

December 2020



A New Tigard Triangle

PLANNING FOR EQUITABLE DEVELOPMENT



Prepared for:

City of Tigard
13125 SW Hall Boulevard
Tigard, Oregon 97223
www.Tigard-or.gov

Prepared by:

 **LELAND CONSULTING GROUP**

610 SW Alder Street, Suite 1200
Portland, Oregon 97205
www.lelandconsulting.com

In collaboration with:



Acknowledgments

City of Tigard/ Town Center Development Agency

13125 SW Hall Blvd
Tigard, Oregon, 97223
(503) 639-4171
www.tigard-or.gov

Consultant Team



610 SW Alder St, Ste 1200
Portland, Oregon 97205
503-222-1600
www.lelandconsulting.com

In partnership with:

Cascadia Partners	Larco/Knudson	The Nielson Group
GEL Oregon	MIG, Inc.	Unite Oregon

Funded by a Metro 2040 Planning and Development Grant Program.

Town Center Advisory Commission (TCAC) (2019)

Lucas Brook
Angeline Chong
Chris Haedinger
Ralph "Scott" Hancock
Renette Hier
Hemendra Mathur
Tom Murphy
Tim Myshak
Gloria Pinzon Marin
Kate Rogers
Ryan Ruggiero
Faez Soud

TCAC Triangle Subcommittee

Lubna Alkattan
Carine Arendes
Ralph "Scott" Hancock
Ina Adan Hassan
Gloria Pinzon Marin
Jose Alberto Moreno
Kate Rogers
Faez Soud

Tigard City Council/ Board of the Town Center Development Agency

Jason Snider, Mayor
John Goodhouse,
Council President
Tom Anderson, Councilor
Heidi Lueb, Councilor
Liz Newton, Councilor

Technical Advisory Committee (TAC)

Sean Farrelly, City of Tigard
Lori Faha, City of Tigard
Steve Martin, City of Tigard
Andrew Newbury, City of Tigard
Gary Pagenstecher, City of Tigard
Dave Roth, City of Tigard
Susan Shanks, City of Tigard
Brian Harper, Metro
Bob Hastings, TriMet
Talia Jacobson, ODOT
Steve Kelley, Washington County
Chris Faulkner, Clean Water
Services

Table of Contents

Introduction	1
Background	2
Southwest Corridor Light Rail Project	4
Urban Renewal Project Prioritization	5
Existing Conditions	6
Regulatory context	6
Physical Conditions	6
Market conditions	6
Urban Renewal Projects	8
Transportation Project Concepts	9
Atlanta Street Streetscape Design	9
Atlanta Street & 70th Ave Intersection	10
70 th Avenue Streetscape Design	11
Elmhurst Station Area & Intersection	13
Parks Concepts	14
OEA/Atlanta Park	14
Clinton & Oaks Parks Concepts	16
Multi-use Paths	18
Development Strategy	20
Funding Programs	20
Tigard Triangle	20
City of Tigard	20
Other Funding Sources	21
Development Opportunities	21

Introduction

Communities of all sizes continually seek civic improvement. From the services they provide to the quality of their infrastructure, cities and counties go to great lengths to maximize the economic impact of scarce public dollars. However, the benefits that result from public investments do not always accrue equally. Nowhere is this more evident than in the Portland region where inequitable impacts of major public investments, such as light rail, have traditionally been reacted to rather than planned for. With its newest urban renewal¹ district, the Tigard Triangle Urban Renewal Area (URA), the City of Tigard is getting ahead of the curve.

Insufficient and incomplete public infrastructure, lack of amenities, and limited connectivity have deterred private investment in the Tigard Triangle. The creation of the Tigard Triangle Urban Renewal Area and the accompanying adopted plan set the foundation for alleviating these issues. However, a plan requires implementation, and the City of Tigard now has the opportunity to make positive, long-lasting impacts by pursuing an equitable approach to public investments.

A New Tigard Triangle: Planning for Equitable Development is a community-driven urban renewal implementation strategy that enables Tigard to plan for a vibrant area where a diverse array of people of all ages, abilities, and incomes can live and work within walking distance to shops, restaurants, and parks. The strategy helps to ensure that urban renewal has equitable outcomes, rather than simply acting as a driver of economic development. This report documents this innovative approach that combines qualitative community conversations with quantitative scenario modeling to prioritize public investments and identify critical actions and recommendations for implementation.

The implementation strategy involves two key phases:

1. Community Workshops and Equity Criteria.
2. Project Concept Planning and Program Development.

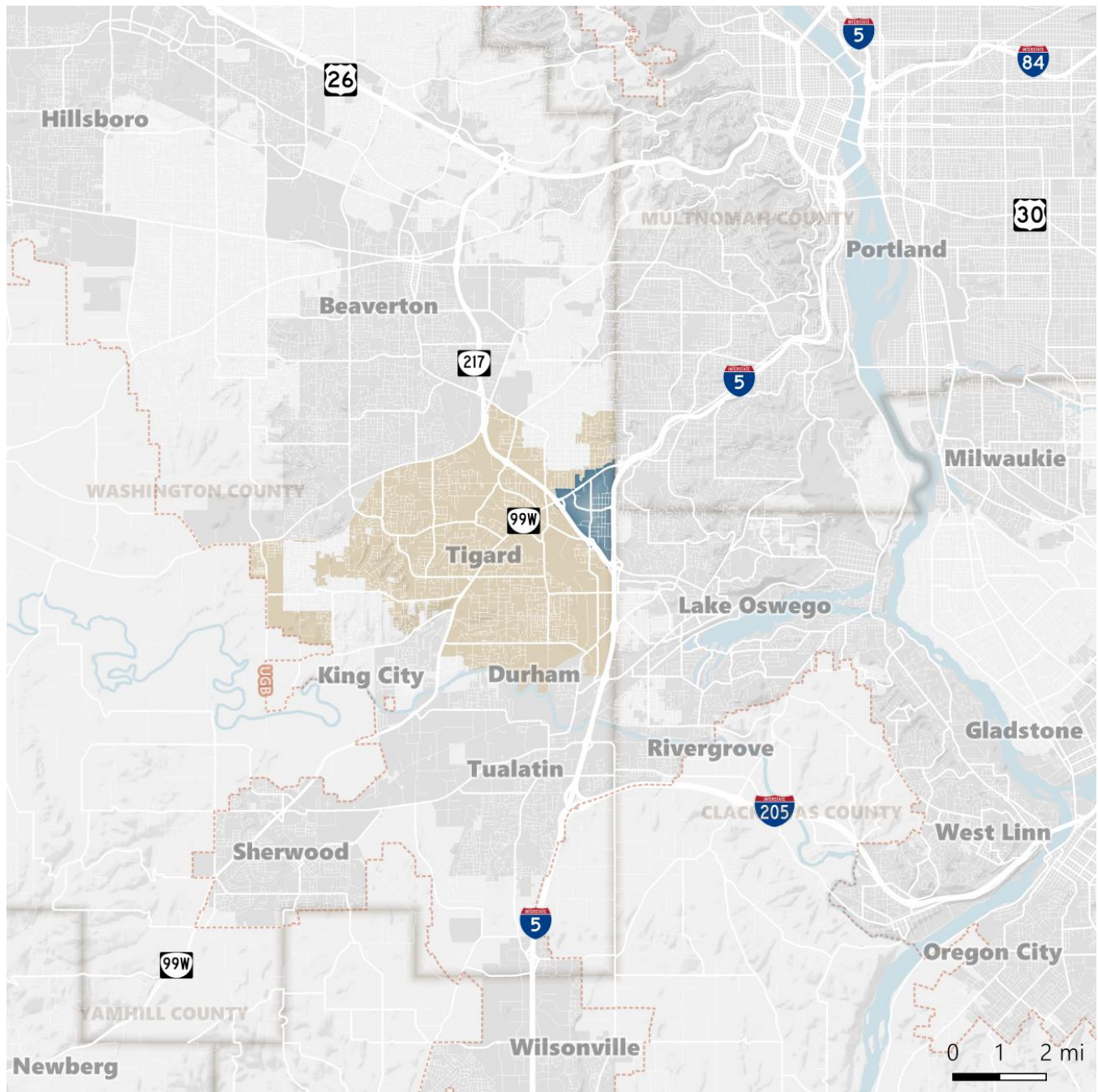
This report serves as a summary of both phases. It serves as a marketing tool to current and prospective community partners, employers, and developers, as well as a guiding document to the City to strategically plan for specific infrastructure investments through an equity lens.

