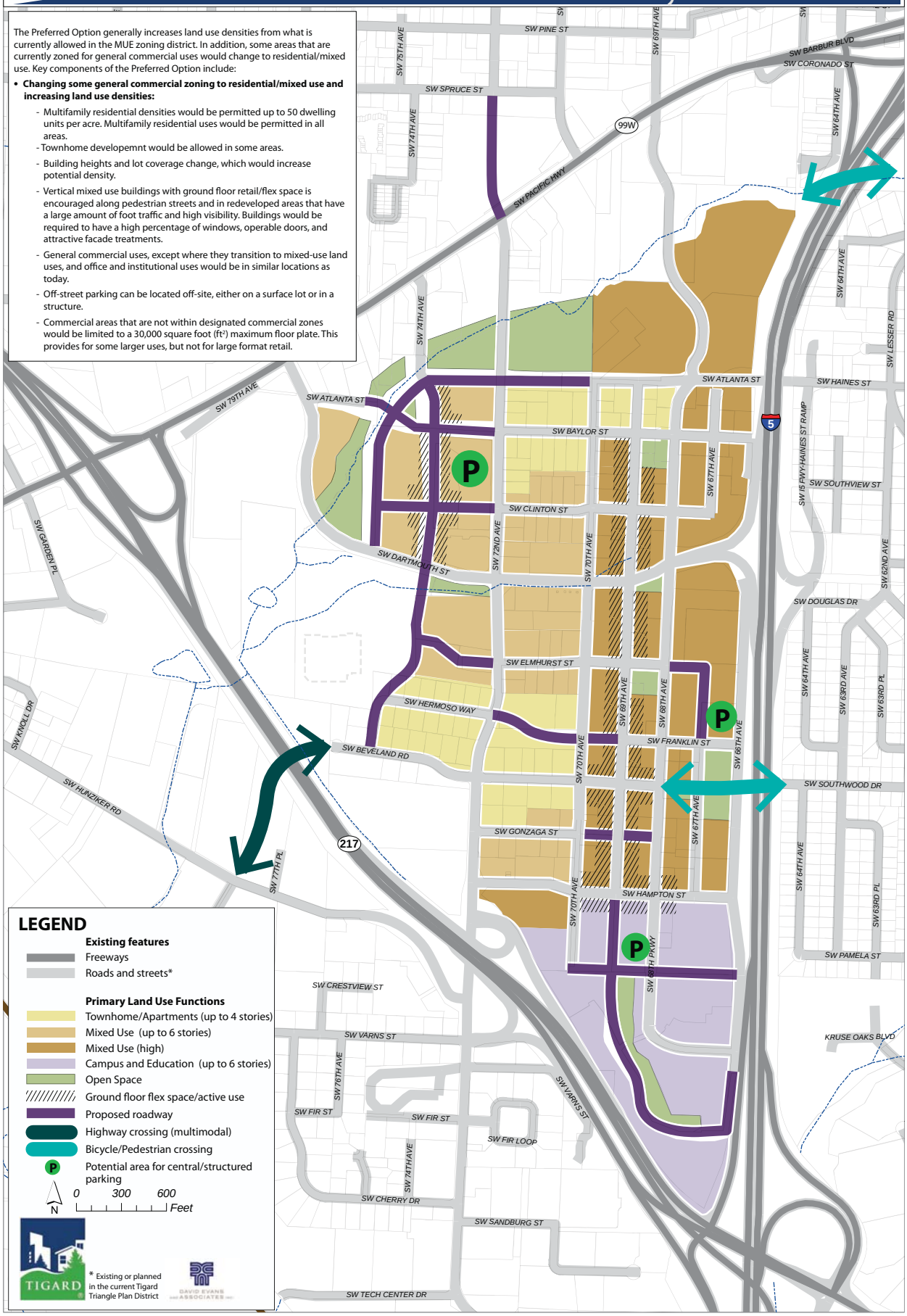
City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Primary Land Use Functions

The Preferred Option generally increases land use densities from what is currently allowed in the MUE zoning district. In addition, some areas that are currently zoned for general commercial uses would change to residential/mixed use. Key components of the Preferred Option include:

- **Changing some general commercial zoning to residential/mixed use and increasing land use densities:**
  - Multifamily residential densities would be permitted up to 50 dwelling units per acre. Multifamily residential uses would be permitted in all areas.
  - Townhome developemnt would be allowed in some areas.
  - Building heights and lot coverage change, which would increase potential density.
  - Vertical mixed use buildings with ground floor retail/flex space is encouraged along pedestrian streets and in redeveloped areas that have a large amount of foot traffic and high visibility. Buildings would be required to have a high percentage of windows, operable doors, and attractive facade treatments.
  - General commercial uses, except where they transition to mixed-use land uses, and office and institutional uses would be in similar locations as today.
  - Off-street parking can be located off-site, either on a surface lot or in a structure.
  - Commercial areas that are not within designated commercial zones would be limited to a 30,000 square foot (ft²) maximum floor plate. This provides for some larger uses, but not for large format retail.



LEGEND

Existing features
- Freeways
- Roads and streets*

Primary Land Use Functions
- Townhome/Apartments (up to 4 stories)
- Mixed Use (up to 6 stories)
- Mixed Use (high)
- Campus and Education (up to 6 stories)
- Open Space
- Ground floor flex space/active use
- Proposed roadway
- Highway crossing (multimodal)
- Bicycle/Pedestrian crossing
- P — Potential area for central/structured parking

N
0 300 600 Feet

TIGARD

* Existing or planned in the current Tigard Triangle Plan District

DAVID EVANS AND ASSOCIATES INC.

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FIGURE 11

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Open Space and Natural Areas

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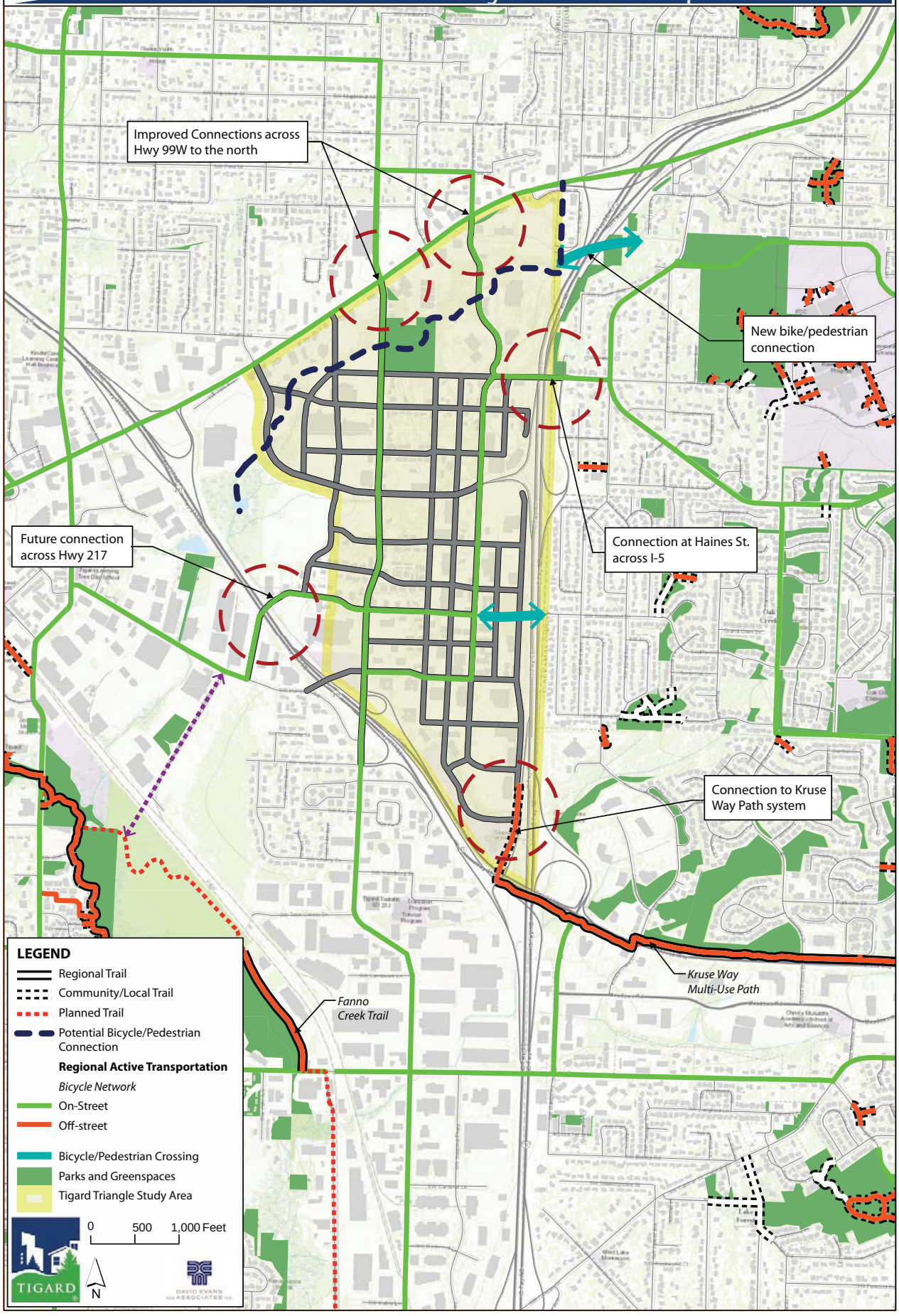
FIGURE 12

City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option

Regional Active Transportation Network



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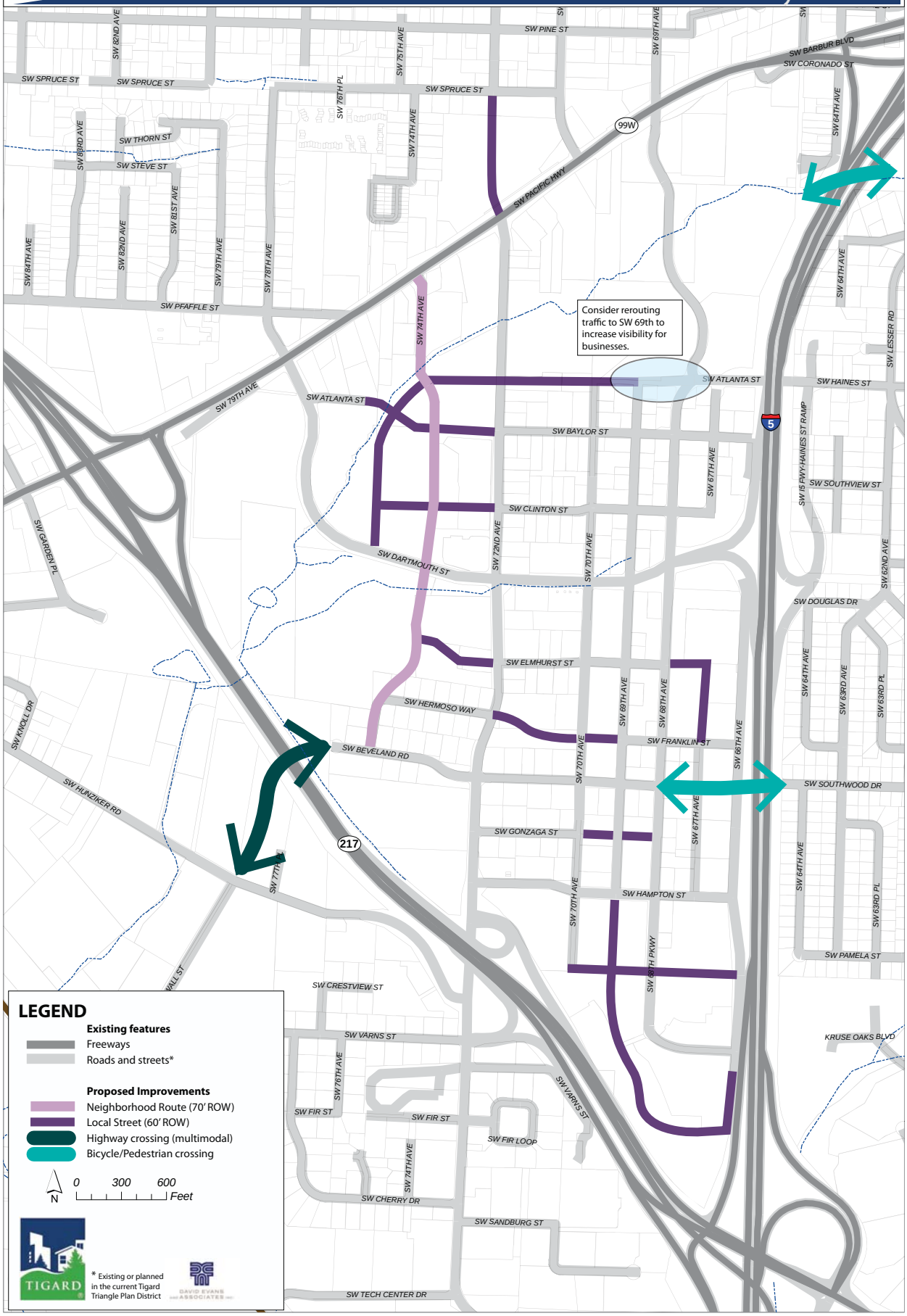
City of Tigard
Tigard Triangle
STRATEGIC PLAN

Preferred Option
Roadway Network



LEGEND

Existing features
- Freeways
- Roads and streets*

Proposed Improvements
- Neighborhood Route (70' ROW)
- Local Street (60' ROW)
- Highway crossing (multimodal)
- Bicycle/Pedestrian crossing

N 0 300 600 Feet

TIGARD

* Existing or planned in the current Tigard Triangle Plan District

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Chapter 6. Implementation

This chapter provides direction on the actions required to transform the Tigard Triangle into a vibrant, mixed-use, pedestrian-oriented district that reduces the demand for single-occupancy vehicles. Implementation of The Plan will require several actions, which are grouped into three major categories and summarized in Appendix A:

- Regulatory actions;
- Infrastructure investments; and
- Incentives and public-private partnerships.

Public funds will be required in order to build and implement the transportation, park, and other improvements envisioned by The Plan; however private investment will also be required, since public funds are limited and often overallocated. The transportation, parks and open space, and other investments in the Triangle have the potential to spur housing, retail, commercial, and institutional development that builds upon the Triangle's already active employment base. This redevelopment has the potential to bring in new property and income taxes, and fees. Therefore, The Plan should be viewed not as a subsidy, but as an investment that generates a significant and positive return.

Regulatory Actions

The following sections describe the recommended regulatory actions, and also present, for each of those regulatory actions, the related specific action items and the estimated cost. Referenced figures are located at the end of this chapter.

Regulatory Action Item 1a: Amend the Tigard Comprehensive Plan

The Plan proposes changing Comprehensive Plan designations on some parcels currently designated General Commercial (C-G), and all parcels currently designated Mixed Use-Employment (MUE) to Mixed Use-Triangle (MUT), a new Comprehensive Plan designation, as shown on Figure 14.

Regulatory Action Item 1b: Amend the Tigard Development Code to Include the Mixed Use-Triangle Zoning District (MUT) and Revised Tigard Triangle Design Standards

The Plan proposes rezoning some parcels currently designated General Commercial (C-G) and all parcels currently zoned Mixed Use-Employment (MUE) to Mixed Use-Triangle (MUT), a new zoning district (see Appendix C). The proposed zoning district boundaries are shown on Figure 15.

The Plan also revises the Tigard Triangle Plan District (TPD) design standards (see Appendix D), primarily for the central portion of the Triangle where the new MUT zoning district applies. This includes new site design standards, increased building frontage requirements along pedestrian-oriented streets (as illustrated on Figure 16), and changes in how parking is allocated within the TPD. The TPD further delineates the area into five subareas:

1. **General Commercial.** This subarea generally maintains the existing land use and development pattern. As redevelopment occurs over time, commercial and mixed-use buildings up to 45 feet tall are permitted, although the location of the General Commercial area as a destination for large format retailers is expected to continue.

2. **Core Residential.** This subarea permits townhomes and residential and/or mixed-use buildings up to four stories tall. The goal of this subarea is to provide a compatible transition from adjacent open space along Red Rock Creek to the north and existing multifamily development. Though ground floor retail is permitted, this subarea is envisioned as primarily residential. Active ground floors are encouraged along SW Atlanta Street and SW 69th Avenue, which would include live/work, apartments, or townhomes with doors fronting those streets. Parking would be located behind the buildings or adjacent to access streets.

3. **Mixed Use Residential.** This subarea provides an opportunity for medium-scale residential or mixed-use development. Compatible mixed uses (live/work, convenience retail, and office uses) are encouraged on the frontage of SW 74th Avenue. As with the Core Residential subarea, the area in proximity to Red Rock Creek and associated wetland areas will provide an opportunity to create a high quality residential and mixed-use environment with views and access to the natural amenity. Building heights up to four stories will preserve views to the west and create opportunities for a more varied building pattern in the TPD.

4. **Mixed Use Core**. This subarea is intended to provide an opportunity for taller buildings up to six stories, including residential, mixed use, and employment uses composed of civic, office, and commercial uses along what is already primarily an employment area between SW 68th Avenue and SW 70th Avenue. Residential buildings, office/commercial buildings, and mixed-use developments are all permitted. SW 69th Avenue is intended to be pedestrian-oriented and would function like a main street. The pedestrian environment would be improved with a continuous building frontage that has intermittent interruptions only.

New mixed use or office buildings in this Mixed Use Core subarea along SW 69th Avenue are encouraged to include ground floors that are constructed to be flexible, so that in the future they could accommodate a mix of uses. Those spaces could be used now for office, residential, or other uses that respond to the market, but that do not preclude a transition to retail or other uses in the future, as the Triangle develops. Residential and office uses are permitted on upper floors. Residential-only buildings must orient their primary street access to SW 69th Avenue, either using a central courtyard or individual access for each unit.