¹ Urban Renewal is a state-authorized, redevelopment and finance program designed to help communities improve and redevelop areas that are physically deteriorated, suffering economic stagnation, unsafe or poorly planned.

Background

The Tigard Triangle is located in the northeast corner of the city, just east of Downtown Tigard and seven miles south of downtown Portland. Its name comes from the triangle that is created by the roadways that surround it: I-5 to the east, Highway 217 to the southwest, and Highway 99W (Pacific Highway) to the northeast.

Figure 1. Tigard Triangle Regional Context



Source: Metro RLIS, LCG

At about 550 acres, roughly the size of Downtown Portland, the Tigard Triangle is full of potential but lacks basic infrastructure. The Triangle can support future growth but needs help overcoming the existing barriers to development.

In 2016, the City adopted the Tigard Triangle Urban Renewal Plan (Plan) to remove these barriers and build projects that implement the vision established by the 2015 Tigard Triangle Strategic Plan² by utilizing tax increment financing (TIF) as a source of funding.

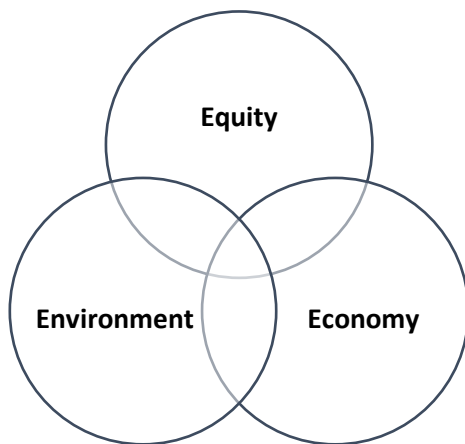
The City subsequently solicited a consultant team to develop an implementation strategy for the Urban Renewal Plan through the lens of *equitable development*. This effort has been named “A New Tigard Triangle: Planning for Equitable Development.”

What is an Implementation Strategy?

An implementation strategy is a document that guides the City's investment decisions to translate the community's "vision" for the Triangle into a "reality." It incorporates the goals and objectives of the Tigard Triangle Urban Renewal Plan, adopted by City Council in December 2016 and approved by Tigard voters in May 2017, into a set of strategic phased actions that the City should take to implement the Plan.

What is Equitable Development?

Equitable development is a positive development strategy that ensures everyone participates in and benefits from the area's economic transformation—especially low-income residents, communities of color, immigrants, and others at greater risk of being adversely affected by new growth and development. It requires an intentional focus on eliminating inequities and barriers and making accountable and catalytic investments.



“Equitable development” refers to a triple-bottom-line approach to involve and accommodate people of all incomes, races, and ethnicities in the development processes that shape their communities. It is a development strategy that ensures everyone has the opportunity to benefit from an area's economic transformation by dismantling barriers and expanding opportunities.

Why Now?

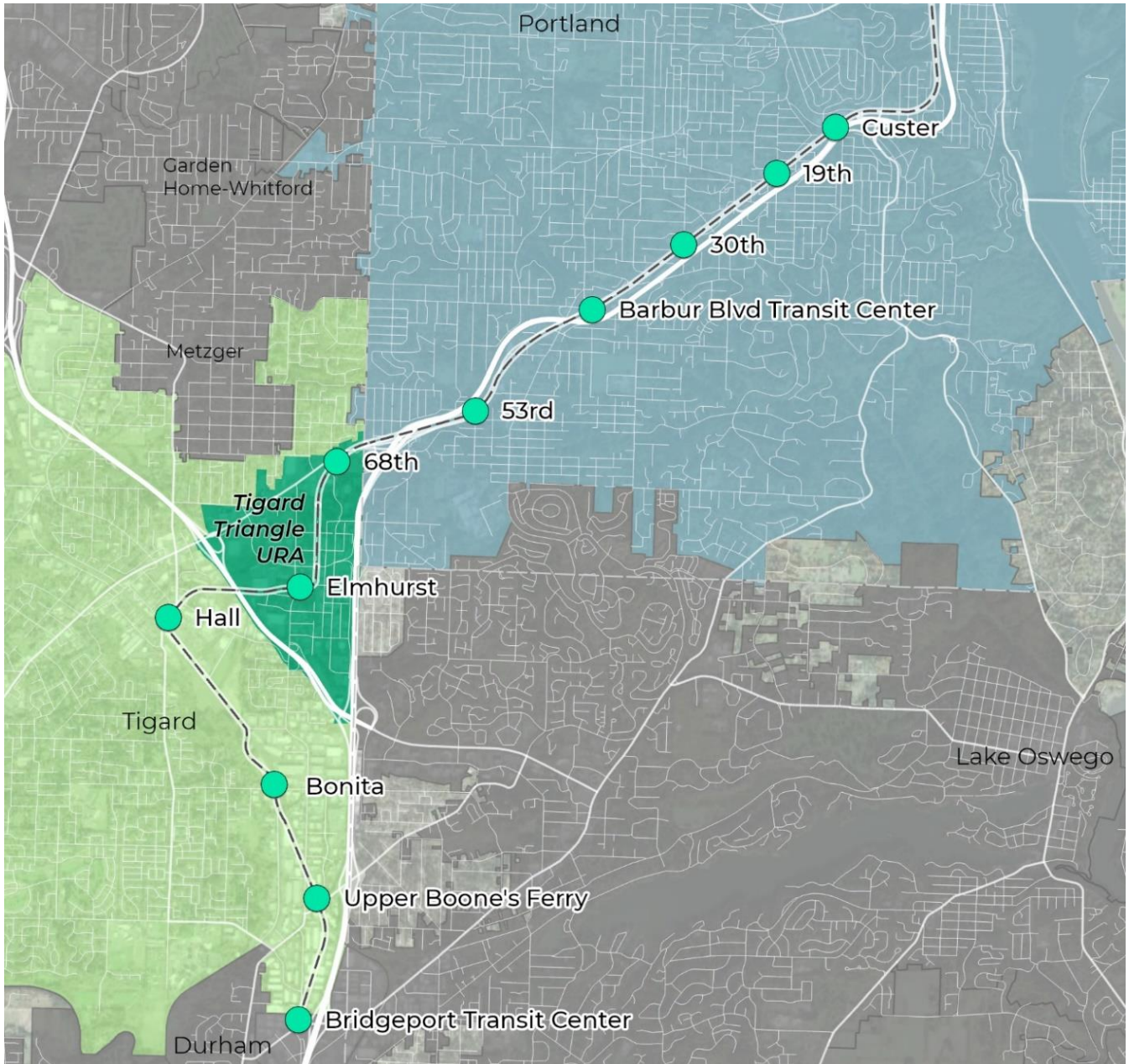
Tigard has experienced an unprecedented level of growth over the past two decades and is now faces a major public investment in the Southwest Corridor Light Rail project. An equitable development strategy is critical to ensure the benefits of this growth and investment extend to *all* members of the community and any negative impacts are mitigated.

² The long-range land use and development vision for the Tigard Triangle is outlined in the Tigard Comprehensive Plan and further defined in the Tigard Triangle Strategic Plan, which was developed with extensive public engagement and technical analysis in 2015. The Strategic Plan describes the desired scale and design of development and identified the need for pedestrian amenities, multimodal transportation improvements, public spaces, housing, and other community amenities. The Strategic Plan also recognizes urban renewal as a key strategy.