5. **Campus.** This subarea is located south of SW Hampton Street and is intended to support a campus style of development that has larger amounts of green space and pedestrian areas than the Mixed-Use Core subarea. Green space would be encouraged through development standards that allow for additional landscaping and plaza development. Development would be oriented to SW Hampton Street and SW 69th Avenue, with buildings up to six stories. Development types would include residential and employment uses composed of civic, office, and commercial uses.

Regulatory Action Item 1c: Designate the Tigard Triangle as a Town Center (as defined in Metro's Urban Growth Management Functional Plan Title 6 requirements)

The Plan proposes creating a Town Center in the Triangle. The Town Center designation supports the pedestrian-oriented design of the TPD, meeting Title 6 requirements to create a transit-supportive, pedestrian-friendly mixed-use district in the Triangle. The Plan proposes a diverse development pattern and residential housing and employment opportunities that are considered essential for a Town Center.

Designating a portion of the Triangle as a Town Center (see Figure 17) encourages development of a more pedestrian-oriented development pattern, permitting urban housing and mixed-use buildings between 55 and 75 feet tall (four to six stories), depending on location, with ground-floor retail encouraged within the pedestrian district and along SW 74th Avenue. The goal of the Town Center designation is to increase flexibility in the types of uses permitted, while restricting auto-oriented uses such as gas stations, car dealerships, and drive-throughs that are not consistent with a pedestrian-oriented community. Design requirements included in the TPD will regulate the form of the structures, parking locations, and general development pattern.

Regulatory Action Item 1d: Amend the Transportation System Plan

Tigard's Transportation System Plan (TSP) identifies the future multimodal transportation system and capital projects that will be needed over a 20-year time frame. The following amendments to the TSP are necessary to implement the plan:

- Page 38: Remove the Hampton Crossing reference. This project would be replaced with the Beveland Crossing (Infrastructure Action Item 2C).
- Page 59: Consider revising the discussion of accessory parking. Currently, parking is required to be provided on-site; while within the Triangle, consideration should be given to provide parking flexibility both in location of spaces and the minimum and maximum ratios for each development.
- Figures 5-2, 5-4, 5-5, 5-6, 5-7, 5-11 and 5-12: Amend the figures to include the new street system, as illustrated in Figure 13 of The Plan. The proposed pedestrian and trail system is illustrated in Figure 11.
- Table 5-6: Update the Multimodal Project Improvement List, as described in Appendix B.
- Page 91–93: Update the Tigard Triangle section of the TSP to identify the new components associated with The Plan, as described in Appendix B.

Regulatory Action Item 1e: Amend the Tigard Parks Plan and the Tigard Trails Plan

The Plan identifies two new neighborhood parks (locations to be determined) and open space and trail system connections along Red Rock Creek and through the Triangle to the regional trail system. These connections should be included in the Tigard Parks Plan and Tigard Trails Plan when they are next revised.

Estimated Costs[1] (Items 1a–1e): Not applicable. Changes to these plans are assumed to be an internal City of Tigard task, although the City could seek consultant support during the implementation process.

Explore New Parking Strategies

Parking, both the location and the amount provided, is perhaps one of the largest influences on the walkability of an area. Generally, reductions in parking minimum/maximum requirements tend to support the development of pedestrian-oriented districts and a pedestrian-oriented urban form in mixed-use areas. If less area is committed to parking, then there is more area to devote to the desired uses that shape a successful mixed-use area. Perhaps more importantly, parking is expensive to build. Minimizing parking requirements improves the financial feasibility of new development by not requiring

[1] "Estimated Costs" are costs associated with an implementation item that would require outside assistance, such as hiring a consultant to complete the task, and/or include construction. If the task will be completed by City staff, no cost is associated with the task.

developers to build more parking than is needed, although adequate transit, pedestrian, and bicycle facilities must be present in order to support a reduction in parking demand. The Plan recommends reductions in parking minimums within the Triangle and identifies potential strategies to consider when the City of Tigard reviews its parking standards in 2015.

Regulatory Action Item 1f: Modify Parking Requirements

The Plan recommends changes both in how much parking is required and in the location of parking in relation to buildings in the Triangle. Changes in parking are included in the following regulatory actions:

- Action Item 1b: Amend the Tigard Development Code to adopt the TPD design guidelines, which requires that parking within the Pedestrian District located along SW 69th Avenue and along pedestrian streets be located behind the buildings.
- Amend parking standards to reduce the minimum residential parking standard to 1.0 space per unit. The maximum number of spaces would remain the same until the City reviews that requirement as part of the larger parking code review process.
- Permit shared parking within the Triangle. Additionally, require that access be provided, to the greatest degree practicable, between parking lots along OR 99W. Also, encourage shared access from OR 99W to adjacent land uses to reduce the number of access points along OR 99W. Additional potential regulatory standards could include:

  Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced if:

  1. *The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;*
  2. *The proposed shared parking provided will be adequate to serve each use;*
  3. *A parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction; and*
  4. *In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared.*
  5. *A project may satisfy some or its entire minimum parking requirement through a shared parking agreement on another site within the TPD.*
  6. *A variance allowing a project to exceed its applicable maximum parking allowance shall not be granted unless the additional*

capacity is demonstrably needed and can be achieved through shared parking rather than by providing additional physical spaces.

Estimated Cost (1f): Not applicable. Changes to parking would be completed at the same time as revisions to the Tigard TPD and are assumed to be an internal City of Tigard task, although the City could seek consultant support during the implementation process.

Regulatory Action Item 1g: Develop Tigard Triangle Parking Management Plan

As the Triangle develops, it will be necessary to consider a variety of parking management techniques and incentives to maintain an adequate supply of parking, without oversupplying the area. The goal of the parking management plan would be to ensure that providing parking is not the driving factor in how land is used within the Triangle, but rather the focus of parking management would be how it supports the desired land use pattern. While certainly not exhaustive, the following topics should be considered as part of the parking management plan:

Manage On-Street Parking Supply

- Develop a parking enforcement policy to manage on-street parking;
- Permit adjacent land uses to count on-street parking as part of the overall parking requirements for the development;
- In areas with retail and other uses that require parking turnover for clients and shoppers, consider parking fees and/or posted time limits for the duration of parking permitted;
- In residential areas, require residents to have parking permits; and
- Consider the creation of a transportation management association (TMA) to coordinate transportation and parking strategies among employers in the Triangle. TMAs are non-profit, public/private partnerships that can take a variety of forms, but are typically funded in part by a group of businesses or organizations through a coordinating body. For the Triangle, management of the TMA would require a dedicated staff person or membership in an organization like the Westside Transportation Alliance that can manage the TMA within the area.

Unbundle Parking and Housing

For off-street parking in residential developments, consider ways to minimize the amount of parking provided by considering how parking is allocated in the Triangle. For developing areas, more parking may be required now, but as transit and commuting habits change over time, areas that are now necessary

for parking could be developed with other uses in the future. To accomplish this, providing some parking on-site while consolidating the remainder elsewhere is necessary. Potential development code changes could include:

- Require that off-street parking spaces greater than one space per residential unit accessory to residential uses in new structures (for example, 10 dwelling units or more), or in new conversions of nonresidential buildings to residential use of 10 dwelling units or more and within ¼ mile of a transit stop, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space in addition to the one space provided per unit.
- In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom units or larger, second to the owners or renters of two-bedroom units, and then to the owners or renters of other units.
- Off-street parking in excess of the one per residential unit described above shall be consolidated in a central location, with pedestrian access provided.

In some cases, exceptions to these standards could be permitted. When this is the case, the City could grant an exception from specific requirements. Exceptions could include projects, such as affordable housing, which require that costs for parking and housing be bundled together.

Parking Reductions for Specific Types of Projects

There are many ways to encourage development within the Triangle by considering how parking is allocated. Parking can be a determining factor in the financial success of a project. Not all projects, however, fit well within standard parking ratios. For that reason, it will be important to consider parking reductions for specific types of projects. While the actual amount of the incentive or reduction is flexible, they are included here for illustrative purposes. Potential parking reductions for some uses could include:

- Permit a certain percentage of required parking for each development to be located off-site (either on-street or another site) within the Triangle. Parking should also be consolidated to a limited number of sites in order to provide for future development, essentially land banking some sites. As demand increases, those locations could be converted to structured parking or a combination of development and structured parking.
- For locations within ¼ mile of transit stops, reduce parking requirements up

to 20 percent.

- Parking space requirements for public or private institutional or government uses, for example, hospitals, office buildings, retail, multifamily housing, or mixed use, may be reduced by up to 15 percent, provided that transit is available within ¼ mile of the site.
- No additional parking is required for retail uses within a mixed-use development for the first 5,000 square feet of each ground-level retail or eating and drinking establishment.
- Parking requirements shall be reduced by one stall for each stall that is dedicated and designated for use by a locally operating car sharing program, such as "Zipcar."
- Parking requirements shall be reduced by 25 percent for developments that create and implement a site-specific trip reduction plan and program that includes features such as employer-provided transit passes, telecommuting, ridesharing, carpooling, car sharing, bicycling, flexible work schedules, etc. The trip reduction plan shall be reviewed and approved by the City, and yearly reports shall be provided. If a TMA is established, these plans shall be coordinated through the TMA.
- If a public parking facility available for use by all members of the public is within ¼ mile of a proposed use, the review authority may allow the proposed use to reduce or eliminate the otherwise required parking.
- Parking requirements for dwellings specifically designed for and occupied by senior citizens, affordable housing projects, or group housing of any kind may be reduced by up to 20 percent.

Centralized, Structured Parking

Structured parking can be public, private, or a combination of both, and although the current market makes it challenging to construct a privately funded garage (given that each parking stall can cost between five and ten times as much as one built on a surface lot), it doesn't mean that in the future structured parking won't be possible. Rents and lease rates will likely increase over time, making structured parking, either stand-alone or as part of a larger development, possible. However, there are specific design issues to consider with respect to structured parking:

1. Where possible, parking structures for non-residential uses should be located in a way that encourages pedestrians walking from the parking facility to their destinations to pass by street-level retail and other active use areas.

2. Where above-ground parking structures have frontage on public streets, screening shall be provided that is consistent with landscaping screening standards. Where retail, entertainment, or service-oriented offices are proposed, spaces should be built to a minimum height from floor to ceiling of 15 feet and to a minimum depth of 30 feet into the building, to ensure that the space provides sufficient depth for viable operations and flexibility in use. The goal of these design considerations is to reduce the number of monolithic structures and to keep the street pedestrian-friendly.
3. Where the upper floors of above-ground parking structures are visible from a public street, such surfaces should include architectural or vegetative finishes. Where practicable, such upper floors may be located behind multi-story residential or commercial elements of the project.
4. Within a surface parking lot or structure, the bicycle spaces, carpool, vanpool, shared car, or electric vehicle charging spaces should be placed in preferred locations relative to the street, the building entrances, and the primary pedestrian routes within and around the project site.
5. Vehicular access to parking lots or structures shall, to the greatest extent feasible, be provided from access streets (see Figure 6) or from alleys.

Estimated Cost: Development of a parking management plan is likely to be the combined effort of City staff and a consultant. The cost of developing and implementing the parking management plan would depend on the outcomes and recommendations of the plan.

Infrastructure Investments

Public infrastructure, including roads, sidewalks, and parks, provides the bones for a complete community. The quality, location, and character of infrastructure significantly influence the livability of an area. Public infrastructure intervention means that the public bears some or all of the cost of infrastructure improvements. This type of investment can be a powerful tool in transforming communities and increasing the viability of desirable forms of development. However, not all projects are assumed to be constructed at the same time. While some infrastructure projects will likely be completed as part of development, the City may construct other projects if it will catalyze development sooner. Appendix A , identifies the phasing and prioritization for each infrastructure project.

The quality, location, and character of infrastructure also influence the cost and feasibility of development. For example, a park is an amenity that can increase the value of adjacent land. Pedestrian, bicycle, and vehicular connections that

provide access to property and links to transit enhance the marketability of commercial and residential development. Short, walkable blocks promote an urban environment and robust pedestrian network. Safe, attractive pedestrian and bicycle connections improve the vitality of an area and boost the development potential of property. Effective access management, providing safe and efficient street crossings and business access, can turn a major thoroughfare, such as OR 99W, from a barrier into a more desirable place to visit.

New Streets and Utilities Infrastructure

Infrastructure Action Item 2a: SW Atlanta Street

This connection is an extension of SW Atlanta Street east to SW Dartmouth Street and is identified in the existing Tigard Triangle Plan District, although the terminus at SW Dartmouth Street was slightly modified in the Plan to better link with the new street grid in the vicinity of SW 74th Avenue, also a new street. This project will include the purchase of additional right-of-way and construction of a new road. The road would include two travel lanes, bicycle lanes, parallel parking on both sides of the street, sidewalks, and street trees within a 70-foot right-of-way.

Estimated Cost: $2,000,000

Infrastructure Action Item 2b: SW 74th Avenue

This connection is a new north/south connection beginning at the existing intersection of OR 99W and SW 74th Avenue. This street would be classified as a neighborhood route, because, as an additional north/south connection between OR 99W and the new OR 217 overcrossing at SW Beveland Road, it is assumed that it will carry a higher number of vehicles. This project will include the purchase of additional right-of-way and construction of a new road. The road would include two travel lanes, bicycle lanes, parallel parking on both sides of the street, sidewalks, and street trees within a 70-foot right-of-way.

Estimated Cost: $2,600,000

Infrastructure Action Item 2c: OR 217 Overcrossing at Beveland

This project includes the OR 217 overpass structure that will connect SW Beveland Road in the Triangle with SW Wall Street on the west side of the highway. The overcrossing will include facilities for automobiles, pedestrians, and bicyclists, and is a key connection between downtown Tigard and the Triangle. This project will include the purchase of additional right-of-way, primarily for the bridgeheads and construction of the approaches.

Estimated Cost: $19,840,000

Infrastructure Action Item 2d: I-5 Bicycle and Pedestrian Crossing at Beveland/Southwood

This project is a bicycle/pedestrian only connection across I-5, connecting the bicycle and pedestrian network within the Triangle to the regional bicycle and pedestrian system east of I-5. This link is the only bicycle/pedestrian connection in the central portion of the Triangle other than the SW Haines Street overpass, which is narrow and also a highly trafficked road. Additionally, because of its location, this bicycle/pedestrian connection provides a continuous east/west connection along SW Beveland Road from Hunziker Road, west of OR 217, through the Triangle to Lake Oswego.

Estimated Cost: $6,000,000

Infrastructure Action Item 2e: Red Rock Creek Restoration

The Red Rock Creek project represents the backbone of the Tigard Triangle. This complex project includes a trail and associated recreational development in addition to stream restoration, and addresses scouring issues along the existing sewer trunk and stream restoration needs necessary to reduce the stormwater flows in the stream bed. These stormwater flows are a multijurisdictional issue, because much of the stormwater velocity originates within the Portland city limits, east of the Triangle.

The City of Tigard has allocated funding to address some of the sewer trunk line issues, but additional planning and design analysis will be needed to understand how best to develop the area as envisioned in The Plan. Stormwater and its treatment will be important considerations, and planning for Red Rock Creek could also be tied to the development of a stormwater master plan for the Triangle, as described under Infrastructure Action Item 2f.

Estimated Cost: $1,240,000 (Estimated trail construction cost).

Infrastructure Action Item 2f: Develop Stormwater Master Plan

Stormwater retention and treatment are major factors in determining how the Triangle develops. There are opportunities to incorporate stormwater treatment into the parks system, and to construct a green street system and implement low impact development standards. A comprehensive stormwater master plan will build upon the work completed in The Plan and identify whether an on-site system, a regional system, or a combination of both systems will be the most effective for the Triangle. Funding and cost sharing between the City and the landowners should also be identified to ensure that the stormwater system is financially feasible with respect to both construction and operations.

Estimated Cost: To be determined. Cost for developing a stormwater master plan would depend on the scope of work.

Infrastructure Action Item 2g: Local Access Roads

Create new connectivity and access through the construction of new or the extension of existing local access roads. These projects could also be constructed as part of a development in which the private developer assumes all or a portion of the cost of these access roads. Figure 13 identifies several local roads that would provide connectivity within the Triangle. These extensions would require new right-of-way and would include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees. These connections are assumed to be constructed as part of a development.

Estimated Cost: Not applicable. Local access roads identified as part of the Plan are assumed to be constructed by adjacent development.

Infrastructure Action Item 2h: Water System Upgrades

The existing water system (provided by TVWD) appears to be adequate to support the proposed development identified in The Plan, although as new roads are constructed, additional water supply will be required. The Plan and cost estimates assume that as new roads are constructed, water supply will be constructed as part of the larger road project in order to minimize costs. The cost estimate includes major water supply lines within new roads. Adjacent development would likely be responsible for connecting to the system.

Estimated Cost: $4,000,000

Infrastructure Action Item 2i: Wastewater System Upgrades

As with the water system, the existing wastewater system appears to be adequate to support the proposed development identified in The Plan, although as new roads are constructed, additional wastewater system connections will be required. The Plan and cost estimates assume that as new roads are constructed, wastewater collection will be constructed as part of the larger road project in order to minimize costs. The cost estimate includes major wastewater lines within new roads. Adjacent development would likely be responsible for connecting to the system.

Estimated Cost: $4,760,000

Multi-Use Path Connections

Infrastructure Action Item 2j: Parks and Open Space

More parks and open space are needed throughout the Triangle, and this need will surely increase as more residents move into the area. There is need for up to two neighborhood parks in addition to the natural amenities in the Triangle, and the pedestrian, bicycle, and trail networks within the Triangle are essential for connecting the park space and various parts of the Triangle to one another, as well as for providing regional connections to the larger bicycle and pedestrian

system that will connect existing and future neighborhoods to services, recreation, and transit. While much of the bicycle and pedestrian connections will be constructed as part of the road network, the neighborhood parks would be constructed as "stand-alone" projects or potentially as part of large redevelopment projects.