Southwest Corridor Light Rail Project

The Southwest Corridor Light Rail project is a proposed MAX line that will connect Downtown Portland to Tualatin via the Tigard Triangle. Construction of the line is proposed for the late 2020s. This timing provides the City of Portland with a significant opportunity to construct several projects in the Tigard Triangle Urban Renewal Plan to coincide with this major infrastructure investment. The proposed alignment and the two station locations proposed in the Tigard Triangle is shown below.

Figure 2. SW Corridor Proposed Light Rail Alignment



Source: Metro RLIS, LCG

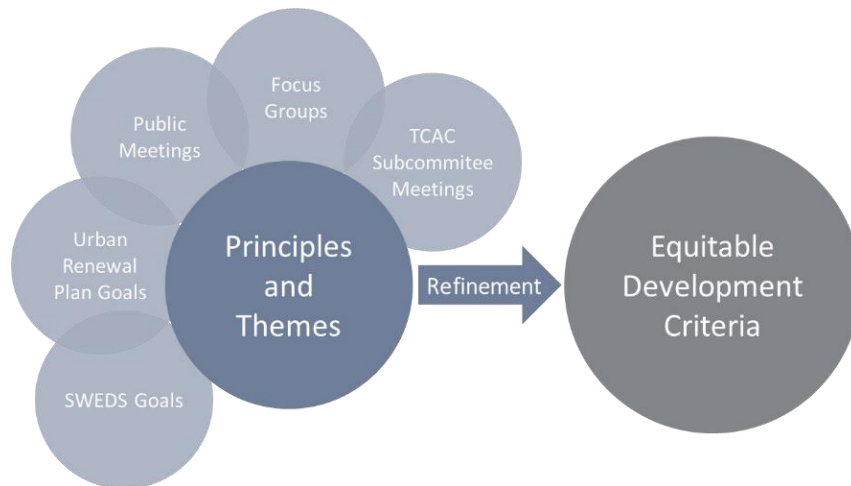
Urban Renewal Project Prioritization

Insufficient and incomplete public infrastructure, lack of amenities, and limited connectivity have deterred private investment in the Tigard Triangle. The Plan includes a variety of projects to address these deficiencies, including transportation and utility infrastructure investments, development assistance programs, affordable housing, and public space. The Plan does not, however, include recommendations for the timing of implementation and construction. Equitable implementation requires a clear strategy and deliberate process, which served as the primary goal for the first of two phases of *A New Tigard Triangle*, as summarized below.



The first phase focused entirely on building long-term capacity and support by creating opportunities for inclusive participation through public events and a series of community-driven subcommittee meetings and workshops. These efforts were successful in part because of the engagement of community advocates and leaders who understood the need to advance the Equitable Urban Renewal Strategy in the Tigard Triangle.

A core objective of this first phase included developing equity-based criteria to serve as the basis for prioritizing the City of Tigard’s urban renewal investments in the Triangle. Each of the projects and programs in the Urban Renewal Plan was scored against these equity criteria and prioritized to ensure the resulting project list is grounded in the community’s vision and needs for the Triangle. This process helps align evaluation criteria with the urban renewal plan objectives so that they function as a unified evaluation framework.



The resulting project list provides the City with a list of near-term investment priorities, including larger transportation and infrastructure projects that build development capacity in the Triangle, as well as investments for parks, affordable housing, and development assistance. Specific projects include SW 70th Avenue, SW 72nd Avenue, the OEA Park (planning and design), SW Atlanta Street, Multi-use Paths, and Re/Development Assistance and Business Assistance programs. Phase 2 of this project involved developing concepts and implementation strategies for these projects and programs.

Existing Conditions

The 2016 Urban Renewal Plan summarizes the existing physical, social, and economic conditions in the Tigard Triangle. Many of the conditions from 2016 remain the same in 2020 and continue to contribute to several barriers to development, including a lack of walkability, vacant lots, a lack of housing and neighborhood uses and services, flooding, traffic congestion, and broken sewer lines.

This section briefly describes the regulatory, physical, and market conditions in the Triangle.

Regulatory context

The zoning within the Tigard Triangle is, for the most part, either General Commercial (C-G) or Triangle Mixed-Use (TMU). TMU is subject to the City's recently implemented 'lean code.' The lean code is aimed to spur additional development in the area and create a pedestrian-friendly area. The zoning makes it easier for developers to receive approval for their projects by streamlining the approval process and reducing or eliminating development standards.

The zoning allows for properties to evolve incrementally while mitigating some of the issues that have made it difficult for development to occur in the Triangle in the past, such as small and irregular lots, topography, and financial barriers.

Physical Conditions

Topography. 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.

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. 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.

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.

Market conditions

Multifamily housing. Tigard has a moderately sized multifamily inventory, with around 7,200 units. Tigard rents are a notch below Portland's overall average and there is growing attention from developers and institutional investors. Several large multifamily developments delivered over the past few years. Local development is incentivized through the presence of several Opportunity Zones, the Tigard/Lake Oswego Enterprise Zone, and the City of Tigard's Vertical Housing Development Zone. The latter offers a tax exemption for new construction, up to 80% per year over the first 10 years, for multi-story mixed-use development. This is open to market-rate as well as affordable housing in Tigard's downtown and most of the Tigard Triangle.

Employment. Tigard boasts an array of corporate tenants occupying midsized footprints. Vacancies are consistently higher than the metro rate, despite limited development throughout the past decade. Elevated vacancies have been especially volatile in the past few years. Asking rents are below Portland's average but rent growth is well above metro performance.

Retail. While some retail space has been delivered over the past few years in Tigard, developers at present are not particularly active. Retail vacancies in Tigard were slightly elevated relative to the five-year average during the fourth quarter, and they trended upwards in the past year. The rate also sits above the overall market's average. Meanwhile, retail rents have risen by 2.8% in the past 12 months (from August 2019 through September 2020).

Urban Renewal Projects

As described in the 2016 Tigard Triangle Urban Renewal Plan, the City of Tigard is pursuing a series of capital projects and programs in the Tigard Triangle. The Tigard Triangle Urban Renewal Plan outlines four specific project categories – transportation, utilities, public spaces, and development assistance

The following pages describe the projects for which concepts were developed, including new and improved streets and intersections, parks, and development assistance programs. Each project includes a sample of the concepts developed. Cost estimates were developed for most. The full design set for each project can be found in the Appendix.

Figure 3. Project Overview Map



Source: MIG, Inc.

Transportation Project Concepts

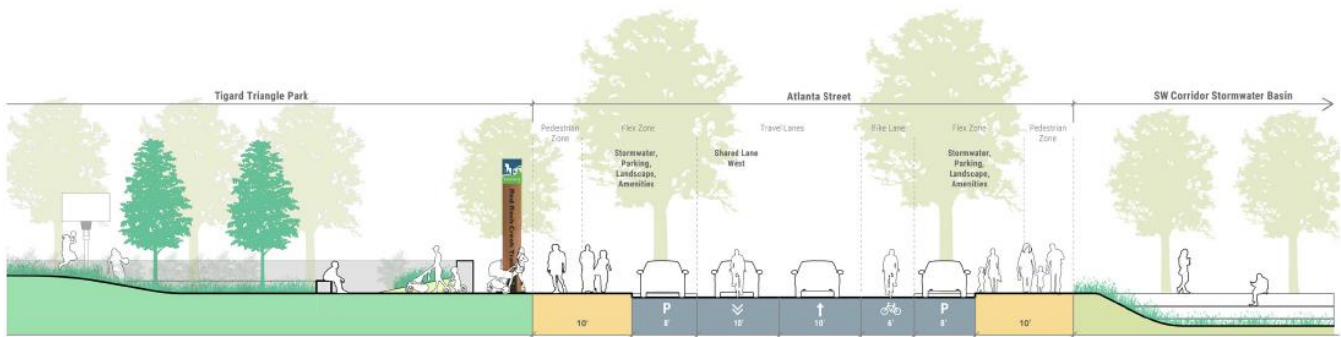
The project team developed concepts for four transportation-related projects, including 70th Avenue, Atlanta Street, and two intersections.

Atlanta Street Streetscape Design

The extension of Atlanta Street is critical to improving the street network in the Tigard Triangle. The first phase of this extension is from 69th Avenue to 72nd Avenue. A potential second phase may include a western extension from 72nd into the theater property and may occur in conjunction with the redevelopment of the site. Phase 1 is related to potential parks projects, development projects, the SW Corridor, 72nd Ave, and Red Rock Creek, which may all provide additional impetus for project development

As shown in the following cross-section, Atlanta Street is proposed to include vehicle travel lanes, dedicated bicycle lanes, 12 feet sidewalks, and landscaping. A wooded area to the north of Atlanta Street provides open space opportunities, and to the south are potential redevelopment sites and/or stormwater infrastructure.

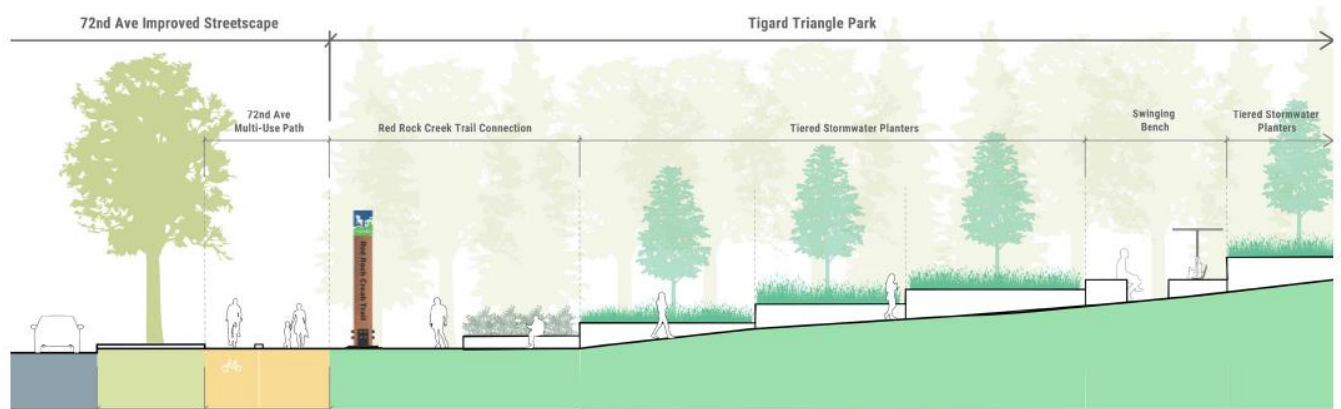
Figure 4. Atlanta Streetscape: Section A



Source: MIG, Inc.

Atlanta Street will integrate the proposed park improvements to the north, providing access to critical open space amenities.

Figure 5. Atlanta Street Edge: Section B Tiered Stormwater & Recreation



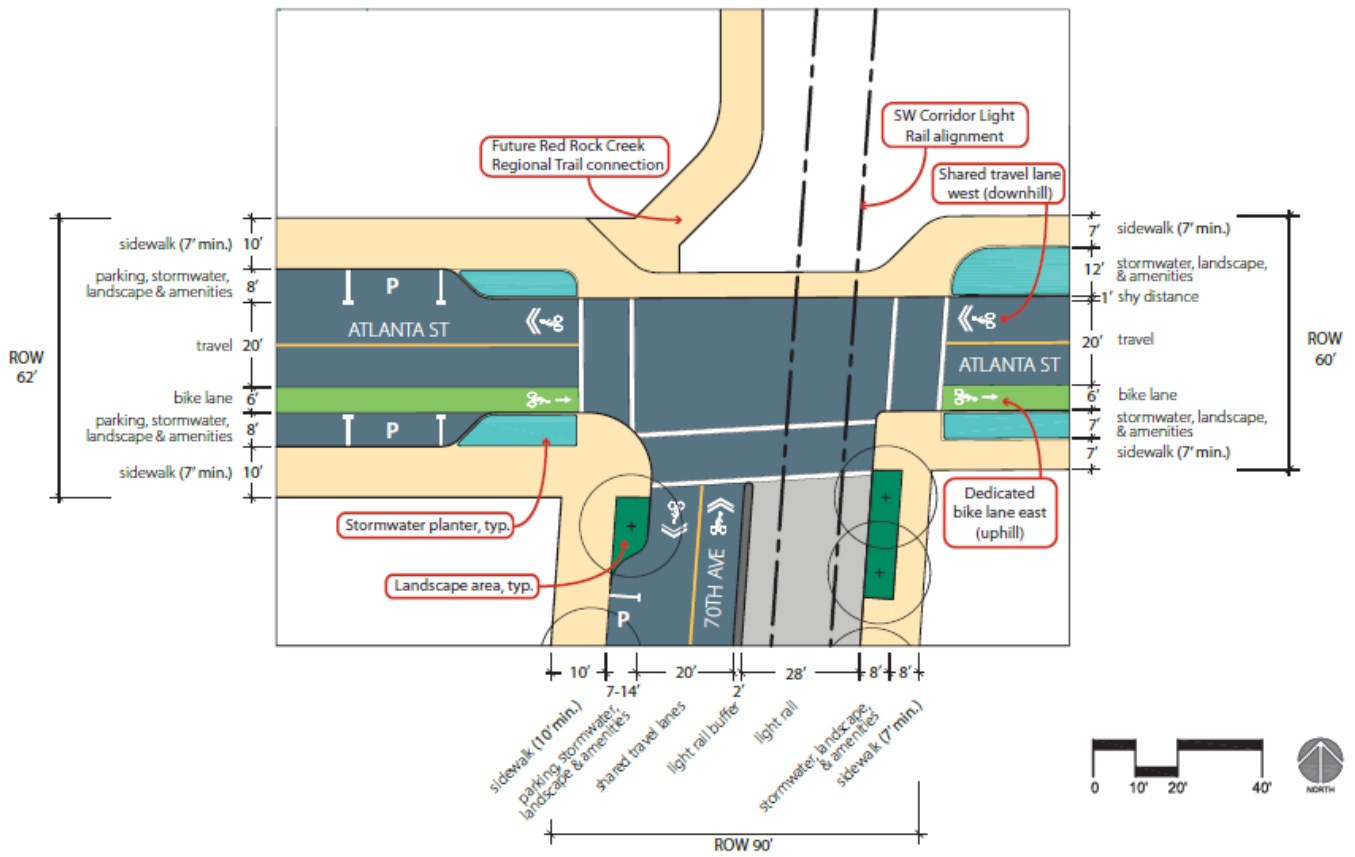
Source: MIG, Inc.

Atlanta Street & 70th Ave Intersection

The construction of the Atlanta Street extension and the proposed light-rail line requires a new intersection. The Atlanta Street and 70th Avenue intersection concept includes several important elements to improve access, connectivity, and economic vitality, including parking, landscaping, pedestrian and bicycle infrastructure, and stormwater infrastructure.

The proposed concept with these elements is provided below.

Figure 6. Atlanta Street & 70th Avenue Intersection Diagram



Source: MIG, Inc.