Estimated Cost: $700,000 per park

Incentives and Public-Private Partnerships

In emerging mixed-use areas, private investment typically follows public commitment that is demonstrated through planning, infrastructure, and other public actions. This has been true for previous eras of investment in the Triangle, when commercial-style development followed the construction of SW Dartmouth Street, I-5, and OR 99W. Today, in order to realize the type of community envisioned by The Plan, the public sector should expect to play an active role in incentivizing desired development types, discouraging some undesirable development types, and establishing public-private partnerships that result in attractive real estate development and communities.

Public action and incentives will be most important in the early phases of the development when the private sector—particularly lenders and developers—are most hesitant to invest because there are few precedents in the immediate area for the types of mixed-use, pedestrian-friendly development envisioned by The Plan. This financial hurdle was confirmed during the planning process, which showed that several planned development types were not feasible under today's economic conditions. As positive development occurs and market momentum grows, the perceived risk will lessen, which will in turn help to stimulate more investment by developers, thus reducing the need for incentives. In some cases, direct public involvement in property redevelopment may be appropriate. Such public-private partnerships are common in downtown revitalization efforts and may be applicable to larger development opportunities in the Triangle.

A range of incentives, tools, and organizational strategies can be combined to reduce financial gaps and increase market momentum in the Triangle.

Financial Tools

There are several financial tools that could be employed to reduce financial gaps in private development and to help fund key public infrastructure projects.

Local Improvement District (LID)

LIDs are special districts that are set up such that private property owners pay an assessment to finance a shared capital infrastructure project, such as utilities or streetscapes. LIDs enable the public and private sectors to share the cost of

needed infrastructure, and to finance it over long-term bond repayments with low interest rates, rather than paying upfront. Thus, they could be used to build out various streets and make other capital improvements described in The Plan. LIDs must be supported by local property owners through an official vote, since they are partially or wholly supported by an additional tax assessment within the directly affected area. LIDs have been used previously in the Triangle, specifically along SW 69th Avenue. A LID would be most appropriate for the funding of new street construction, sidewalk improvements, trails, and parks, where property owners paying the LID assessment would benefit from increased property values and redevelopment opportunities.

Urban Renewal District

An urban renewal district is a special area designated by a city where growth in property tax revenues over an established base (tax increment financing) is directed back into the district to finance capital projects and bonds that are focused on addressing infrastructure deficiencies and conditions of blight. The City of Tigard has an urban renewal district in downtown that has supported several planning and infrastructure projects related to the revitalization of downtown Tigard. While an urban renewal district is primarily a funding source, it is also a signal to developers that the city is committed to the area and has established a funding mechanism to share in the cost of some of the needed improvements. In Tigard, the formation of an urban renewal district must go out to a citywide vote, and would need to be preceded by a plan and a report that details the conditions of blight, the geographic extent of the district, and the planned projects and actions that would be funded by urban renewal. Because tax increment financing requires new development and property value growth to generate revenues, there is often a lag of several years between the formation of the district and the time when enough revenues are generated to accomplish major projects. Potential projects and actions that could be implemented or funded through urban renewal include streetscape improvements, park development, utility infrastructure, parking facilities, land acquisition assembly, and loans or grants for private development. Areas within the Triangle that would be most appropriate for urban renewal are those that have significant redevelopment potential and also have needed capital projects.

Vertical Housing Program

Tigard recently adopted the State of Oregon Housing and Community Services' Vertical Housing Program, and much of the Triangle (in addition to downtown) is eligible for the program. The program allows developers of multifamily housing to receive property tax exemptions of up to 80 percent for up to 10 years for eligible projects, typically mixed-use projects. The program is available to both affordable and market-rate developments. By reducing property taxes,

the program improves cash flows to the building owner, thereby making projects more feasible. Due to the mixed-use requirement, applicants would be most likely to use the program on properties in the Triangle that have frontage on pedestrian-oriented streets with a commercial or retail character.

Business Improvement District and Economic Improvement District

A business improvement district (BID) is a special area where *business owners* are assessed a fee to support programmatic non-capital costs such as marketing, maintenance, security, sidewalk cleaning, lighting, and other non-capital functions. The funds generated from these fees can also be used to support the staffing of an organization charged with implementing these activities (see *Triangle Business/District Association* below). An economic improvement district (EID) is essentially the same thing, but it assesses *commercial property owners* instead of business owners. Both district types have great flexibility in the scale and formula for assessing fees (such as based on business type, or parcel or building size) and are normally formed by a voluntary petition of a majority of business or property owners in the affected area following a specific process outlined by Oregon Revised Statutes (ORS 223.112). Upon formation, however, the district becomes a mandatory fee and is typically renewed every five years. Either a BID or an EID could be appropriate in the Triangle (but not both). Because there are usually fewer property owners than business owners, and it is often difficult to track down business ownership information, an EID is often an easier structure to put into place.

Enterprise Zones

The city has adopted an Enterprise Zone that includes the Tigard Triangle. Enterprise Zones help attract private business investment and help resident businesses to reinvest and grow in those communities that are facing economic challenges. They also assist many local governments that wish to have tax incentives and other assistance available to stimulate sound business investments that support and improve the quality of life.

In exchange for locating or expanding into an Enterprise Zone, eligible (generally non-retail) businesses receive total exemption from the property taxes normally assessed on new plant and equipment for at least three years (with a maximum of five years) in the standard program. Sponsored by local city/county/port governments or tribal governments, an Enterprise Zone typically serves as a focal point for local development efforts and incentives. Note, however, that because an Enterprise Zone reduces property taxes, it may conflict with the generation of tax increment revenues under an urban renewal district.

Other Grant and Tax Credit Programs

Other grant and loan programs are available at the regional (Metro), state, and federal levels, and should be pursued proactively by staff and stakeholders. These include Metro's Nature in Neighborhoods, Transit Oriented Development (TOD), and Regional Travel Options programs and the federal Community Development Block Grants (CDBG), New Market Tax Credits (NMTC), and Sustainable Communities programs, as well as any future one-time stimulus programs initiated by the federal government. Possible grant programs include:

- **Nature in the Neighborhoods (Metro):** Metro provides competitive grants to neighborhood organizations for the development of parks and open space improvements. This could be a source of funding for additional analysis and design for Red Rock Creek.
- **New Market Tax Credits (NMTC):** The NMTC program provides an avenue for private development to receive cash infusions from community development entities that act as conduits for the sale of tax credits to qualified investors. Portions of the Triangle include qualified low income census tracts and could be eligible for NMTC investments. Eligible projects typically must be commercial in nature and typically need to be of a large scale in order to justify the relatively complex application process.
- **Low Income Housing Tax Credits (LIHTC):** Affordable housing developers can be awarded tax credits that they then sell to investors in order to raise capital to build affordable housing projects.
- **Metro Transit Oriented Development (TOD):** Metro's TOD program provides financial incentives and uses public-private partnerships to enhance the economic feasibility of higher-density mixed-use projects served by transit. The program uses site control and requests for proposals and qualifications to engage a private development partner or purchases a TOD easement on projects eligible for program funding. The program continues to build the capacity of the private sector to develop projects that meet regional planning objectives while demonstrating to the public that the future they envisioned is indeed possible, and is happening. Developers of housing (regulated affordable or not) with site control may take the initiative to contact Metro directly to determine eligibility for funding for compact and mixed-use TOD projects that would not be feasible without public participation.
- **Oregon Parks and Recreation Department (OPRD) Grants:** OPRD has several grant programs that could assist in funding the acquisition and development of park space within the Triangle.

Organizational Strategies

Triangle Business/District Association:

There are a range of programs and activities that would support economic development in the Triangle but that are largely the responsibility of the private sector to carry out. A private organization similar to a downtown association would help to organize businesses and property owners (and potentially residents) to coordinate economic activities. Actions that would be carried out by such an organization could include: marketing (developing materials, hosting a website, recruiting tenants, etc.), political advocacy (speaking with a unified voice regarding land use and policy issues), funding (grant writing, fundraising, etc.), coordination of events, and many other functions.

The geographic size of the Triangle and the number of jobs compares favorably to many downtowns in the region, some of which have their own organizations and associations. As the City expends significant amounts of money on infrastructure projects, it needs a private partner to work with. Examples of similar organizations include the Columbia Corridor Association and the Central Eastside Industrial Council, both of which are focused on economic development in primarily employment-focused areas. Such an organization would collaborate with the City and other economic development organizations to ensure that the specific needs of the Triangle are represented, while not duplicating existing economic development activities being provided by others. Because of the range of activities to be coordinated by the organization, funding should be secured for hiring a full-time staff person (executive director). This effort could include having the City seed fund the organization during startup, so that it can generate membership and secure the long-term funding needed to support at least one staff position.

Specific activities that would largely be the responsibility of the organization would include:

- **Marketing:** Marketing will be a key assignment for the organization. Marketing will include basics, such as printed collateral and a website, to more targeted projects, such as special events or business recruitment (in partnership with other economic development organizations).
- **Events:** A range of events could be held to promote the Triangle, raise money, and encourage business development. These could include street fairs, farmers markets, business promotions, lunchtime speakers, and other activities.
- **Political advocacy:** The Triangle has unique transportation and economic needs. The organization could represent the Triangle with a unified voice to local and regional organizations and agencies.

- **Funding:** A core activity of the organization could be to pursue the many grant programs that are available from public and private organizations.

Transportation Management Association

A transportation management association (TMA) is a private business organization formed to coordinate commuting and transit policies among its members with the goal of reducing single-occupancy commute trips, thereby reducing parking demand (and costs) and increasing the economic competitiveness of an area. Local examples of TMAs include Go Lloyd (formerly the Lloyd TMA) in Portland, the Westside Transportation Alliance in Washington County, and the South Waterfront TMA in Portland. Additionally, organizing and managing a TMA can be part of the regulatory process, by which businesses that opt to be part of a TMA could, in return, see reductions in parking requirements for their developments.

Redevelopment Strategies

Much of the development of The Plan will be the result of private investment on vacant sites and redevelopment of existing uses. This section discusses ways that the City of Tigard could participate or facilitate private development in order to encourage land uses and development that are in character with the long-term vision for the area.

Catalyst Sites

Certain developments occasionally can serve a catalytic role. That is, a development could be the first project of its kind to demonstrate the viability of a particular development type, it could be of a large scale that has the potential to change the character of a part of the Triangle, or it could be large enough to justify major infrastructure investments that in turn serve as incentives for subsequent projects in the vicinity. Catalyst projects tend to be "pioneering" in that there is little to no local precedence for the project and, therefore, they often require some financial assistance or other type of public-private partnership. Private development in the Triangle that meets these criteria may be appropriate for more direct involvement by the City.

Participation by the City in a catalyst project can take many different forms and may require several strategies at once:

- **Financial assistance:** Utilizing one of the financial tools described earlier, the City may assist in reducing financing gaps for private development.
- **Infrastructure development:** The construction of infrastructure at public expense, such as a road, sidewalk, or utilities that are required by private development, can reduce financial gaps by creating "off-balance-sheet" equity for the developer, reducing overall development costs, and

enhancing feasibility.

- **Public-private partnerships:** Whenever the City takes an active role in development, it is appropriate to enter into development agreements with developers to specify the terms of the partnership, the specific roles of each party, the obligations of the developer, and other criteria to be negotiated.
- **Staff assistance:** Proactive staff can be enormously helpful in making redevelopment happen. Simply having a staff point person who can explain the community's goals, entitlement process, potential incentives available, and other issues will encourage the type of development envisioned by The Plan.
- **Facilitating grants and loans from other government agencies such as Metro, TriMet, State of Oregon, and various federal agencies:** These include Metropolitan Transportation Improvement Program (MTIP) and TOD programs (Metro), Main Street and Transportation Growth Management (TGM) programs, and the federal Sustainable Communities program, a partnership between Housing and Urban Development, the Environmental Protection Agency, and the U.S. Department of Transportation.

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Figure 14. Comprehensive Plan and Zoning Designations

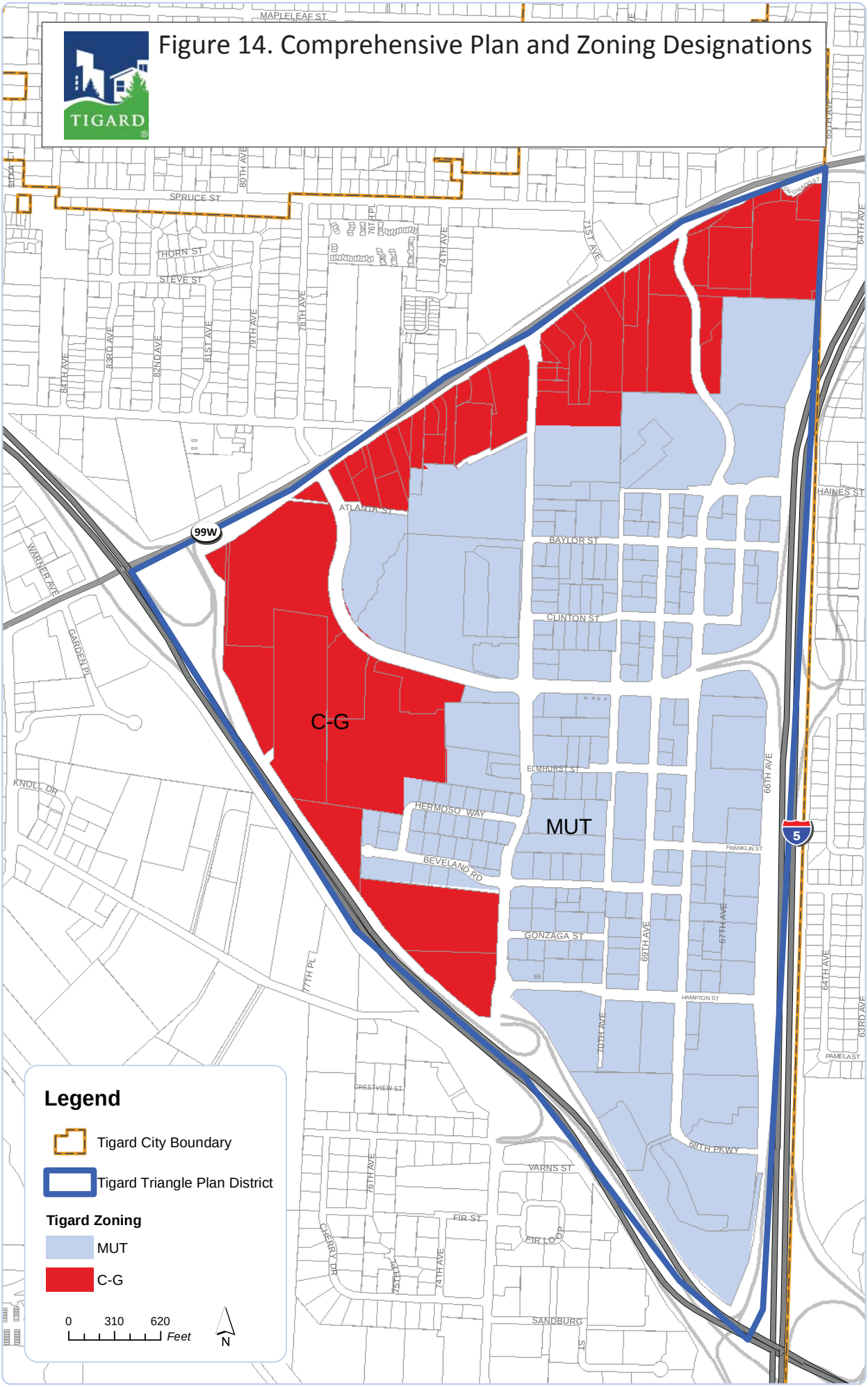

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Figure 15. Tigard Triangle Sub Areas