70th Avenue Streetscape Design

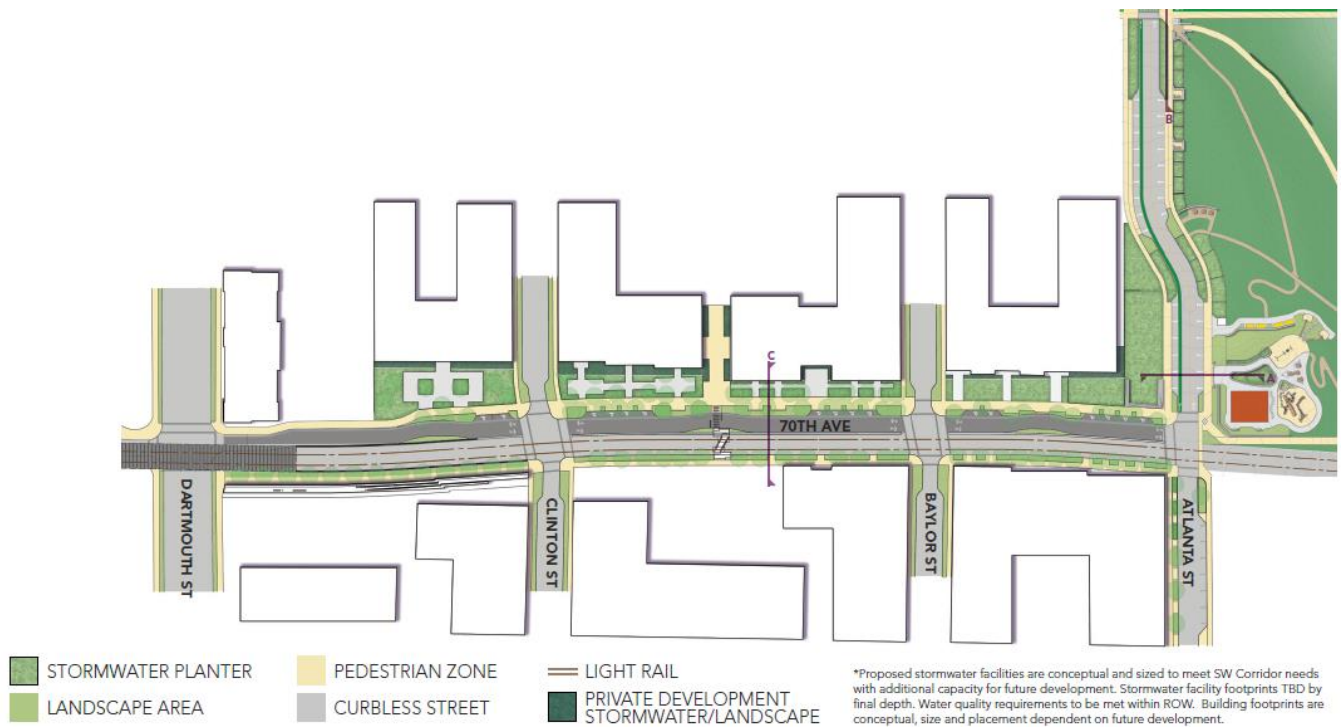
The proposed concept for SW 70th Avenue (between Atlanta Street and south of Hampton Street connecting to a planned trail) incorporates elements from:

- The Tigard Triangle Streetscape Plan street cross-section,
- The TriMet FEIS design for light rail, as applicable,
- Concepts for 70th Ave developed at Southwest Corridor TAC/Urban Design meetings,
- OEA park concept(s) for sections of the road adjacent to the OEA property,
- Stormwater management elements per current CWS and Tigard standards,
- Site topography based on existing LIDAR information, and
- Planned trail alignments at the southern end of 70th Ave.

The 70th Avenue concept includes four context-specific sections that account for physical conditions, development opportunities, and the proposed Southwest Corridor light-rail alignment.

The concept includes pedestrian infrastructure, shared right-of-way for cars and bicycles, stormwater infrastructure, green space, and the proposed light rail line. It is expected that the first phase will include streetscape improvements and required stormwater infrastructure, followed by a linear stormwater facility and pedestrian amenities as private development occurs. This linear facility is expected to improve environmental conditions, create public space, and facilitate economic opportunities.

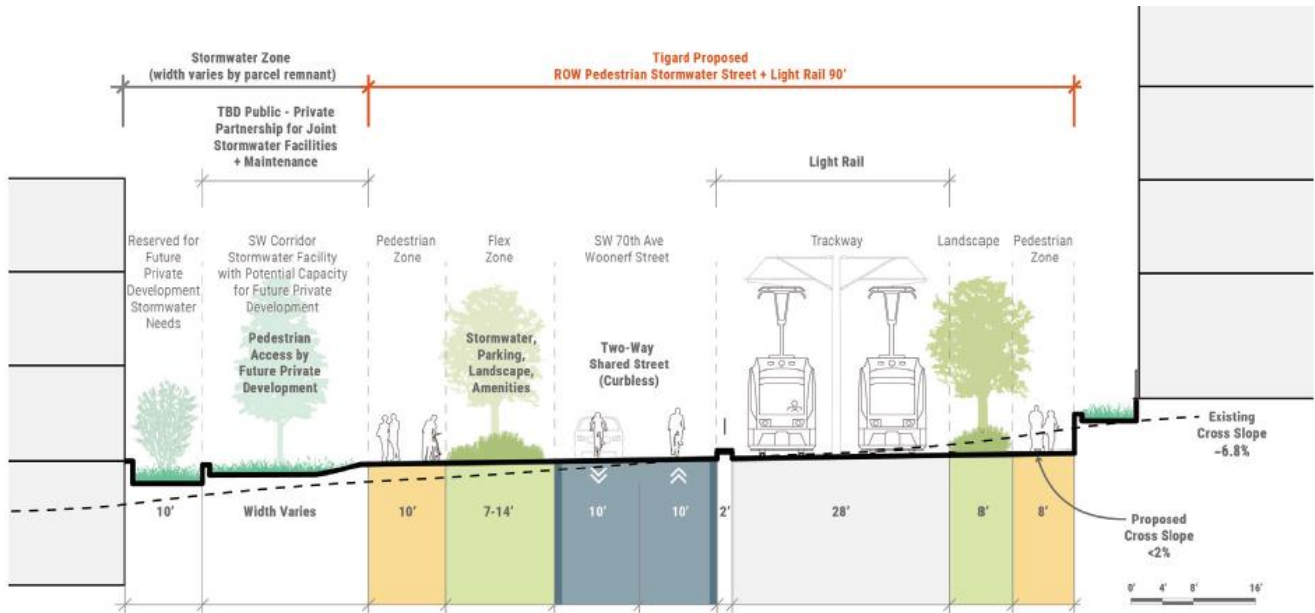
Figure 7. 70th Avenue Concept Overview



Source: MIG, Inc.

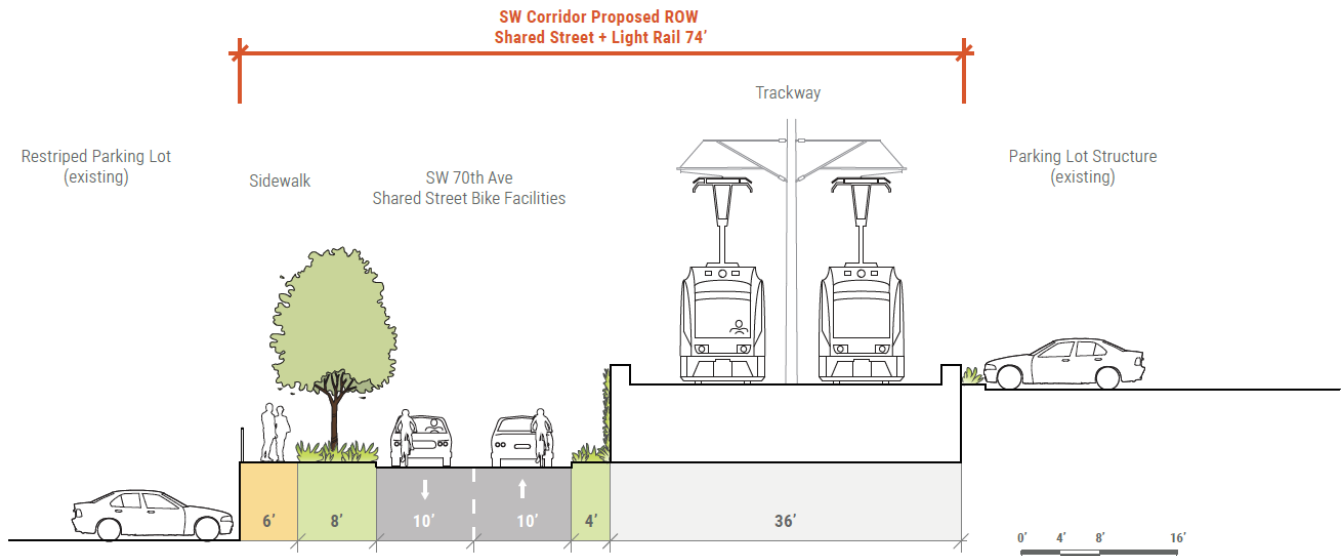
The following exhibits show proposed cross-sections for two areas along 70th Avenue. The cross-sections include several components from the TriMet FEIS Conceptual Design Report, particularly concerning the light rail, and add enhanced features, including parking, multimodal infrastructure, landscaping, and stormwater facilities.