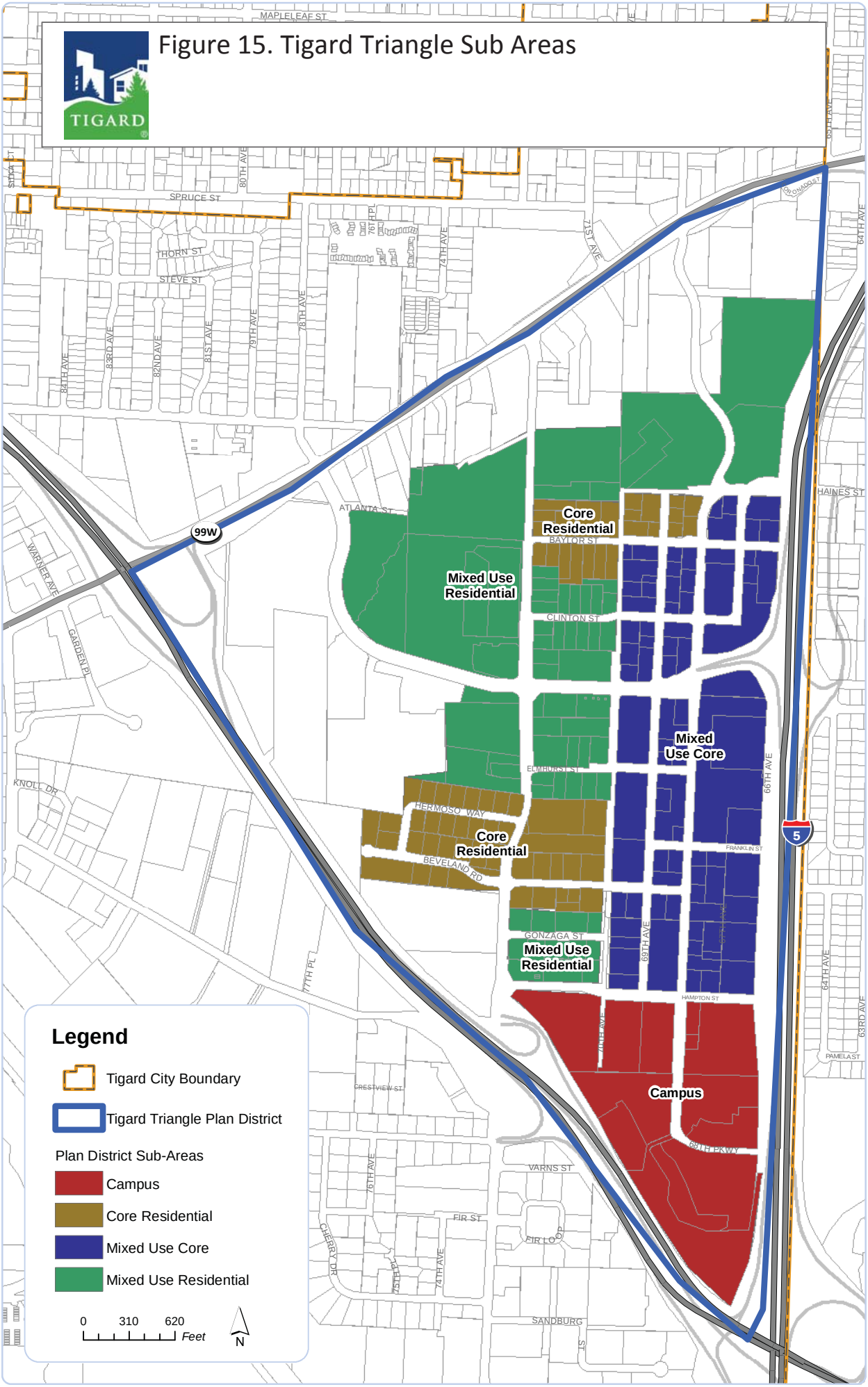

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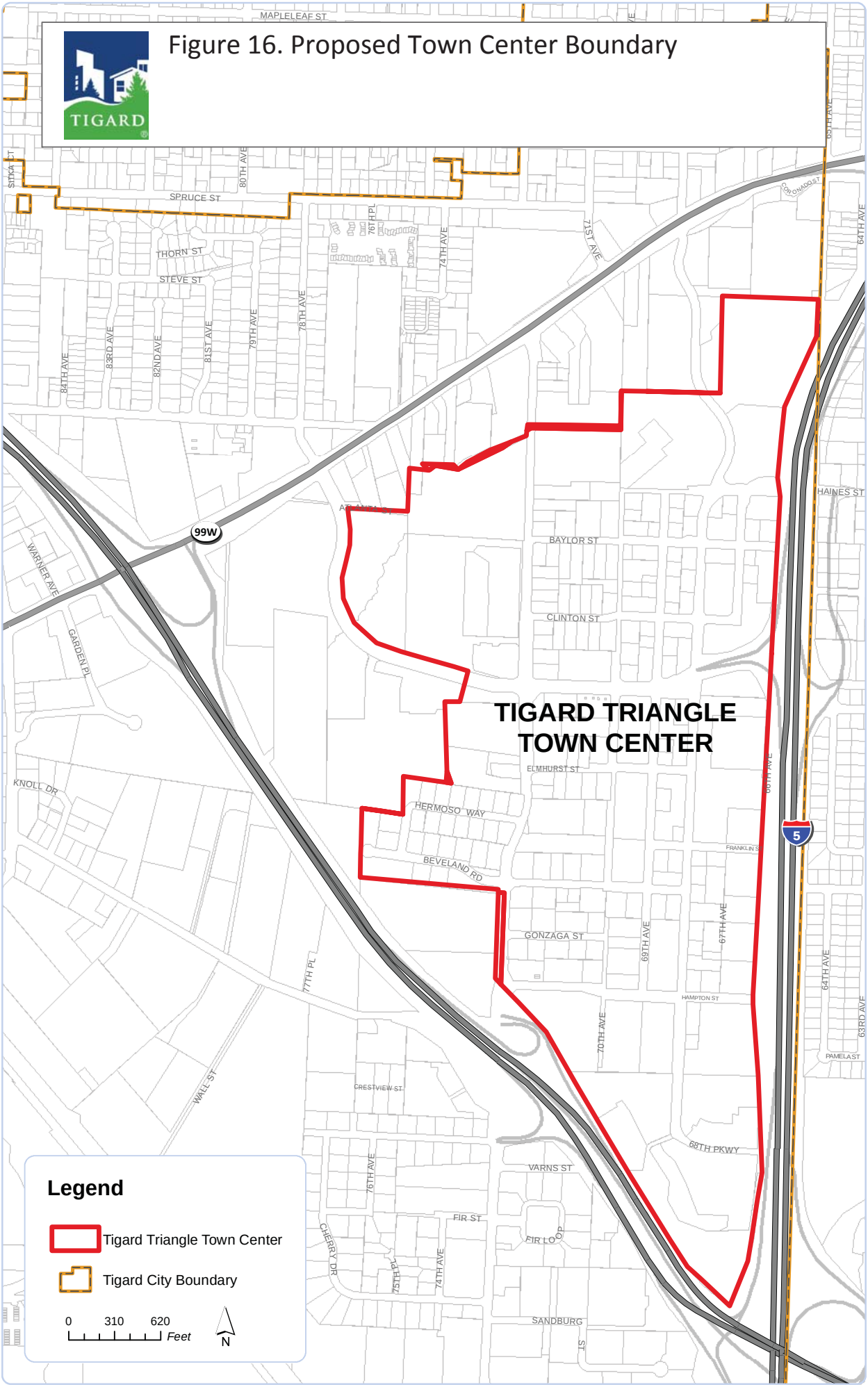
Figure 16. Proposed Town Center Boundary



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Appendix A: Implementation Plan

	Estimated Cost	Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)	Primary Responsible Parties	Partners
Regulatory						
1a: Amend the Tigard Comprehensive Plan	N/A				City staff, Planning Commission and City Council, Metro	Neighborhood and business groups, property owners
1b: Amend the Tigard Development Code to Include the Mixed Use-Triangle District (MUT) and Revised Tigard Triangle Design Standards	N/A					
1c: Designate the Tigard Triangle as a Town Center (as defined in Metro's Urban Growth Management Functional Plan Title 6 requirements)	N/A					
1d: Amend the Transportation System Plan	N/A					
1e: Amend the Tigard Parks Plan and the Tigard Trails Plan	N/A					
1f: Modify Parking Requirements	N/A					
1g: Develop Tigard Triangle Parking Management Plan	TBD					

	Estimated Cost	Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)	Primary Responsible Parties	Partners
Infrastructure Investment						
2a: SW Atlanta Street	$2.0 million				City Planning, Public Works and Parks departments, Clean Water Services, private developers	Residents and businesses, property owners
2b: SW 74th Avenue	$2.6 million					
2c: OR 217 Overcrossing at Beveland	$19.8 million					
2d: I-5 Bicycle and Pedestrian Crossing at Beveland/Southwood	$6.0 million					
2e: Red Rock Creek Restoration (Planning)	$1.3 million					
2f: Develop Stormwater Management Plan	TBD					
2g: Local Access Roads	N/A					
2h: Water System Upgrades	$4.0 million					
2i: Wastewater System Upgrades	$4.8 million					
2j: Parks, Plazas and Open Space	$1.4 million				City Parks Department, Metro (potential funding source)	Neighborhood groups, property owners

	Estimated Cost	Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)	Primary Responsible Parties	Partners
Incentives and Public-Private Partnerships						
Local Improvement District (LID)	TBD				City Development Department, landowners	Property owners, project advocates, and businesses
Urban Renewal District	N/A				City Development Department, City Council	City residents and businesses
Vertical Housing Program	N/A				City Development Department, City Council, State of Oregon	Property owners, City of Tigard
Business or Economic Improvement District (BID or EID)	N/A				City Development Department, businesses and landowners	District businesses and landowners
Grant Programs	N/A				City departments	Metro, Metro, State of Oregon, federal government
Triangle Business/District Association	N/A				District businesses and landowners	City Development Department
Transportation Management Association	N/A				District businesses and landowners	City of Tigard, Westside Transportation Alliance

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Appendix B: Recommended Transportation System Plan Amendments

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Tigard Transportation System Plan: Recommended Changes

Table 5-6, update the Multimodal Project Improvement

Project ID	Name	Project Type	Description3	Special Area	Jurisdiction	Time frame	Financially Constrained?	Cost Estimate
	Atlanta Connection	New Road	Construct new road from the western terminus of Haines Street to Dartmouth Street	Tigard Triangle	Tigard	Near Term		$2,000,00
	SW 74th Avenue	New Road	Construct new north/south road from the existing 74th Avenue intersection to Beveland Road	Tigard Triangle	Tigard	Mid-Term		$2,600,00
	OR 217 Overcrossing at Beveland	New Bridge	Connect Beveland Road to SW Hunziker Road west of OR 217. Required overcrossing over Or 217	Tigard Triangle	ODOT/Tigard	Mid-Term		$19,840,000
	Bike/ped I-5 overcrossing at Beveland Southwood Drive	New Bicycle/pedestrian bridge	Construct new bicycle/pedestrian overcrossing across I-5 between Beveland and Southwood Drive	Tigard Triangle	Tigard	Long-Term		$4,800,000
	Red Rock Creek	Multi Use-Trail	Develop and construct a multi-use trail and associated open space along Red Rock Creek in the Tigard Triangle	Tigard Triangle	Tigard	Near-Term		
~~23~~	~~Hwy 217 over-crossing - Hunziker-Hampton Connection~~	~~New Road~~	~~Connect Hunziker Road to 72nd Avenue – requires over-crossing over ORE-217 – removes existing 72nd Ave/Hunziker intersection~~		~~ODOT/Tigard~~	~~Mid-Term~~	~~Yes~~	~~$10,000,000~~

Tigard Triangle (beginning on Page 91 of the TSP)

The Tigard Triangle is a priority opportunity for community development and economic activity. The Triangle has long been a retail and commercial hub within the City. Today, the Triangle is zoned for commercial and mixed-use development and is identified as an area of significant future growth in housing and jobs.

Although the area is bordered by three major regional roadways, those roadways function as barriers to access the Triangle. Travel to and from the Tigard Triangle is funneled from Pacific Highway via 72nd Avenue, Dartmouth Street and 68th Parkway; the Highway 217/72nd Avenue interchange; the northbound I-5 interchange with Haines Street; and the southbound I-5 interchange with

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Dartmouth Street.

Access to and from the Tigard Triangle area is and will remain a critical issue to the success of the Tigard Triangle area. The majority of employees and customers traveling to the area on City streets access the Tigard Triangle area off of Pacific Highway. There is considerable congestion on Pacific Highway in the vicinity of the Tigard Triangle and this congestion is forecast to worsen with future development and regional growth.

A second issue with the Tigard Triangle relates to non-auto mobility/circulation to/from and within the area. The Triangle area as a whole is generally sloping downward from Pacific Highway and I-5 to Highway 217. The topography makes pedestrian and bicycle transportation more difficult. These conditions are worsened by incomplete bicycle and pedestrian systems within the Triangle.

At the broadest level, options for improving access to the Tigard Triangle area fall into the following categories:

- Provide additional intersection and roadway capacity improvements to improve traffic operations at the boundary streets.
- Provide additional roadway capacity as development occurs to support a pedestrian-oriented development pattern. Maximize existing infrastructure investments by also focusing on parking management and travel demand management (TDM) programs.
- Provide a more integtrated system of transportation options for bicycles, pedestrians, and access to transit.

Jnfrastructure Investments

Figure 5-12 shows the planned multimodal improvement projects related to access to the Tigard Triangle. Within the Triangle, the improvement projects include several capacity enhancements to existing roadways, including an extension of Atlanta Street to connect 68th Avenue and Dartmouth, a new Highway 217 overcrossing connecting Beveland Road to Hunziker Street extending 74th Avenue south to Beveland, and new bicycle and pedestrian connections across I-5 that connect to the regional pedestrian and trail system east of I-5. The Atlanta Street and 74th Avenue extensions and Beveland Street overcrossing would provide needed additional circulation options for auto and non-auto modes of transportation within the Tigard Triangle. In addition, the Beveland Street overcrossing would provide an additional access to the Tigard Triangle area from the west.

Dartmouth Street and 72nd Avenue are wide roads that may represent barriers for pedestrians. Existing and future intersections, both signalized and unsignalized, could provide for safe pedestrian crossings that implements the pedestrian oriented district, increases walkability, and reduces dependence on the automobile. Specific project considerations for the Tigard Triangle can be found in Technical Memorandum #5 in the Volume 3 Technical Appendix.

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Deleted: The plan also includes widening 72nd Avenue (arterial) and Dartmouth Street (collector) to five lanes. Without careful design of both facilities, these could end up functioning as a surrogate for I-5 travel and could become significant pedestrian and bicycle barriers within the Tigard Triangle. An initial step toward realizing these projects is a corridor study (see 0) to review street cross sections and potential parallel routes.

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Appendix C: Recommended Development Code Amendments

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Chapter 18.520
COMMERCIAL ZONING DISTRICTS

Sections:

18.520.010 Purpose

A. Provide range of commercial services for city residents. One of the major purposes of the regulations governing development in commercial zoning districts is to ensure that a full range of retail and office uses are available throughout the city so that residents can fulfill all or most of their needs within easy driving and, ideally within easy walking and/or biking distance of their homes. The location of land within each commercial district must be carefully selected and design and development standards created to minimize the potential adverse impacts of commercial activity on established residential areas. At the same time, it is important to create more opportunities for mixed use, including residential, commercial and institutional activities, in new and re-developing commercial areas.

B. Facilitate economic goals. Another purpose of these regulations is to ensure that there is a full range of economic activities and job opportunities within the city limits, in compliance with the economic goals of the City of Tigard Comprehensive Plan.

18.520.020 List of Zoning Districts

A. C-N: neighborhood commercial district. The C-N zoning district is designed to provide convenience goods and services within a small cluster of stores adjacent to residential neighborhoods. Convenience goods and services are those which are purchased frequently, i.e., at least weekly; for which comparison buying is not required; and which can be sustained in a limited trade area. Such uses include convenience markets, personal services and repair shops. A limited number of other uses, including but not limited to restaurants, gas stations, medical centers, religious institutions, transit-related park-and-ride lots and facilities with drive-up windows, are permitted conditionally.

B. C-C: community commercial district. The C-C zoning district is designed to provide convenience shopping facilities which meet the regular needs of nearby residential neighborhoods. With a service area of about 1.5 miles, such commercial centers typically range in size from 30,000—100,000 gross square feet on sites ranging from 2—8 acres. Separated from other commercially-zoned areas by at least one-half mile, community commercial centers are intended to serve several residential neighborhoods, ideally at the intersection of two or more collector streets or at the intersection of an arterial and collector street. Housing is permitted on or above the second floor of commercial structures at a density not to exceed 12 units/net acre, e.g., the maximum density permitted in the R-12 zone. A limited number of other uses, including but not limited to car washes, gas stations, religious institutions, and transit-related park-and-ride lots, are permitted conditionally. In addition to mandatory site development review, design and development standards in the C-C zone have been adopted to insure that developments will be well-integrated, attractively landscaped, and pedestrian-friendly.

C. C-G: general commercial district. The C-G zoning district is designed to accommodate a full range of retail, office and civic uses with a city-wide and even regional trade area. Except where non-conforming, residential uses are limited to single-family residences which are located on the same site as a permitted use. A wide range of uses, including but not limited to adult entertainment, automotive equipment repair and storage, mini-warehouses, utilities, heliports, medical centers, major event entertainment, and gasoline stations, are permitted conditionally.

D. C-P: professional/administrative commercial district. The C-P zoning district is designed to accommodate civic and business/professional services and compatible support services, e.g., convenience retail and personal services, restaurants, in close proximity to residential areas and major transportation facilities. Within the Tigard Triangle and Bull Mountain Road District, residential uses at a minimum density of 32 units/net acre, i.e., equivalent to the R-40 zoning district, are permitted in conjunction with a commercial development. Heliports, medical centers, religious institutions and utilities are permitted conditionally. Developments in the C-P zoning district are intended to serve as a buffer between residential areas and more-intensive commercial and industrial areas.

E. MU-CBD: mixed use-central business district. The MU-CBD zoning district is designed to provide a pedestrian friendly urban village in downtown Tigard. A wide variety of commercial, civic, employment, mixed-use, multifamily and attached single-family residences are permitted. New development and redevelopment is required to conform to the standards of Chapter 18.610.

F. MUE: mixed-use employment. This zoning district permits a wide range of uses including major retail goods and services, business/professional offices, civic uses and housing; the latter includes multi-family housing at a maximum density of 25 units/acre, equivalent to the R-25 zoning district. A wide range of uses, including but not limited to community recreation facilities, medical centers, schools, utilities and transit-related park-and-ride lots, are permitted conditionally. The zone may be applied elsewhere in the city through the legislative process.

Deleted: The MUE zoning district is designed to apply to a majority of the land within the Tigard Triangle, a regional mixed-use employment district bounded by Pacific Highway (Hwy. 99), Highway 217 and I-5.

Deleted: Although it is recognized that the automobile will accommodate the vast majority of trips to and within the Triangle, it is still important to (1) support alternative modes of transportation to the greatest extent possible; and (2) encourage a mix of uses to facilitate intra-district pedestrian and transit trips even for those who drive.

G. MUE-1 and MUE-2: mixed use employment districts. The MUE-1 and 2 zoning district is designed to apply to areas where employment uses such as office, research and development and light manufacturing are concentrated. Commercial and retail support uses are allowed but are limited, and residential uses are permitted which are compatible with employment character of the area. Lincoln Center is an example of an area designated MUE-1, the high density mixed use employment district. The Nimbus area is an example of an area designated MUE-2 requiring more moderate densities.

H. MUC: mixed use commercial district. The MUC zoning district includes land around the Washington Square Mall and land immediately west of Highway 217. Primary uses permitted include office buildings, retail, and service uses. Also permitted are mixed-use developments and housing at densities of 50 units per acre. Larger buildings are encouraged in this area with parking under, behind or to the sides of buildings.

I. MUC-1: mixed use commercial - 1. The MUC-1 zoning district, which is designed to apply to that portion of the Durham Quarry site within the City of Tigard, is a mixed-use commercial district bounded by 72nd Avenue, Findlay Street and the Tigard, Tualatin and Durham city limits. This site is the subject of an intergovernmental agreement between the cities of Tigard and Tualatin. Pursuant to that agreement the City of Tualatin shall furnish all planning, building and associated development review/permit services for the property. This zoning district is intended to mirror the City of Tualatin's Mixed Use Commercial Overlay District (TDC, Chapter 57). It permits a wide range of uses including commercial lodging, general retail, offices and housing; the latter includes multi-family housing at a minimum density of 25 units/acre and a maximum of 50 units/acre. Additional uses, including but not limited to major event entertainment and motor vehicle retail fuel sales, are

permitted conditionally. In addition to the standards of this chapter, development within this zone is subject to the standards of Chapter 18.640.

J. MUR: mixed use residential districts. The MUR zoning district is designed to apply to predominantly residential areas where mixed-uses are permitted when compatible with the residential use. A high density (MUR-1) and moderate density (MUR-2) designation is available within the MUR zoning district. (Ord. 10-02 §2; 02-33)

K. MUT: mixed use-triangle. The MUT zoning district is designed to apply to a majority of the land within the Tigard Triangle, a regional mixed-use employment district bounded by Pacific Highway (Hwy. 99), Highway 217 and I-5. This zoning district permits a wide range of uses including mixed use development including neighborhood scale ground-floor retail, residential development up to a maximum density of 50 units/acres, business/professional offices, and civic uses. A wide range of uses, including but not limited to community recreation facilities, medical centers, schools, utilities and transit-related park-and-ride lots, are permitted conditionally. The MUT zone is designed to encourage a mix of uses to facilitate intra-district pedestrian and transit trips, even for those who drive.

18.520.030 Uses

A. Types of uses. For the purposes of this chapter, there are four kinds of use:

1. A permitted (P) use is a use which is permitted outright, but subject to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 18.130.030.

2. A restricted (R) use is permitted outright providing it is in compliance with special requirements, exceptions or restrictions.

3. A conditional (C) use is a use the approval of which is at the discretion of the Hearings Officer. The approval process and criteria are set forth in Chapter 18.370. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 18.130.030.

4. A prohibited (N) use is one which is not permitted in a zoning district under any circumstances.

B. Use table. A list of permitted, restricted, conditional and prohibited uses in commercial zones is presented in Table 18.520.1.

C. Accessory structures.

1. Accessory structures are permitted in all commercial zones providing the site is still in compliance with all development standards, including but not limited to setbacks, height, lot coverage and landscaping requirements, of the base zone. All accessory structures shall comply with all requirements of the state building code.

2. All freestanding and detached towers, antennas, wind-generating devices and TV receiving dishes, except as otherwise regulated by Chapter 18.798, Wireless Communication Facilities, shall have setbacks equal to or greater than the height of the proposed structure. Suitable protective anti-climb fencing and a landscaped planting screen, in accordance with Chapter

18.745, Landscaping and Screening, shall be provided and maintained around these structures and accessory attachments. (Ord. 10-15 §1; Ord. 09-13)

TABLE 18.520.1
USE TABLE: COMMERCIAL ZONES

USE CATEGORY	C-N[1]	C-C[5]	C-G	C-P	MU-CBD[38]	MUE[20]	MUT	MUC-1	MUC[28]	MUE 1 and 2[28]	MUR 1 and 2[28]
RESIDENTIAL											
Household Living	N	R[6]	R[11]	R	P	R[21]	P	P[26]	P	P	P
Group Living	N	N	C	N	P	N	P	C	R[29]/C	R[29]/C	R[29]/C
Transitional Housing	N	N	C	N	C	N	C	C	C	C	C
Home Occupation	R[2]	R[2]	R[2]	R[2]	R[2]	R[2]	R[2]	P	R[2]	R[2]	R[2]
HOUSING TYPES											
Single Units, Attached	N/A	N/A	N/A	N/A	P	N/A	P	N/A	R[30]	R[30]	P
Single Units, Detached	N/A	N/A	N/A	N/A	N/A	N/A	P[21]	N/A	R[30]	R[30]	R[30]
Accessory Units	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	R[31]	R[31]	R[31]
Duplexes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	R[30]	R[30]	P
Multifamily Units	N/A	N/A	N/A	N/A	P	N/A	P	N/A	P	P	P
Manufactured Units	N/A	N/A	N/A	N/A	P	N/A	P	N/A	N	N	N
Mobile Home Parks, Subdivisions	N/A	N/A	N/A	N/A	R[36]	N/A	R[40]	N/A	N	N	N
CIVIC (INSTITUTIONAL)											
Basic Utilities	C	C[32]	C[32]	C	C	C	C	C	C[32]	C[32]	C[32]
Colleges	N	N	N	N	P	C	P	C	C	C	C
Community Recreation	N	P	N	N	P	C	P	N	P	C	C
Cultural Institutions	P	P	P	P	P	P	P	P	P	P	N
Day Care	P	P	P	P	P	P	P	P	P	P	P/C[33]
Emergency Services	P	P	P	P	P	P	P	P	P	P	N
Medical Centers	C	N	C	C	C	C	C	C	C	C	C
Postal Service	P	P	P	P	P	P	P	P	P	P	N
Public Support Facilities	P	P	P	P	P	P	P	P	P	P	P
Religious Institutions	C	C	P	P	P	P	P	P	P	P	C
Schools	N	N	N	N	P	C	P	C	C	C	C
Social/Fraternal Clubs/Lodges	C	C	P	P	P	P	P	P	P	P	C
COMMERCIAL											
Commercial Lodging	N	N	P	R[14]	P	P	P	P	P	P	N
Custom Arts and Crafts	N	N	N	N	P[39]	N	P[39]	N	N	N	N
Eating and Drinking Establishments	C	P	P	R[15]	P	P	P	P	P	P	R[34/35]

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USE CATEGORY	C-N[1]	C-C[5]	C-G	C-P	MU-CBD[38]	MUE[20]	MUT	MUC-1	MUC[28]	MUE 1 and 2[28]	MUR 1 and 2[28]
COMMERCIAL (cont'd.)											
Major Event Entertainment	N	N	C	N	C	N	C	C	C	N	N
Outdoor Entertainment	N	N	P	R[15]	C	N	C	N	C	N	N
Indoor Entertainment	P	P	P	P	P	P	P	P	P	P	N
Adult Entertainment	N	N	C	N	N	N	N	N	C	N	N
Sales-Oriented	P	P[7]	P	R[16]	P/R[37]	R[22]	R[22]	R[25]	P	R[22]	R[34/35]
Personal Services	P	P	P	P	P	R[22]	R[22]	R[25]	P	R[22]	R[34/35]
Repair-Oriented	P	P	P	N	P	R[22]	R[22]	R[25]	R[22]	R[22]	N
Bulk Sales	N	N	P	N	R[36]	R[22]	N[40]	R[25]	R[22]	R[22]	N
Outdoor Sales	N	N	P	N	N	N	N	N	N	N	N
Animal-Related	N	N	N	N	N	P	N	P	N	N	N
Motor Vehicle Sales/Rental	N	N	P/C[12]	N	R[36]	N	N	N	R[24]	R[24]	N
Motor Vehicle Servicing/Repair	N	C[8]	P/C[12]	N	C	R[22]	N	R[25]	N	N	N
Vehicle Fuel Sales	C	C	C	N	R[36]	N	N	C	C	C	N
Office	P	R[9]	P	P	P	P	P	P	P	P	R[34/35]
Self-Service Storage	N	N	C	N	R[36]	N	N	N	N	N	N
Non-Accessory Parking	C	C	P	P	P	P	P	P	P	P	N
INDUSTRIAL											
Industrial Services	N	N	N	N	N	N	N	N	N	N	N
Light Industrial	N	N	N	N	N	R[23]	N	N	N	R[23]	N
General Industrial	N	N	N	N	N	N	N	N	N	N	N
Heavy Industrial	N	N	N	N	N	N	N	N	N	N	N
Railroad Yards	N	N	N	N	N	N	N	N	N	N	N
Research and Development	N	N	N	N	C	R[24]	R[24]	R[24]	N	R[23]	N
Warehouse/Freight Movement	N	N	N	N	N	R[24]	N	N	N	R[23/24]	N
Waste-Related	N	N	N	N	N	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N	N	N	N	R[23/24]	N
OTHER											
Agriculture/Horticulture	N	N	N	N	N	N	N	N			
Cemeteries	N	N	N	N	N	N	N	N			
Detention Facilities	N	N	C	N	C	N	N	N			
Heliports	N	N	C	C	N	N	N	N			
Mining	N	N	N	N	N	N	N	N			

Comment [AD1]: Confirm what repair-oriented means. Sounds like auto Oriented

USE CATEGORY	C-N[1]	C-C[5]	C-G	C-P	MU-CBD[38]	MUE[20]	MUT	MUC-1	MUC[28]	MUE 1 and 2[28]	MUR 1 and 2[28]
OTHER (cont'd.)											
Wireless Communication Facilities	P/R[3]	P/R[3]	P/R[3]	P/R[3]	P/R[3]	P/R[3]	P/R[3]	P/R[27]			
Rail Lines/Utility Corridors	P	P	P	P	P	P	P	P			
Other	C[4]	C[10]	NA	NA	R[19]	NA	NA	NA			

P=Permitted R=Restricted C=Conditional Use NA=Not Applicable N=Not Permitted

[1] All permitted and conditional uses subject to special development standards contained in 18.520.050.A.
[2] Permitted subject to requirements Chapter 18.742.
[3] See Chapter 18.798 Wireless Communication Facilities, requirements for permitted and restricted facilities.
[4] Uses operating before 7 a.m. and/or after 10 p.m. are conditional uses.
[5] All permitted, limited and conditional uses must meet special development standards in 18.520.050.B.
[6] Residential units permitted by right, as a mixed use in conjunction with a commercial development, on or above the second floor of the structure, at densities not to exceed 12 units/net acre.
[7] Limited to 10,000 gross square feet in size, except retail food and beverage outlets, which are limited to 40,000 gross square feet or less.
[8] Limited to motor vehicle cleaning only.
[9] When combined in single structure, each separate establishment shall not exceed 5,000 gross square feet.
[10] Uses operating before 6 a.m. and/or after 11 p.m.; or drive-up windows are conditional uses.
[11] A single-family unit providing that it is located on the same site with a permitted or conditional use in and is occupied exclusively by a caretaker or superintendent of the permitted or conditional use. Multifamily housing is permitted as part of a PD, subject to Chapter 18.350.
[12] Cleaning, sales and repair of motor vehicles and light equipment is permitted outright; sales and rental of heavy vehicles and farm equipment and/or storage of recreational vehicles and boats permitted conditionally.
[13] (Deleted by Ord. 09-13)
[14] Restaurant permitted with restriction in size in conjunction with and on the same parcel as a commercial lodging use.
[15] As accessory to offices or other permitted uses, the total space devoted to a combination of retail sales and eating/drinking establishments may not exceed more than 20% of the entire square footage within the development complex.
[16] May not exceed 10% of the total square footage within an office complex.
[17] Single-family attached and multi-family residential units, developed at R-40 standards, except the area bounded by Fanno Creek, Hall Boulevard, O'Mara, Ash Avenue and Hill Street, within which property zoned for CBD development which shall be designated R-12 PD and shall be developed as planned developments in conformance with the R-12 District standards.
[18] Motor vehicle cleaning only.
[19] Drive-up windows are permitted to continue if the property had one lawfully in existence prior to the adoption of the MU-CBD designation. Otherwise, not permitted.
[20] All permitted and conditional uses subject to special development standards contained in 18.520.050.C.
[21] Pre-existing detached and attached single-family dwellings are permitted outright.
[22] New retail and sales uses may not exceed 60,000 gross leasable area per building within the Washington Square Regional Center or 30,000 gross leasable area per building in the Tigard Triangle except for those areas zoned C-G at the time the MUE zoning district was adopted in the Tigard Triangle.
[23] All activities associated with this use, except employee and customer parking, shall be contained within buildings.
[24] Permitted as accessory to a permitted use as long as this use is contained within the same building as the permitted use, and does not exceed the floor area of the permitted use.
[25] Permitted provided the use is no larger then 60,000 square feet of gross floor area per building or business.
[26] Household living limited to single units, attached, and multifamily including but not limited to apartments, attached condominiums, townhouses and rowhouses at a minimum density of 25 dwelling units per acre and a maximum density of 50 dwelling units per acre.
[27] Wireless only as attached to structure within height limit, see Chapter 18.798.
[28] All Permitted and Conditional Uses subject to special development standards contained in Chapter 18.630.
[29] Group living with five or fewer residents permitted by right; group living with six or more residents permitted as conditional use.
[30] Pre-existing housing units permitted. Conversion of pre-existing housing units to other uses is subject to the requirements of Chapter 18.630.
[31] Permitted for pre-existing housing units, subject to requirements Chapter 18.710.
[32] Except water, storm and sanitary sewers, which are allowed by right.

Deleted: Multifamily residential, at 25 units/gross acre, allowed outright.

Comment [AD2]: Should this be revised to be MUT?

[33] In-home day care which meets all state requirements permitted by right; freestanding day care centers which meet all state requirements permitted conditionally.

[34] This use is allowed only in mixed-use developments in the Washington Square Regional Center. Commercial uses shall occupy no more than 50% of the total floor area within the mixed-use development, and shall be permitted only when minimum residential densities are met. An exception to the requirement that commercial uses may be permitted only if residential minimum densities are met is provided for properties zoned commercial prior to implementation of the Washington Square Regional Center Plan (3/28/2002). The exempted properties are identified as assessor map number: 1S135AA-00400, 1S135AA-01400, 1S135AA-01900, 1S1AA-01901, 1S135DA-02000, 1S135AA-02500, 1S135AA-02600, 1S135AA-02700, 1S135DA-01900, and 1S1DA-02000. These parcels, or parcels created from these parcels, after the effective date of this ordinance, may be developed as a solely commercial use with a use permitted in the MUR-1 or MUR–2 zones.

[35] The maximum building footprint size permitted for any building occupied entirely by a commercial use or uses shall be 7,500 square feet. An exception to the limit on the size of a building occupied by commercial uses is provided for properties zoned commercial prior to implementation of the Washington Square Regional Center Plan (3/28/2002). The exempted properties are identified as assessor map number: 1S135AA-00400, 1S135AA-01400, 1S135AA-01900, 1S1AA-01901, 1S135DA-02000, 1S135AA-02500, 1S135AA-02600, 1S135AA-02700, 1S135DA-01900, and 1S1DA-02000. On these parcels, or parcels created from these parcels, after the effective date of this ordinance, a commercial development is not limited to a specific square footage, however, all other dimensional standards of the MUR-1 and MUR-2 zoning district apply which may limit the ultimate size of commercial development.

[36] Only for properties that were lawfully in existence (as permitted, conditional, or planned development) prior to the adoption of the MU-CBD designation.

[37] New retail and sales uses may not exceed 60,000 square feet of gross leasable area per building in all subareas except 99W/Hall Corridor subarea. (See Map 18.610.A)

[38] All developments subject to Chapter 18.610, Downtown Urban Renewal Standards, and Map 18.610.A.

[39] Custom Arts and Crafts uses may not exceed 500 square feet of production area.

[40] Only for properties that were lawfully in existence (as permitted, conditional, or planned development) prior to the adoption of the MUT designation.