Figure 8. 70th Ave Section C Street Cross Section



Source: MIG, Inc.

Figure 9. 70th Ave Section D Street Section



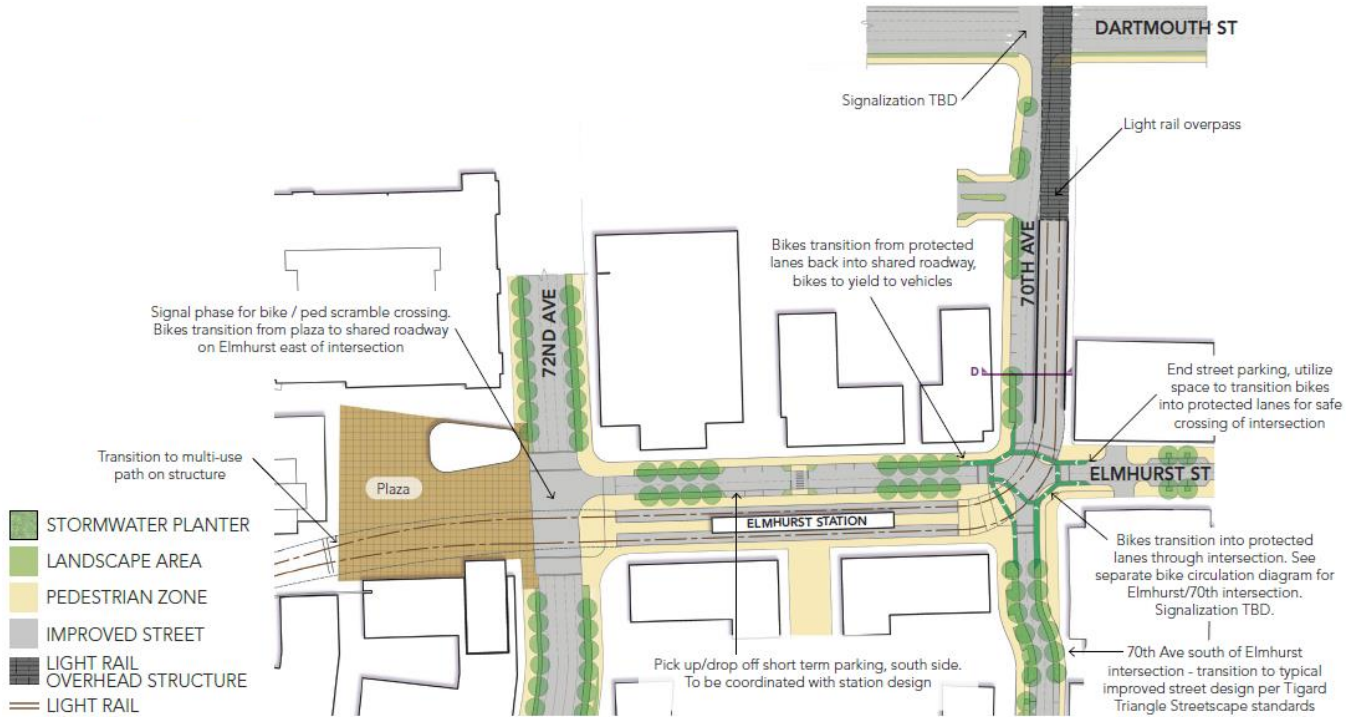
Source: MIG, Inc.

Elmhurst Station Area & Intersection

The light rail alignment, as proposed, runs south in the 70th Avenue right-of-way and turns west on Elmhurst. There is a proposed station between 72nd Avenue and 70th Avenue.

A concept for the Elmhurst Station Area is below. The concept includes a plaza, signal recommendations, pedestrian and bike infrastructure and configurations, street parking, and a pickup/drop-off and parking zone.

Figure 10. Elmhurst Station Area



Source: MIG, Inc.

Figure 11. Elmhurst Station Area Circulation Diagram



The rendering at left shows the potential circulation at the station and Elmhurst and 70th intersection.

Source: MIG, Inc.

Parks Concepts

More parks and open space are needed throughout the Triangle, and this need will surely increase as more residents move into the area. The Strategic Plan identified a 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.

Parks, plazas, and greenways may include restrooms, recreational facilities, public art, wayfinding, gateway installations, and/or district signage to create a clear identity for the Triangle as a fun and diverse place to live and visit. Early investments in parks, trails, and open space may require funding for land acquisition or direct improvements.

OEA/Atlanta Park

The Oregon Education Associated owns a significant tract of land located between SW 72nd Ave and SW 68th Ave, next to their offices on SW Atlanta Street. A park concept was developed for the undeveloped area adjacent to SW 72nd Ave.

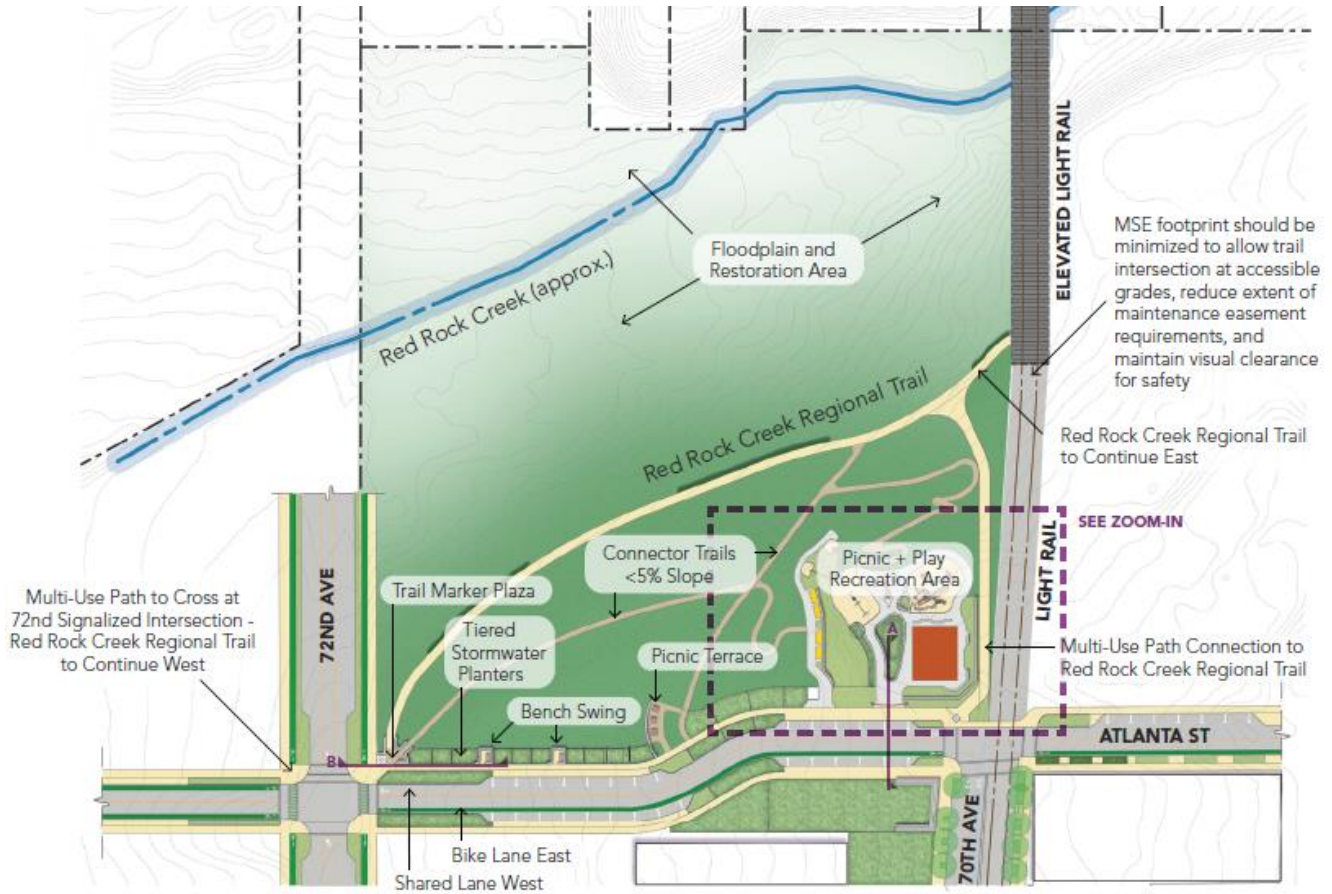
Design work included an evaluation of the potential recreational uses of the site, considering topography, natural resources, and proximity to adjacent existing and potential future development, as well as the park land needs being identified in the Parks Master Plan effort. These efforts helped determine which portions of the site are likely to be left in a natural state, which could be developed with park amenities, including hardscape/plaza, and which portion, if any, could be developed.