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(Ord. 10-15 §1; Ord. 10-02 §2; Ord. 09-13; Ord. 02-32)

18.520.040 Development Standards

A. Compliance required. All development must comply with:

1. All of the applicable development standards contained in the underlying zoning district, except where the applicant has obtained variances or adjustments in accordance with Chapter 18.370;

2. All other applicable standards and requirements contained in this title.

B. Development standards. Development standards in commercial zoning districts are contained in Table 18.520.2 below:

TABLE 18.520.2
COMMERCIAL DEVELOPMENT STANDARDS

						MUE	R-25							
STANDARD	**C-N**	**C-C**[9]	**C-G**	**C-P**	**MU-CBD****	**C-G**	**MF DU***	**MUT** [17] ***	**MUC –1**	**MUC** [17][18]	**MUE 1** [17][18]	**MUE 2** [17][18]	**MUR 1** [17][18]	**MUR 2** [17][18]
Minimum Lot Size	5,000 sq ft	5,000 sq ft	None	6,000 sq ft	None	None	-	None	None	None	None	None	None	None
- Detached unit	-	-	-	-	-	-	1,480 sq ft	-	-	-	-	-	-	-
- Boarding, lodging, rooming house	-	-	-	-	-	-	6,100 sq ft	-	-	-	-	-	-	-
Minimum Lot Width	50 ft	50 ft	50 ft	50 ft	None	50 ft	None	None	None	None	None	None	None	None
Minimum Setbacks														
- Front yard	20 ft	0/20 ft [10]	0 ft [11]	0 ft [11]	☐	0 ft [11]	20 ft	◊	∇	0 ft[19]	0 ft[21]	0 ft[21]	0 ft[21]	10 ft[21]
- Side facing street on corner & through lots [1]	20 ft	-	-	-	☐	-	20 ft	◊	∇	0 ft[19]	0 ft[21]	0 ft[21]	5 ft[21]	10 ft[21]
- Side yard	0/20 ft [8]	0/20 ft [8]	0/20 ft [8]	0/20 ft [8]	☐	0/20 ft [8]	10 ft	◊	∇	0 ft[19][20]	0 ft[20]	0 ft[20]	0 ft[20]	0 ft[20]
- Side or rear yard abutting more restrictive zoning district	-	-	-	-	-	-	30 ft	◊ -	∇	-	-	-	-	-
- Rear yard	0/20 ft [8]	0/20 ft [8]	0/20 ft [8]	0/20 ft [8]	☐	0/20 ft [8]	20 ft	◊	∇	0 ft[19][20]	0 ft[20]	0 ft[20]	0 ft[20][22]	0 ft[20][22]
- Distance between front of garage & property line abutting a public or private street.	-	-	-	-	-	-	20 ft	◊	∇	N/A	N/A	N/A	N/A	N/A
Minimum Building Height	N/A	N/A	N/A	N/A	☐	N/A	N/A	◊	N/A	2 stories	2 stories	None	2 stories	None
Maximum Building Height	35 ft	35 ft	45 ft	45 ft	☐	45 ft	45 ft	◊	70 ft	200 ft	200 ft	60 ft	75 ft	45 ft
Maximum Site Coverage [2]	85 %	80 %	85 %	85 %	☐	85 %	80 % [16]	◊	90%	85%	85%	85%	80%	80%
Minimum Landscape Requirement	15 %	20 %	15 %	15 %	☐	15 %	20 %	◊	10%	15%	15%	15%	20%	20%
Minimum FAR [3]	N/A	N/A	N/A	N/A	☐	N/A	N/A	◊	N/A	1.25	1.25	0.6	0.6	0.3
Minimum Residential Density [4][5][6]	N/A	N/A	N/A	N/A	☐	N/A	N/A	◊	N/A	50 unit/acre	50 unit/acre	25 unit/acre	50 unit/acre	25 unit/acre
Maximum Residential Density [4][5][6][7]	N/A	N/A	N/A	N/A	☐	N/A	N/A	◊	N/A	None	None	50 unit/acre	None	50 unit/acre

* Multiple-family dwelling unit.
** See Table 18.610.1 and Map 18.610.A for development standards.
*** See Table 18.620.1 and Map 18.620.A for development standards
∇ = See 18.640.050.B.
☐ = See Table 18.610.1 and Map 18.610.A for development standards. ◊ = See Table 18.620.1 and Map 18.620.A for development standards

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[1] The provisions of Chapter 18.795 (Vision Clearance) must be satisfied.
[2] Includes all buildings and impervious surfaces.
[3] Applies to all nonresidential building development and mixed use development which includes a residential component. In mixed use development, residential floor area is included in the calculations of floor area ratio to determine conformance with minimum FAR.
[4] Notwithstanding the requirements of Section 18.715.020, minimum and maximum density shall be determined for residential only projects using the number of residential units per acre shown in the above table. The provisions for density transfer described in 18.715.030.B apply, using the minimum and maximum density shown in the above table. Any mixed-use or commercial only development does not have a minimum density requirement.
[5] For purposes of determining floor area ratio and residential densities, the net development area shall be uses to establish the lot area, determined per 18.715.020.A.
[6] Adjustments to minimum density in the Washington Square Regional center area subject to the standards set forth in 18.630.020.E.
[7] The maximum density requirements for developments that include or abut designated Water Resources Overlay district Riparian setbacks per Chapter 18.797 are described in 18.630.020.D.
[8] No setback shall be required except 20 feet shall be required where the zone abuts a residential zoning district.
[9] See 18.520.050.B for site and building design standards.
[10] No front yard setback shall be required, except a 20-foot front yard setback shall apply within 50 feet of a residential district.
[11] There shall be no minimum front yard setback requirement; however, conditions in Chapters 18.745 and 18.795 must be met.
[12] There are no setback requirements, except 30 feet where a commercial use within a district abuts a residential zoning district.
[13] The maximum height of any building in the CBD zone within 100 feet of any residential zoning district shall not exceed 40 feet.
[14] Where the side or rear yard of attached or multiple-family dwellings abut a more restrictive zoning district, such setbacks shall not be less than 35 feet.
[15] Landscaped areas on existing developed property in the CBD shall be retained. Buffering and screening requirements set forth in Chapter 18.745 shall be met for existing and new development.
[16] Lot coverage includes all buildings and impervious surfaces.
[17] Modifications to dimensional and minimum density requirements for developments that include or abut designated Water Resources Overlay District Riparian setbacks per Chapter 18.797 are described in 18.630.040.F.
[18] The requirements contained in the Buffer Matrices in Tables 18.745.1 and 18.745.2 shall be used in calculating widths of buffering/screening and required improvement s to be installed between proposed uses in the MUC, MUE and MUR zones within the Washington Square Regional Center (WSRC) and abutting zoning districts not included within the WSRC, or zoning districts within the WSRC which are not mixed-use. For MUC and MUE zones, the requirements for Commercial Zones apply. For MUR zones, the requirements for the Neighborhood Commercial Zone apply.
[19] For Commercial and Mixed-use developments, the maximum front and street side yard setback is 10 feet. For Residential only developments, the maximum front and street side yard setback is 20 feet.
[20] Side and rear yard setbacks shall be 20 feet when the zone abuts residential districts shown in Section 18.510.020 except R-25 and R-40.
[21] The maximum setback is 20 feet.
[22] The maximum setback is 10 feet.

C-N - Neighborhood Commercial District	MUC 1 – Mixed Use Commercial
C-C - Community Commercial District	MUC – Mixed Use Commercial
C-G - General Commercial District	MUT– Mixed Use Triangle
C-P - Professional/Administrative Office Commercial	MUE 1 – Mixed Use Employment/High Density
MU-CBD – Mixed Use Central Business District	MUE 2 – Mixed Use Employment/Medium Density
	MUR 1 – Mixed Use Residential/High Density
	MUR 2 – Mixed Use Residential/Medium Density

(Ord. 10-02 §2; Ord. 09-13)

18.520.050 Special Limitations on Uses

A. In the C-N zone. Special limitations in the C-N zoning district are as follows:

1. The use shall be conducted wholly within an enclosed structure, except as allowed in Subsection A.3 below;

2. No use shall have a gross floor area greater than 4,000 square feet;

3. Accessory open-air sales, display and/or storage shall be permitted for horticultural and food merchandise only and shall constitute no more than five percent of the gross building floor area of any individual establishment; and

4. Uses operating before 7 a.m. and after 10 p.m. shall be subject to the conditional use provisions, as governed in Chapter 18.330.

B. In the C-C zone. Special limitations in the C-C zoning district are as follows:

1. Such centers shall be developed preferably as a single unit and occupy only one quadrant of the intersection at which it is located;

2. The use shall be conducted wholly within an enclosed structure, except for outside play areas for children's day care facilities, and as allowed in paragraphs 3 and 4 of this subsection B;

3. No use shall have a gross floor area greater than 5,000 square feet except for the retail sales of food and beverages, when the maximum floor area shall not exceed 40,000 gross square feet, and all other sales-oriented retail, where the maximum floor area shall not exceed 10,000 gross square feet;

4. Accessory open-air sales, display and/or storage shall be permitted for horticultural and food merchandising uses only shall constitute no more than five percent of the gross building floor area of any individual establishment;

5. Accessory open-air dining or drinking areas shall be permitted for approved eating and drinking establishments or retail food stores only. Outside dining areas are not permitted within 200 feet of any developed residential area. Public or private sidewalk areas around dining areas may not be reduced to less than five feet of clear walkway; and

6. Uses operating before 6 a.m. and/or after 11 p.m. and drive-up windows are subject to conditional use provisions, as governed by Chapter 18.330.

C. In the MUE zone. Special limitations in the MUE zoning district are as follows:

1. The maximum floor area ratio (FAR) for all commercial and industrial use types and mixed-use developments shall not exceed 0.40. Residential use types, including transient lodging, shall not be subject to this requirement;

2. On lots greater than three acres, general retail sales uses are limited to 30,000 square feet of gross leasable area plus one additional square foot of gross leasable area of general retail sales use for each additional four square feet of non-general retail sales use.

D. In the MUC-1 zone. In addition to the standards of this chapter, development in the MUC-1 zone is subject to Chapter 18.640 and an intergovernmental agreement between the cities of Tigard and Tualatin.

E. In the MUC, MUE-1, MUE-2, MUR-1 and MUR-2 zones. Within the Washington Square Regional Center, the standards of Chapter 18.630 shall also apply.

18.520.060 Additional Development and Design Guidelines

A. Development/design guidelines in the C-C zone.

1. The following design guidelines are strongly encouraged for developments within the C-C district. Conditions of approval of the development plan may include, but are not limited to, any of the site and building design guidelines deemed appropriate to be mandatory.

    a. Building design guidelines.

        i. The design of buildings within a community commercial development should incorporate elements such as special architectural details, distinctive color schemes, special art and other features, which are sensitive to and enhance the surrounding area and serve to distinguish the complex from other retail complexes in the city;

        ii. All buildings within a multi-building complex should achieve a unity of design through the use of similar architectural elements, such as roof form, exterior building materials, colors and window pattern;

        iii. Individual buildings should incorporate similar design elements, such as surface materials, color, roof treatment, windows and doors, on all sides of the building to achieve a unity of design. The sides of a building which face toward a public street should include public entrances to the building and windows to provide visual access to the activity within the building. The sides of a building which face toward an adjoining property, but not toward a public street, should include elements such as windows, doors, color, texture, landscaping or wall treatment to provide visual interest and prevent the development of a long continuous blank wall.

    b. General site design guidelines. Loading areas should not be located on the side of a building which faces toward a residential use. Loading areas, if located between the building and the street, should be oriented away from the street and should be screened to minimize views of the loading area from the street and sidewalk.

2. Design standards. The following mandatory design standards apply within the community commercial district:

    a. Internal walkways.

        i. Walkways, eight feet minimum width, shall be provided from the public sidewalk or right-of-way to the building(s). At a minimum, walkways shall be located to connect focus points of pedestrian activity such as transit stops and street crossings to the major building entry points.

        ii. Walkways, five feet minimum width, shall be provided to connect with walkways or

potential walkway locations on adjoining properties to create an integrated internal walkway system along the desired lines of pedestrian travel. The width of the walkway should be commensurate with the anticipated level of pedestrian activity along the connecting walkway.

(A) Walkways shall be provided along the full length of the building on any side which provides building access to the public or where public parking is available, to provide safe and comfortable pedestrian access to the building.

(B) On the sides of the building which provide public access into the building, the walkway should be wide enough to allow for sidewalk seating areas as well as pedestrian travel. Weather protection of the walkway should be provided at a minimum at the entrance area and, if appropriate, along the entire walkway.

iii. Walkway surfaces for walkways crossing parking areas shall be designed to be visually distinguishable from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks or scored concrete to enhance pedestrian safety and comfort.

b. Other site development standards.

i. All lighting fixtures shall incorporate cut-off shields to prevent the spillover of light to adjoining properties.

ii. Mechanical equipment, if located on the building, shall be located within the roof form of the building or enclosed within a screening structure, the design of which is consistent with the design of the building.

iii. Mechanical equipment, not located on the building, shall be screened from views from the public street, sidewalk and properties outside the district with a durable, solid wall or fence, or an evergreen hedge or a combination of the above.

iv. All refuse and recycling containers within the district shall be contained within structures enclosed on all four sides and which are at least as high as the tallest container within the structure.

v. Bicycle racks shall be provided on site. Facilities for a minimum of 10 bicycles shall be provided for developments having 100 or fewer parking stalls, notwithstanding Section 18.765.050. For each 100 additional stalls, facilities for five additional bicycles shall be provided. Bicycle parking areas shall not be located within parking aisles, landscape areas or pedestrian ways. It is strongly encouraged that bicycle parking areas be covered.

vi. The site development plan shall incorporate a special feature at the corner of the site. A special corner feature can be a landscape feature, seasonal color planting area, sculpture or water feature. The feature shall provide a visual landmark and some amount of seating area.

vii. Parking areas shall be designed to minimize conflicts between pedestrian and vehicular movements. Parking area landscaping shall be used to define and separate parking, access and pedestrian areas within parking lots.

viii. The landscape design for the site shall include plantings which emphasize the major points of pedestrian and vehicular access to and within the site.

ix. Site features such as fences, walls, refuse and recycling facility enclosures, and light fixtures shall be designed to be consistent with the scale and architectural design of the primary structure(s). Such site features shall be designed and located to contribute to the pedestrian environment of the site development.

x. In multiple building complexes, buildings shall be located to facilitate safe and comfortable pedestrian movement between buildings. On sites which are adjacent to other properties within the community commercial district, building location shall be chosen to facilitate pedestrian and vehicular connections to buildings on those adjacent properties. Consideration should be given to locating buildings closer to the public street with entrances to the buildings from the public sidewalk, with no intervening parking or driving area. Corner locations are particularly appropriate for this treatment.

xi. Opportunities shall be found for safe, convenient, and pleasant pedestrian connections to existing or proposed transit facilities. Where needed, shelters and layover areas for transit vehicles shall be incorporated into the site development.

c. Sign design standards. All signage shall be an integral part of the architectural design.

B. MU-CBD (Downtown). See Chapter 18.610 for additional development and design objectives.

C. Washington Square Regional Center. See Chapter 18.630 for additional development and design guidelines. (Ord. 10-02 §2) ■

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Appendix D: Recommended Tigard Triangle Plan District Amendments

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Chapter 18.620
TIGARD TRIANGLE PLAN DISTRICT [DRAFT]

Sections:

18.620.010 Purpose and Applicability

A. Purpose. The purpose of the Tigard Triangle Plan District is to implement the Tigard Triangle Strategic Redevelopment Plan. The regulations are intended to:

1. Integrate land use and transportation to encourage the development of a pedestrian and transit-focused mixed use district that is economically viable, aesthetically pleasing, and reduces reliance on the automobile.

2. Build upon existing characteristics that make the Triangle unique and desirable by focusing on the natural features of the area, such as Red Rock Creek and wetland areas.

3. Provide a safe, efficient and effective multimodal (auto, bicycle, pedestrian, and transit) network, in and through the Triangle. The multimodal system shall be developed in consideration of existing development and maximize the interface with existing and future transit and pedestrian-oriented development.

4. Enhance the street level to be an inviting place for pedestrians by guiding the design of ground floors to contribute to a safe, high quality pedestrian-oriented streetscape. Building features will be visually interesting and human-scaled, such as storefront windows, detailed façades, art and landscaping.

B. Applicability.

1. The regulations of this chapter apply to the Tigard Triangle Plan District. The boundaries of this plan district are shown on Map 18.620.A at the end of this chapter and on the official zoning map. (Ord. 13-04 §1)

2. New buildings and redevelopment: All applicable design standards apply to new buildings and related site improvements.

3. Expansion, modification and site improvements to existing development: An addition, expansion, enlargement, modification, and/or site improvements associated with such lawfully preexisting uses and structures shall be allowed, provided the application for the proposed project moves toward compliance with the applicable development code standards.

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Deleted: 18.620.060 - Entry Portals¶
18.620.070 - Landscaping and Screening¶
18.620.080 - Street and Accessway Standards¶
18.620.090 - Design Evaluation¶

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4. Design standards do not apply to the following projects:
   a. Maintenance and repair of a building, structure, or site in a manner that is consistent with previous approvals and/or necessary for safety;
   b. Projects undertaken to bring an existing development into compliance with the Americans with Disabilities Act;
   c. Exterior painting;
   d. Any exterior project that doesn't require a building permit;
   e. Interior remodeling;
   f. Temporary structures/uses (as defined in Chapter 18.785);
   g. Any project involving a pre-existing single-family residential building or duplex (that is not being or already been converted to a nonresidential use).

5. In addition to meeting the design standards described in this chapter and other development standards required by the community development and building codes, such developments will be required to:

   a. Dedicate and improve public streets, to the extent that such dedication and improvement is directly related and roughly proportional to an impact of the development;

   b. Connect to public facilities such as sanitary sewer, water and storm drainage;

   c. Participate in funding future transportation and other public improvement projects in the Tigard Triangle Plan District, provided that the requirement to participate is directly related and roughly proportional to an impact of the development.

C. Conflicting standards. The following design standards apply to all development located within the Tigard Triangle Plan District, whose boundaries are set forth in Map 18.620.A, within both the C-G and the MUT zones. If a standard found in this section conflicts with another standard in the development code, standards in this section shall govern. (Ord. 13-04 §1; Ord. 99-22)

18.620.020 Process

A. There are three methods or "tracks" to apply for approval:

   1. Track 1. The design compliance letter provides for a Type I review process, using the clear and objective design standards. It is intended for smaller building and site renovation projects, which meet the threshold of paragraph E.1 of this section.

   2. Track 2. The administrative review track provides for a more complex process (Type II) that requires staff review utilizing clear/quantifiable standards. It applies to new development and renovation/remodeling projects listed in paragraph E.2 of this section.

   3. Track 3. The design review board track provides for a Type III review process through which a design review board determines compliance with the design objectives. After or concurrently with receiving design approval, a project will be administratively reviewed as a Type II decision for all other applicable standards (Type III if a conditional use).