The resulting concept incorporates a variety of active and passive recreation options, opportunities for nature play, and considerations for the development of the future Red Rock Creek Trail. Red Rock Creek flows through the northern portion of the area and the future Atlanta Street extension is to the south. The area's potential for development is limited due to the steep slopes and wetland areas, but there is significant potential to implement trails throughout the area to align with the Red Rock Creek restoration work and provide a small recreation area in the southwest of the site.

The concept design includes gateways and signage, planting areas, trails (paved and dirt), bike infrastructure, planting areas, basketball courts, and site furnishings, among other elements.

The cost estimate for the proposed concept is approximately \$2.7 million.

Figure 12. OEA Park and Trail Concept and Rendering



Source: MIG, Inc.

Clinton & Oaks Parks Concepts

Two additional park concepts were developed by MIG.

The **Clinton Street & 70th Avenue** site is approximately one acre of useable space adjacent to assumed streetscape improvements and proposed light rail on 70th Avenue. With slopes ranging from about three to nine percent, the site will require some regrading and retaining walls to maximize recreation space and provide accessible walking paths. The park concept includes sports-oriented active recreation options, which may involve walking trails, sports facilities, flexible open space, picnic areas, water features, restrooms, playground, lighting, and parking.

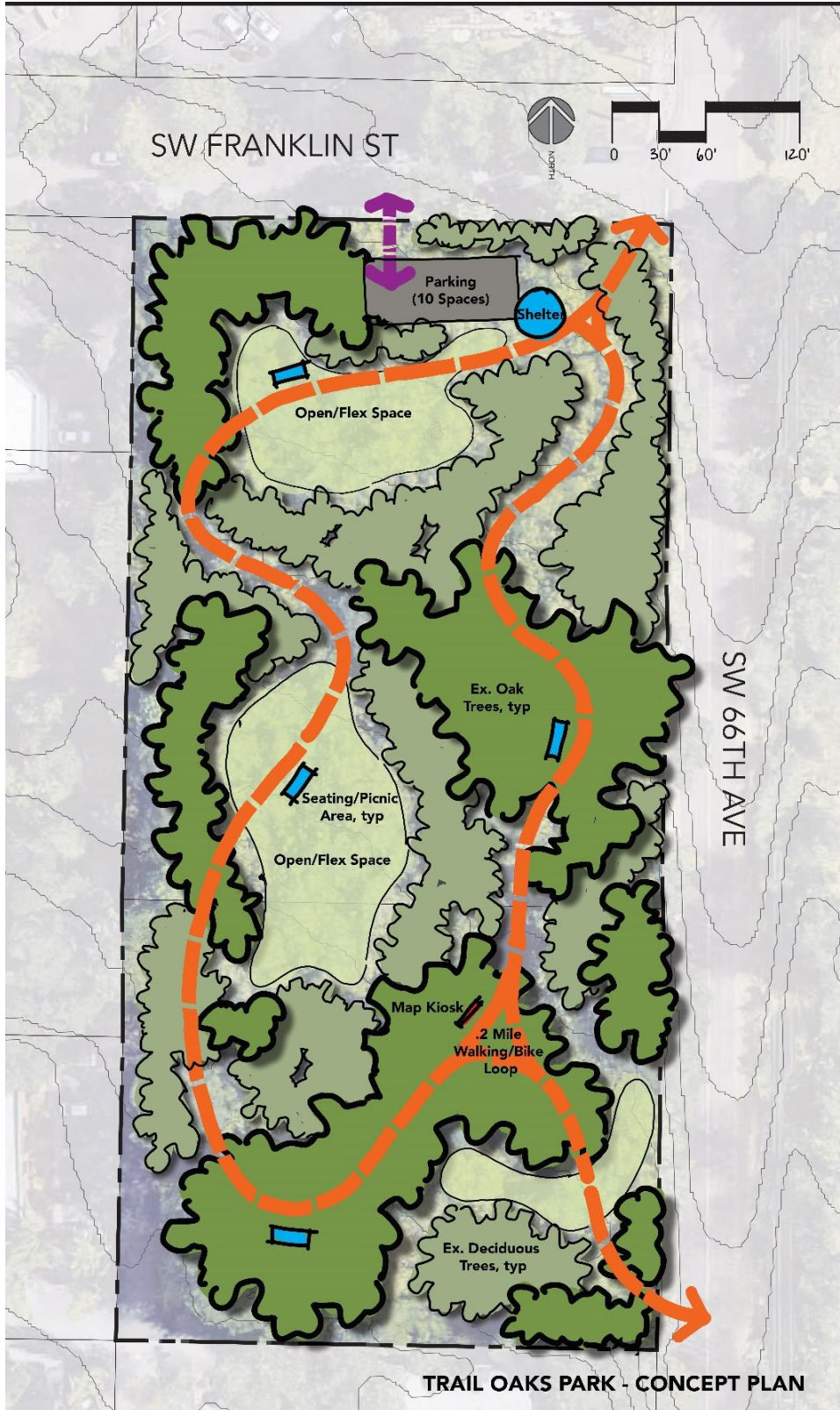
The **Franklin Street & 66th Avenue** site is approximately 2.5 acres. It is relatively flat, with slopes ranging from approximately two to four percent. The concept plan includes the preservation of at least 50 percent of the existing oak tree canopy. There are limited opportunities for recreation because of tree preservation, but concept elements include pathways, benches, picnic areas, signage, small open spaces, a parking area, bike parking, lighting, and trailhead amenities.

Figure 13. Clinton Street Park Concept



Source: MIG, Inc.