Designing a project to the design and development standards would result in an administrative review process. However, applicants, at their option, may choose to use Track 3 with the design review board. Applicants can address design review requirements through a combination of satisfying certain

Deleted: Design principles. Design standards for public street improvements and for new development and renovation projects have been prepared for the Tigard Triangle Plan District. These design standards address several important guiding principles adopted for the Tigard Triangle Plan District, including creating a high-quality mixed use employment area, providing a convenient pedestrian and bikeway system within the Triangle, and utilizing streetscape to create a high quality image for the area.¶
¶
B. . Development conformance. All new developments, including remodeling and renovation projects resulting in uses other than single family residential use, are expected to contribute to the character and quality of the area.

Comment [CAC1]: Someone asked if we could take this out? I initially agree, but

MIG: Your call. Not sure it's necessary unless this has been a problem in the past

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Comment [AD2]: Right reference?

Comment [AD3]: Wondering if we should add a design review hierarchy or if this is in other parts of the code. This is a slightly modified version of the Downtown Plan.

18.620.020 Process – Make separate section from this point on (D – K).
Could be something the City addresses outside the TGM process. We are looking at revising our procedures and this could be a model.

MIG: Change made

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design standards, and in instances where they elect not to utilize design standards, satisfy applicable design objectives. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable design objectives only.

B. Procedures.

1. Track 1: Design review compliance letter using design standards.

a. Applicability.

i. Addition, elimination, or change in location of windows that does not decrease the minimum required window coverage;

ii. Addition, elimination, or change in location of entry doors and loading doors;

iii. Addition of new and change to existing awnings, canopies, and other mounted structures to an existing façade;

iv. For commercial and mixed use developments, modification of up to 15% on-site landscaping with no reduction in required landscaping. Modification refers to changing the hardscape elements and the location of required landscape areas and/or trees;

v. Modification of off-street parking with no reduction in required parking spaces or increase in paved area;

vi. Addition of new fences, retaining walls, or both;

vii. Changing of existing grade;

viii. An increase in the height of the building(s) less than 20%;

ix. A change in the type and location of access ways and parking areas where off-site traffic would not be affected;

x. An increase in the floor area proposed for a nonresidential use by less than 10% or under 5,000 square feet;

xi. A reduction in the area reserved for common open space and/or usable open space which does not reduce the open space area below the minimum required by this code or reduces the open space area by less than 10%.

b. Process and procedure type. The Type I procedure, as described in Section 18.390.030 of this code, shall apply to an application for design compliance letter. The decision-making authority is the director. The applicant must show compliance to the design standards prior to issuance of the design review compliance letter.

c. Process and approval criteria. The director shall approve, approve with conditions, or deny an application based on finding that the following criteria are satisfied: the applicable building and site design standard(s) for the project (Section 18.620.030 and 18.620.030) and/or the applicable additional standards (Section 18.620.).

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Comment [AD4]: Not sure if we need these, but leaving the reference in just in case for now.

Comment [AD5]: Unsure whether we need thi, but leaving it in for now

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2. Track 2: Administrative review with design standards.

a. Applicability. A Track 2 review will be required for one or more of the following:

i. All new development except those listed in paragraph E.1 of this section;

ii. A change that requires additional on-site parking in accordance with Chapter 18.765;

iii. A change in the type of commercial or industrial structures as defined by the State Building Code;

iv. An increase in the height of the building(s) by more than 20%;

v. A change in the type and location of access ways and parking areas where off-site traffic would be affected;

vi. An increase in the floor area proposed for a nonresidential use by more than 10% excluding expansions under 5,000 square feet;

vii. A reduction in the area reserved for common open space and/or usable open space which reduces the open space area below the minimum required by this code or reduces the open space area by more than 10%.

b. Procedure type. The Type II procedure, as described in Section 18.390.040, shall apply to an application using the building and site design and development standards. The decision-making authority is the director.

Applicants are required to identify how their proposed site/building plan meets the design standards, through architectural drawings, illustrations, graphics, photographs, a narrative with findings and other materials that demonstrate how the proposed development implements the intent of the design standards.

c. Process and approval criteria. The director shall approve, approve with conditions, or deny an application based on finding that the following criteria are satisfied: Sections 18.620.030 and 18.620.40.

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3. Track 3: Discretionary design review using design objectives.

a. Applicability. Any project, at the applicant's option. The applicant may also choose this track if a project is unable to meet a clear and objective standard.

b. Procedure type. Applicants are required to identify how their proposed site/building plan meets the intent statements of the design objectives described in 18.620.060, through architectural drawings, illustrations, graphics, photographs, a narrative with findings and other materials that demonstrate how the proposed development implements the intent of the design standards.

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The Type III procedure, as described in Section 18.390.050, shall apply to an application using discretionary design objectives. The decision-making authority is the design review board. Projects receiving approval must also undergo review for land use, engineering, and building approval.

c. Process and approval criteria. The design review board shall approve, approve with conditions, or deny an application based on finding that the following criteria are satisfied: Section 18.620.060, Building and Site Design Objectives.

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4. Adjustments and variances.

a. Variances and adjustments as outlined in Chapter 18.370 may be granted for the provisions and regulations of the underlying zone, the development standards. Variances cannot be granted for building and site design standards in Section 18. 620.030 and 18.620.040. Instead, applications unable to meet a standard should use the Track 3 discretionary design review using design objectives.

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b. For applications using Track 3, variances and adjustments may only be granted for the provisions and regulations of the underlying zone, the development standards (Section 18. 620.030 and 18.620.040), not for the design objectives themselves.

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C. Triangle design review submittal requirements.

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1. General submission requirements. The applicant shall submit an application containing all of the general information required for a Type II procedure, as governed by Section 18.390.040, or for a Type III procedure, as governed by Section 18.390.050.

2. Additional information. In addition to the submission requirements required in Chapter 18.390, Decision-Making Procedures, an application must include the following additional information in graphic, tabular and/or narrative form. The director shall provide a list of the specific information to be included in each of the following:

a. An existing site conditions analysis;

b. A site plan;

c. A grading plan;

d. A landscape plan;

e. An urban forestry plan consistent with Chapter 18.790;

f. Architectural elevations of all structures; and

g. A copy of all existing and proposed restrictions or covenants.

3. All drawings submitted with applications for development using Level 2 and 3 shall be stamped by a registered architect. Applications for landscaping projects shall be stamped by a registered landscape architect. Applications that require engineering or transportation reports must be stamped by the appropriate specialist.

D. Approval period. Approval by the director or design review board shall be effective for a period of 1-1/2 years from the date of approval. The approval shall lapse if:

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1. Substantial construction of the approved plan has not begun within a 1-1/2 year period; or

2. Construction on the site is a departure from the approved plan.

E. Extension. The director shall, upon written request by the applicant and payment of the required fee, grant an extension of the approval period not to exceed one year; provided that:

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1. No changes are made on the plan as approved by the director or design review board;

2. The applicant can show intent of initiating construction on the site within the one-year extension period; and

3. There have been no changes to the applicable comprehensive plan policies and ordinance provisions on which the approval was based.

F. Phased development.

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1. If the development of a site takes more than one year, the applicant shall submit a phased development time schedule for approval by the director. In no case shall the total time period for all phases be greater than seven years without reapplying for design review.

2. The criteria for approving a phased development proposal is that all of the following are satisfied:

   a. The public facilities are constructed in conjunction with or prior to each phase;

   b. The development and occupancy of any phase is not dependent on the use of temporary public facilities. A temporary public facility is any facility not constructed to the applicable city or district standard;

   c. The phased development shall not result in requiring the city or other property owners to construct public facilities that were required as part of the approved development proposal; and

   d. The director's decision may be appealed as provided by 18.390.040.G. No notice need be given of the director's decision.

G. Bonding and assurances.

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1. Performance bonds for public improvements. On all projects where public improvements are required the director shall require a bond in an amount not greater than 100% or other adequate assurances as a condition of approval of the plan in order to ensure the completed project is in conformance with the approved plan; and

2. Release of performance bonds. The bond shall be released when the director finds the completed project conforms to the approved plan and all conditions of approval are satisfied.

3. Completion of landscape installation. Landscaping shall be installed prior to issuance of occupancy permits, unless security equal to the cost of the landscaping as determined by the director is filed with the city recorder assuring such installation within six months after occupancy:

a. Security may consist of a faithful performance bond payable to the city, cash, certified check or such other assurance of completion approved by the city attorney; and

b. If the installation of the landscaping is not completed within the six-month period, the security may be used by the city to complete the installation.

18.610.015 Pre-Existing Uses and Developments within the Triangle District

A. Notwithstanding the provisions of Section 18.760.040 (Criteria for Nonconforming Situations), land uses and associated development in the MUT district that were lawfully in existence at the time of adoption of these standards may continue as lawful uses and developments.

1. Land uses and associated development that were in existence at the time of the adoption of the MUT district and Chapter 18.620 may continue on the property. Additions, expansions, or enlargements to such uses or developments, shall be limited to the property area of said use or development lawfully in existence at the time of adoption of this ordinance, [INSERT DATE].

2. If a pre-existing structure or use is destroyed by fire, earthquake or other act of nature, or otherwise abandoned then the use will retain its pre-existing status under this provision so long as it is substantially reestablished within one year of the date of the loss. The new structure would have to conform to the code.

18.620.020 Connectivity

A. Purpose statement. The purpose of this section is to implement the Tigard Triangle Redevelopment Strategy, which describes a system of streets and pathways to improve multi-modal access to, from and within the Triangle. The standards in this section are intended to execute connectivity improvement projects that will foster creation of smaller block sizes and efficient routes into and within the Triangle. The existing and proposed street and connectivity map is illustrated on Map 18.620.B.

B. Applicability. The connectivity standards in this section apply only to those properties with designated streets as shown in the City of Tigard 2035 Transportation System Plan. Development on properties with designated streets are subject to the connectivity requirements below.

C. Required new street and pedestrian pathway connections. Required new street and pedestrian pathway connections shall be provided as follows:

1. New development and major redevelopment. For new development and for major redevelopment valued at more than 60% of its total current value as assessed by the Washington County assessor, the applicant shall comply with the following:

a. Dedicate the required right-of-way. The applicant shall dedicate the amount of right-of-way necessary to construct the required street or alley consistent with the designated street cross-section. As an alternative, the city engineer may approve the dedication of a public easement in lieu of a portion of the public right-of-way in accordance with 18.810.030.C.

b. Construct the required improvements. The applicant shall construct the full street or alley improvements as shown in the designated street cross-section.

Deleted: K. Business tax filing. The applicant shall ensure that all occupants of the completed project, whether permanent or temporary, shall apply for and receive a City of Tigard business tax prior to initiating business. (Ord. 13-04 §1; Ord. 12-13 §1; Ord. 12-09 §1; Ord. 10-02 §2)¶

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Comment [AD6]: Should this be building code?

Comment [O7]: More specifics on when to apply design and development standards for changes to existing development and redevelopment.

MIG: See 18.620.010. I've added language in there. Also, the downtown code uses a 60% of assessed value. Is that consistent how the City has done it in the past?

Comment [O8]: Replace this section.

MIG: Rewrote this section

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18.620.015 Where These Regulations Apply¶
¶
The regulations of this chapter apply to the Tigard Triangle Plan District. The boundaries of this plan district are shown on Map 18.620.A at the end of this chapter and on the official zoning map. (Ord. 13-04 §1)¶
¶
¶

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Comment [AD9]: Should we reference the TSP instead? The road/path network will become part of that plan.

Yes, this is consistent with Downtown District.

MIG: change made

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Comment [AD10]: See comment above. Check reference

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Comment [AD11]: Is this something common in other parts of the code? Would want to identify why this is the right number. Could also do it by percent of structure modified

This one should include a conversation with Tom. I don't feel comfortable just sticking this in.

Steve Kelly had some thoughts on this – based on Bethany. Should include ENG staff on a discussion.

Comment [AD12]: We have both local streets and the neighborhood route that could be a city project. Wondering if we should break that apart here.

Same comment as above.

2. All other projects. For projects other than new development and major redevelopment, the applicant shall comply with the following:

   a. Preserve the potential for a future connectivity improvement. No new buildings shall be located within the area identified as future street or alley alignment. Surface parking, landscaping, temporary structures, driveways and similar types of development are allowed within the future alignment.

   b. Sign a non-remonstrance to future Local Improvement District (LID). The property owner shall sign a non-remonstrance agreement for formation of a future LID to pay for the identified street or alley improvement.

D. Required new pedestrian pathways. For new development and for major redevelopment valued at more than 60% of its total current value as assessed by the Washington County assessor, the applicant shall provide multi-use pathways on public easements or rights-of-way through the block. Pedestrian pathways may be combined with vehicle driveways, but shall be spaced no closer than 100 feet from an intersection between two public roads or another access point. Maximum block length shall not exceed 250 feet without pedestrian access. The required pathway shall provide direct connection through the block and be subject to the requirements of Section 18.810.110.

E. Shared access between adjacent uses is encouraged.

F. Adjustments to the connectivity standards are subject to Section 18.370.020.

G. Replacement of a pre-existing structure that is destroyed by fire, earthquake or other cause beyond the control of the owner, shall not be considered a major redevelopment for the purposes of subsections C and D of this section. (Ord. 12-13 §1; Ord. 10-02 §2)

18.620.030 Site Design Standards

A. Sub-areas. The five sub-areas located on Map 18.620.C. and described below have different site design and height limits in order to create a feeling of distinct districts within the larger zone.

1. General Commercial. This subarea-area generally maintains the existing land use and development pattern as today. As the redevelopment occurs over time, commercial and mixed use buildings up to 45 feet are permitted, although it's destination for large format retailers is expected to stay in place.

2. Core Residential. This sub-area permits townhomes and residential and/or mixed use buildings up to four stories tall. The goal of this subarea is to provide a transition from open space and existing multifamily development. While ground floor retail is permitted, this sub area is envisoned to be primarily residential. Active ground floors are encouraged along SW Atlanta Street and SW 69th Avenues, which would include live/work, apartments of townhomes with doors fronting those streets. Parking would be located behind the buildings or adjacent to access streets, illustrated on Map 18.620.___ and figures.

3. Mixed Use Residential. This sub-area provides an opportunity for medium scale residential or mixed use development. Compatible mixed uses (live-work, convenience retail and office uses) are encouraged on the frontage of SW 74th Avenue. As with the Core Residential Area, The area in proximity to Red Rock Creek and associated wetland areas will be an opportunity to create a high quality residential and mixed-use environment with views and access to the natural amenity.

Comment [AD13]: What should be do with this? Same comment as above. Maybe this is something that really should be addressed in Phase 2

Comment [CAC14]: Not sure where this # came from. Can be part of same discussion as above. However, I do like the requirement since we do not have something for trails or ped pathways in any other part of our code. Dedication for trails is only required if within floodplain. Most of Red Rock Creek and other trail locations is not within the floodplain.

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Deleted: Demonstration of standards. All development must demonstrate how one of the following standard options will be met. Variance of these standards may be approved per the requirements of Section 18.370.010 where topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent street extensions and connections.¶
¶
A. Design option.¶
¶
1. Local street spacing shall provide public street connections at intervals of no more than 660 feet.¶
¶
2. Bike and pedestrian connections on public easements or right-of-way shall be provided at intervals of no more than 330 feet.¶
¶
B. Performance option.¶
¶
1. Local street spacing shall occur at intervals of no less than eight street intersections per mile.¶
¶
2. The shortest vehicle trip over public streets from a local origin to a collector or greater facility is no more than twice the straight-line distance.¶
¶
3. The shortest pedestrian trip on public right-of-way from a local origin to a collector or greater facility is no more than 1-1/2 the straight-line distance.¶

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Building heights up to four stories will preserve views to the west and provides and opportunities for a more varied building pattern in the district.

4- Mixed Use Core. This sub-area is intended to provide an opportunity for taller buildings up to six stories, including residential, mixed-use, and employment uses comprised of civic, office and commercial uses along what is already primarily am employment are between SW 68th and SW 70th Avenues. Residential buildings, office/commercial buildings, and mixed use developments are all permitted. SW 69th Avenue is intended to be pedestrian oriented that would function like a Main Street. A pedestrian environment would be improved with a continuous building wall broken only intermittently. New mixed use or office buildings in the sub-area along SW 69th Avenue must include ground floors that are constructed to be flexible that in the future, could accommodate a mix of uses. Those spaces could be used now for office, residential, or other uses that responds to the market, but does not preclude a transition to retail or other uses in the future as the Triangle develops. Residential and office uses are permitted on upper floors. Residential only buildings must orient the building's primary street access to SW 69th Avenue, either using a central courtyard or individual access for each unit.

5. Campus. This sub area is located south of SW Hampton Street and is intended to support a campus style of development with larger amounts of greenspace and pedestrian areas than the Mixed-Use Core sub area. Development would be oriented to SW Hampton Street and SW69th Avenue, with buildings up to six stories. Development types includes including residential and employment uses comprised of civic, office and commercial uses

[INSERT MAP]/figures to show building placement

B. Development standards. Development standards apply to all new development in the MUT zone, including developments utilizing the Track 3 approval process. Variances or adjustments may be granted if the criteria found in Chapter 18.370 are satisfied.

1. Development standards matrix. See Table 18.620.1 and Map 18.620.C.

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Table 18.620.1Development Standards Matrix [1], [2]

STANDARD	SUB-AREAS				
	General Commercial (C-G)	Core Residential (CR)	Mixed-Use Residential (MU)	Mixed-Use Core (MUC)	Campus (CS)
Front setback					
Minimum	0 ft.[6]	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	10 ft.	20 ft.	10 ft.[5]	10 ft.[5]	20 ft.
Side facing street on corner and through lots					
Minimum	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft	10 ft	10 ft	10 ft	10 ft
Sideyard					
Minimum/maximum	0/20 ft	N/A	N/A	N/A	N/A
Rear setback					
Minimum	0 ft.	0 ft.	0 ft.	0 ft.	0 ft..
Maximum	N/A	N/A	N/A	N/A	N/A
Building height					
Minimum	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
Maximum (stories/feet)	45 ft.	55 ft.	55 ft.	75 ft.	75 ft.
Ground floor height minimum	0 ft.	0 ft.	0 ft.	15 ft.[7]	15 ft.[7]
Site coverage maximum	85%	85%	90%	90%	80%
Minimum landscaping	15%	15%	10%	10%	20%
Minimum building frontage[8]	25-70%	25-70%	25-70%	25-70%	25-70%
Residential density (units per acre)					
Minimum[4]	N/A	16	25	50	50
Maximum	N/A	30	50	None	None

[1] This table does not apply to existing development. All new buildings in the district must meet these development standards, including projects using the Track 3 approval process.

[2] See also Section 18.620.---, Exceptions to Standards. [If using]

[3] Should we include a density bonus (near transit, affordable housing etc.)?

[4] Minimum density applies to residential-only development (not mixed use).

[5] For Commercial and Mixed-use developments, the maximum front and street side yard setback is 10 feet. For Residential only developments, the maximum front and street side yard setback is 20 feet.

[6] There shall be no minimum front yard setback requirement; however, conditions in Chapters 18.745 and 18.795 must be met.

[7] For mixed use development fronting the pedestrian district along SW 69th, ground floor heights of 15 feet are encouraged accommodate a mix of uses, permitting transition over time to retail or commercial development. This does not apply residential only buildings.

[8] See Section 18.620.030 (C) for building frontage requirements.

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Comment [AD15]: Need to idenftify whether this is net or gross. 50 du/gross acre will acheive the taller buildings (5-6 stories). 50 du/net acres is only going to get around 3 stories,

Comment [AD16]: Need to decide whether to allow exceptions and what to include

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C. Building placement. Street frontage regulating building placement are illustrated on Figures and Map 18.620.D. The following standards apply:

1. Pedestrian streets. For parcels adjacent to Pedestrian Streets, buildings shall be located at public street intersections. Street frontage requirements for Pedestrian Streets are a minimum of 70 percent of the lot frontage. Off street parking shall be located behind buildings fronting pedestrian streets.

2. If a parcel fronts a two or more different street design classifications, the building shall front Pedestrian Streets, followed by Access Streets, then Through Streets.

4. Minimum building frontage requirements for Access Streets shall be 25 percent if the development also fronts a pedestrian street.

2. Where two Pedestrian Streets intersect, the primary building frontage shall be located along the north/south Pedestrian Street;

3. For parcels that do not front a Pedestrian Street, the minimum building frontage shall occupy a minimum 50 percent of the lot frontage.

D. Building setbacks. The minimum building setback from public street rights-of-way shall be zero feet; the maximum building setback shall be 20 feet, as described in Table 18.620.1.

E. Front yard setback design. Landscaping, an arcade, or a hard-surfaced expansion of the pedestrian path must be provided between a structure and a public street or accessway. If a building abuts more than one street, the required improvements shall be provided on all streets. Landscaping shall be developed to the applicable standard in paragraph 5 of this subsection A. Hard-surfaced areas shall be constructed with scored concrete or modular paving materials. Benches and other street furnishings are encouraged.

F. Walkway connection to building entrances. A walkway connection is required between a building's entrance and a public street or accessway. This walkway must be at least six feet wide and be paved with scored concrete or modular paving materials. Building entrances at a corner near a public street intersection are encouraged.

G. Parking location and landscape design. Parking for buildings or phases adjacent to public street rights-of-way must be located to the side or rear of newly constructed buildings, except for buildings fronting pedestrian streets, where parking must be located behind the building. For locations where parking may be located on the side, parking is limited to 50% of the street frontage and must be behind a landscaped area constructed to an L-1 landscape standard. The minimum depth of the L-1 landscaped area is eight feet or is equal to the building setback, whichever is greater. Interior side and rear yards shall be landscaped to an L-2 landscape standard, except where a side yard abuts a public street where it shall be landscaped to an L-1 landscape standard.

18.620.040 Building Design Standards

A. All buildings shall comply with the following design standards.

1. Ground floor windows. All street-facing elevations within the building setback (zero to 10 feet) along public streets shall include a minimum of 60% of the ground floor wall area with windows, display areas or doorway openings. The ground floor wall area shall be measured from three feet

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Comment [AD19]: Are these standards locate ...
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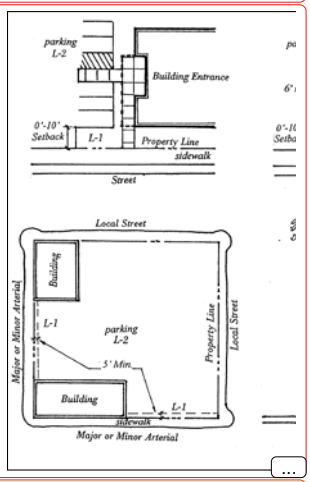

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Comment [O20]: Best to put exceptions, ...
Deleted: Nonresidential buildings.
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above grade to nine feet above grade the entire width of the street-facing elevation. The ground floor window requirement shall be met within the ground floor wall area and for glass doorway openings to ground level. Up to 50% of the ground floor window requirement may be met on an adjoining elevation as long as the entire requirement is located at a building corner.

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2. Building façades.
   a. Façades that face a public street shall extend no more than 50 feet without providing at least one of the following features: (a) a variation in building materials; (b) a building off-set of at least one foot; (c) a wall area that is entirely separated from other wall areas by a projection, such as an arcade; or (d) by another design features that reflect the building's structural system. No building façade shall extend for more than 250 feet without a pedestrian connection between or through the building.

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   b. Buildings more than three stories are required to step back six feet from the building façade at the beginning of the fourth story.

   [INSERT GRAPHIC]

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3. Weather protection. Weather protection for pedestrians, such as awnings, canopies, and arcades, shall be provided at building entrances. Weather protection is encouraged along building frontages abutting a public sidewalk or a hard-surfaced expansion of a sidewalk, and along building frontages between a building entrance and a public street or accessway. Awnings and canopies shall not be back lit.

4. Building materials. Plain concrete block, plain concrete, corrugated metal, plywood, sheet press board or vinyl siding may not be used as exterior finish materials. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than two feet.

5. Roofs and roof lines. Except in the case of a building entrance feature, roofs shall be designed as an extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs are not permitted.

6. Rooftop features/equipment screening.

Comment [O21]: Is there any better code regarding screening? We have issues with this.

MIG: Pulled from Downtown. Seems more specific.

Deleted: Roof-mounted equipment. All roof-mounted equipment must be screened from view from adjacent public streets. Satellite dishes and other communication equipment must be set back or positioned on a roof so that exposure from adjacent public streets is minimized. Solar heating panels are exempt from this standard.

   a. The following rooftop equipment does not require screening:

      i. Solar panels, wind generators, and green roof features;

      ii. Equipment under two feet in height.

   b. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.

   c. Satellite dishes and other communications equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and screened from public view to the extent possible.

   d. All other roof-mounted mechanical equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and screened from public view and from views from adjacent buildings by one of the following methods:

i. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building or architectural grade wood fencing or masonry;

ii. Green roof features or regularly maintained dense evergreen foliage that forms an opaque barrier when planted.

e. Required screening shall not be included in the building's maximum height calculation.

7. Primary Entry

a. For commercial/mixed use buildings:

i. At least one entry door is required for each business with a ground floor frontage.

ii. Each entrance shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided.

iii. All primary ground-floor common entries shall be oriented to the street or a public space directly facing the street, not to the interior or to a parking lot.

b. For residential buildings:

i. Entry door. The primary public entrance to each building unit shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided.

ii. All primary ground-floor common entries of multifamily buildings or individual unit entries of attached residential units that front the street shall be oriented to the street or public right-of-way, not to the interior or to a parking lot.

c. Corners. This standard applies to all nonresidential or mixed use buildings where a site abuts SW 69th Avenue, a public street or public area, park or plaza. At least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main entrance must be within 5 feet of the façade facing SW 69th Avenue; and either:

i. Face SW 69th Avenue; or

ii. Be at an angle of up to 45 degrees from SW 69th Avenue, measured from the street property line.

iii. Surface parking areas are not allowed within 40 feet of the corner.

18.620.050 Signs

A. Sign standards. In addition to the requirements of Chapter 18.780 of the development code the following standards shall be met:

1. Zoning district regulations. Residential only developments within the C-G and MUT zones shall meet the sign requirements for the R-40 zone in 18.780.130.B; nonresidential developments

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within the C-G zone shall meet the sign requirements for the commercial zones in 18.780.130.C; and nonresidential development within the MUT zone shall meet the sign requirements of the C-P zone in 18.780.130.D.

2. Sign area limits. The maximum sign area limits found in Section 18.780.130 shall not be exceeded. No area limit increases will be permitted within the Tigard Triangle Plan District.

3. Height limits. The maximum height limit for all signs except wall signs shall be 10 feet. Wall signs shall not extend above the roof line of the wall on which the sign is located. No height increases will be permitted within the Tigard Triangle Plan District.

18.620.060 Building and Site Design Objectives (To Be Used With Track 3 Approval Process)

A. Applicability. All development using the Track 3 approval process must demonstrate compliance with the design objectives listed in subsection C of this section. The development must also meet the development standards of Table 18.620.1.

B. Approval criteria.

1. Applicants are required to identify how their proposed site/building plan meets the intent statements of the design objectives, through architectural drawings and a narrative.

2. The design review body will make findings that the intent of the design objective has been met.

3. Applications using the Track 3 process must also show compliance with the development standards set forth in Sections 18.620.030-18.620.40 and Table 18.620.1.

C. Design objectives.

1. Create vibrant streetscapes and rights-of-way; provide weather protection; and promote safety and security.

Intent. Foster vibrant, inviting streetscapes and sidewalk-facing ground floors and entry ways. Create buildings that are easily accessible to and provide protection from the elements for pedestrians. Ensure that the ground floor promotes a sense of interaction between activities in the building and activities in the public realm. Building and site design should also address crime prevention through defensible spaces, lighting, and features that allow observation and "eyes on the street."

2. Create cohesive architectural façades.

Intent. Build and expand upon the Triangle's architectural character by incorporating cohesive and repetitive architectural elements into the ground floor of street-facing façades.

3. Design buildings with integrated façades.

Intent. Build upon and improve the Triangle's architecture by creating an attractive and unified building façade that encourages ground floor activities and creates visually interesting façades and roofs.

4. Create street corners with strong identity.

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Comment [O22]: Added space between 1 & 2.

Comment [O23]: Added space between 3 & 4.

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Intent. Create a strong architectural statement at street corners to create a strong identity and opportunities for activity. Establish visual landmarks and enhance visual variety.

5. Assure building quality, permanence and durability.

Intent. Use building materials that evoke a sense of permanence and durability and are compatible with the Triangle and the surrounding built environment. Windows, doors, roofs, and weather protection shall appear to be an integral part of the building design.

6. Provide adequate outdoor spaces.

Intent. Assure new residential units have adequate private and shared outdoor space. (Ord. 10-02 §2)

18.620.070 Off-Street Parking and Loading Requirements

A. Parking standards. New development in the MUT district must conform to the requirements of Chapter 18.765 with the following exceptions.

1. Multifamily units. In the MUT zone the minimum parking requirement for all multifamily units shall be 1/DU. Adequate provisions for barrier-free parking shall be as required by the state building code. Visitor parking spaces are not required. Bicycle parking requirements shall not be reduced.

2. Off-street parking may be located off-site provided it is still located within the MUT district. Parking lots, not including park and rides or central parking structures serving the MUT district and not affiliated with a residential or mixed use development in the MUT district is not permitted within the MUT district.

3. All other uses. For all other uses the minimum off-street vehicle parking requirements shall be 75% of the total computed from Table 18.765.2. Bicycle parking requirements shall not be reduced.

4. Within the MUT zone, New commercial development up to 5,000 square feet have no minimum vehicle parking requirements, except that any multifamily units shall have a minimum of .75/DU.

5. Fractional space requirements. In the MUT zone, when calculating the total minimum number of vehicle parking spaces required in Table 18.765.2, fractional space requirements shall not be counted as a whole space.

6. Motorcycle/scooter parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle/scooter parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.

7. Further adjustments. As provided for in 18.765.070.F, further adjustments to parking standards can be applied for. (Ord. 10-02 §2)

Comment [AD24]: How do you want to hangdle parking? We could add the incentive structure

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Comment [CAC25]: Shared parking can already be allowed by 18.765.030C. Do we want to do something more?

18.765.030.B does not allow people to build shared parking lots away from their site. I have an example in the Triangle that people wanted to do a shared parking lot and could not. Do we want to allow this sort of use – but not fleet parking. This is a location and a use question.

MIG: I would say yes, but there must be something attaching it to a development, such as a development agreement or some other condition that restricts uses, for example, a fleet parking area.

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Comment [O26]: Can we have levels of adjustments? Some Type I or II adjustments for some things while others are design review?

Maybe replace this with something like the Downtown Track 3 process but call it something else. When Costco gas went through the process outlined below, it was not the best. Making it follow the process of a Type III in 18.390 makes more sense.

MIG: I've deleted the Design Evaluation and inserted the three track approval process, similar to what the Downtown code does. Do we need to change the name? Seems ok to me if this is all one town center.

Deleted: **18.620.080 Street and Accessway Standards**¶
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Tables and diagrams. The following tables and diagrams show street and pedestrian accessway standards for the Tigard Triangle Plan District. Landscape and street design details are also included in this section.¶
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Table 18.620.2¶
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Table 18.620.2 (cont'd) ...

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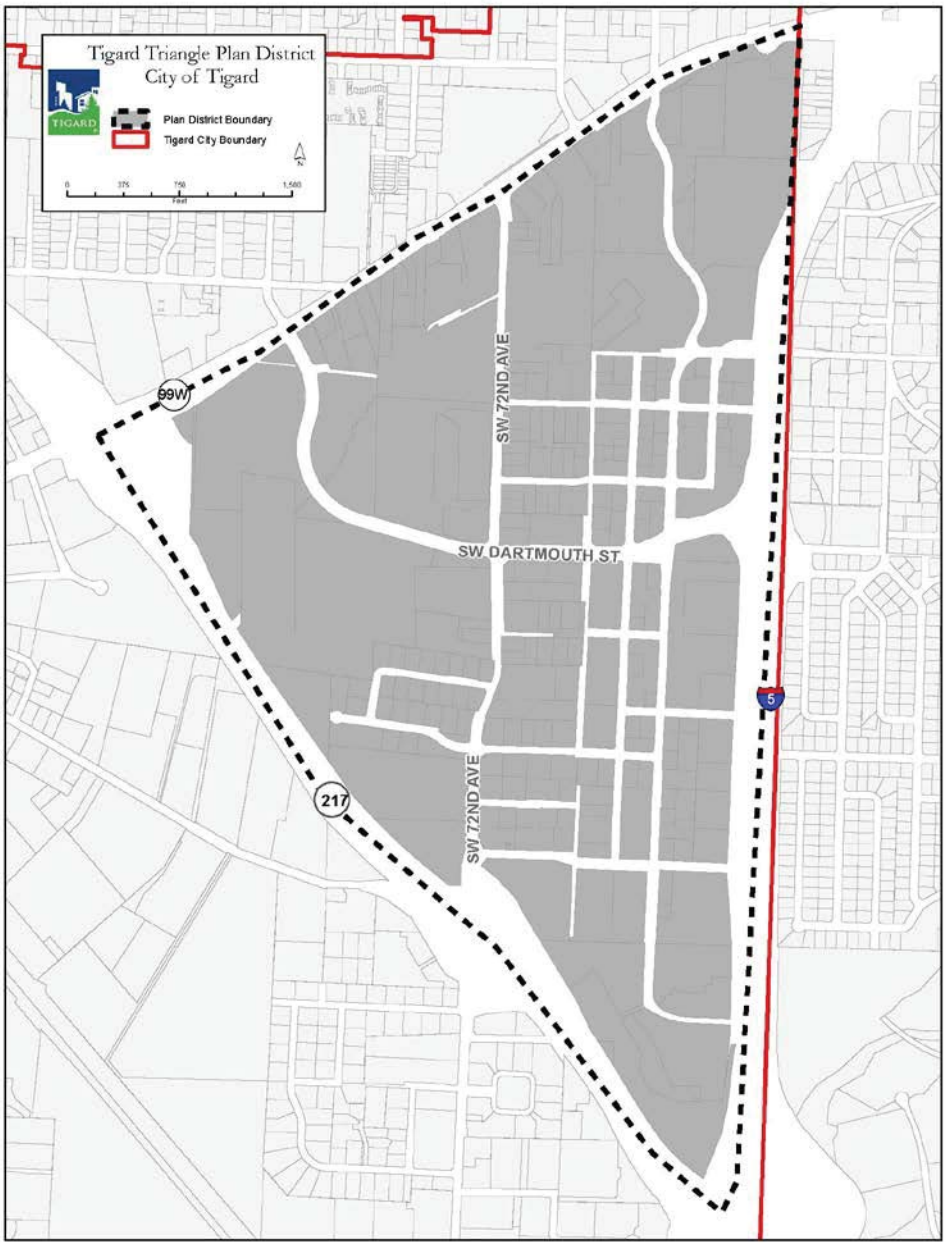
Map 18.620.A: Tigard Triangle Plan District Boundaries



(Ord. 13-04 §1)

Comment [O27]: Make sure the street sections are consistent with planter requirements of Urban Forestry Manual for street trees and soil volume for large stature trees or 6' planter strips or tree wells with structured soils. That is the same for all streets.

Does the City want to place these in 18.810?

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■**18.620.B. Existing and Proposed Street and Connectivity**

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18.620.C. Tigard Triangle Subareas

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18.620.D. Street Network and Design Classification

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[INSERT STREET CROSS SECTIONS]

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