Figure 14. Franklin & 68th "Oaks" Park Concept



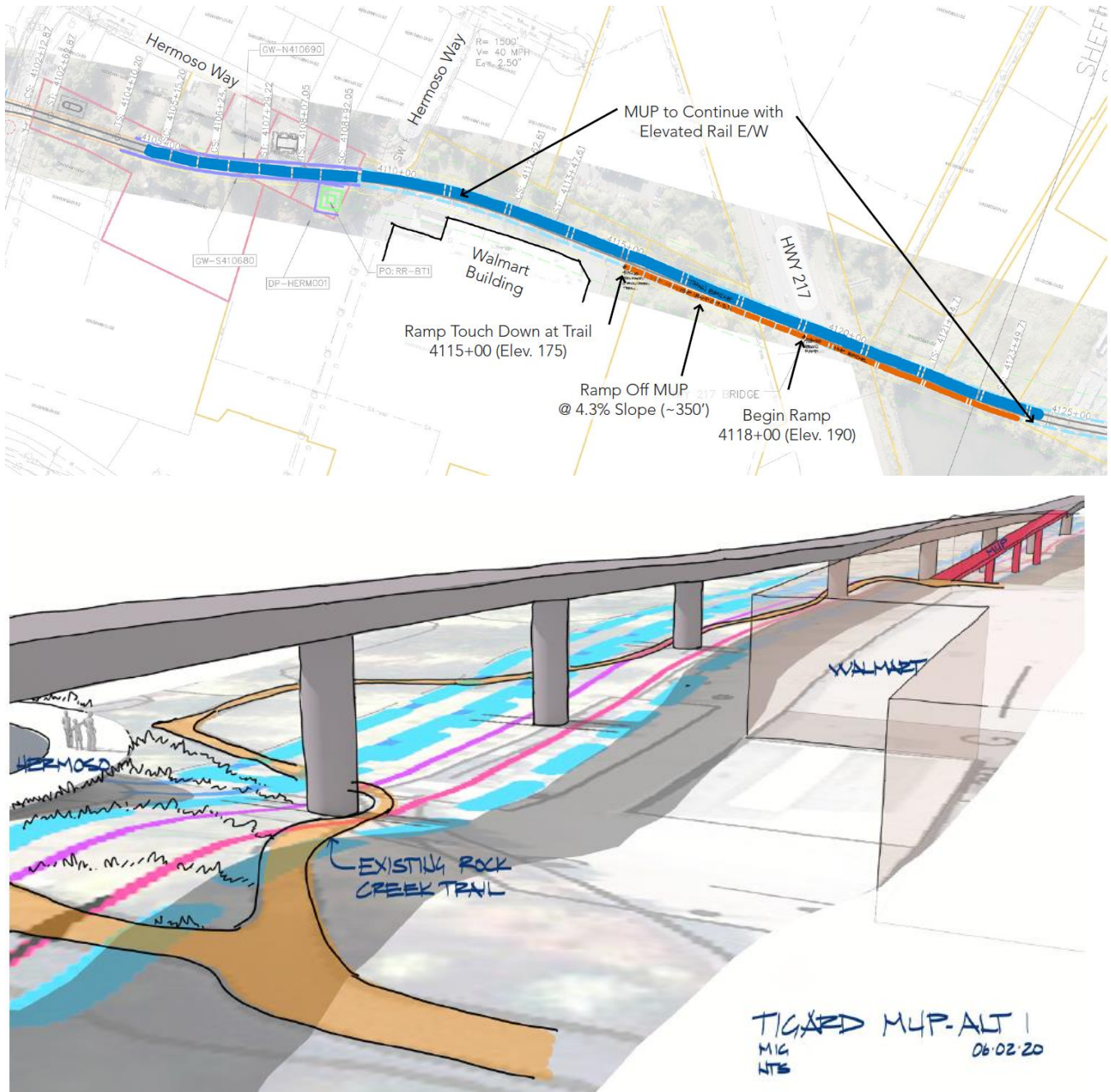
Source: MIG, Inc.

Multi-use Paths

There are several multimodal paths proposed throughout the Tigard Triangle. These projects will allow the City to advance its goals of connectivity and multimodal accessibility in the Triangle.

Elevated Multi-use Path. The elevated multi-use path connects the Highway 217 overpass to the Red Rock Creek trail. This serves as a critical pedestrian connection that will enhance multimodal access in the Triangle.

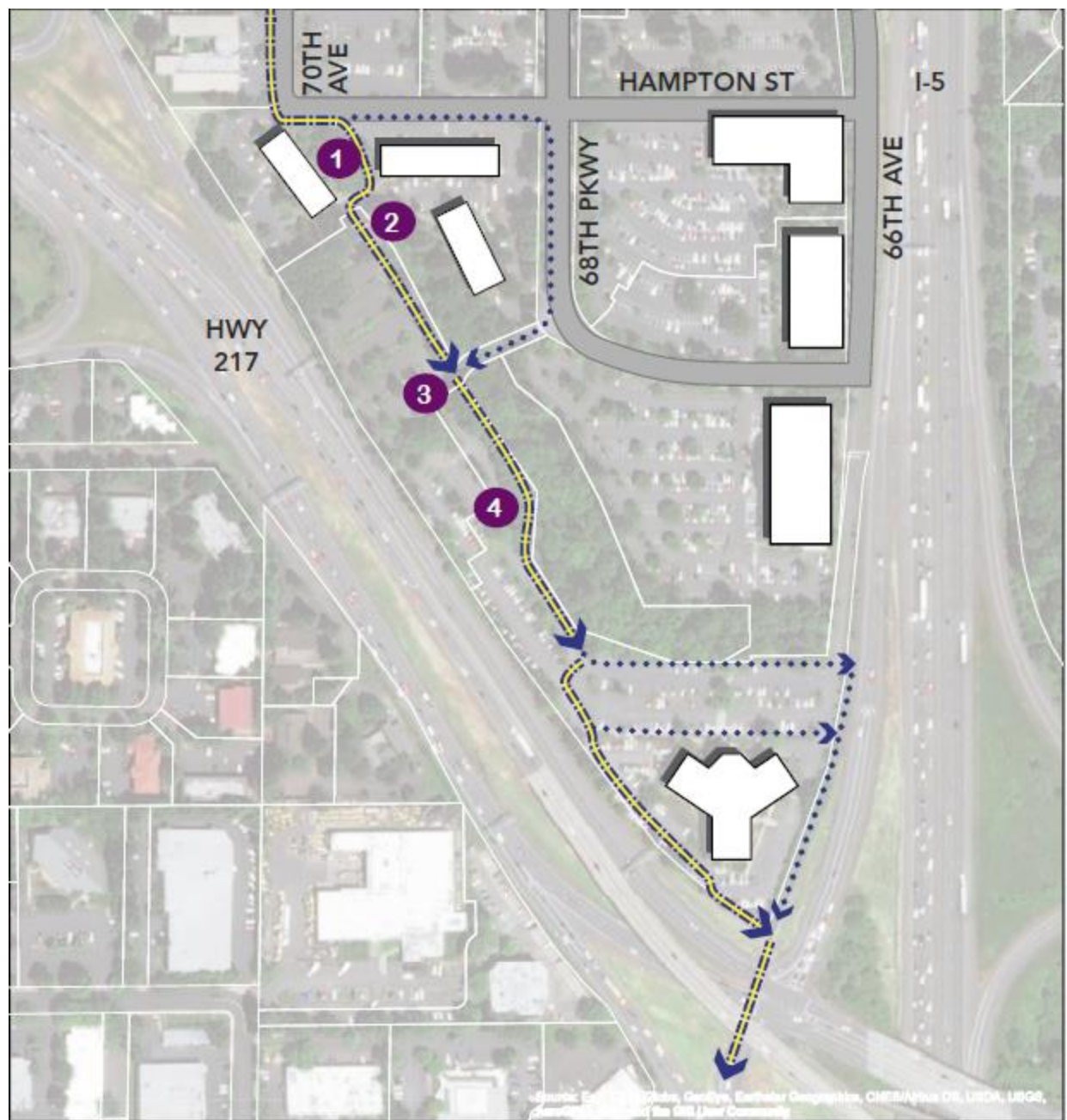
Figure 15. Multiuse Path Plan View and Sketch



Source: MIG, Inc.

Regional Trail Connection. The path in the south of the Triangle is critical to making regional trail connections expanding the trail network. The multi-use path alignment will continue south along improved path to cross HWY-217.

Figure 16. SW 70th Multiuse Path Connection



Source:
 MIG, Inc.

Development Strategy

Funding Programs

Beyond the capital projects described in this document, there are many programs available to prospective developers and future investors in the Tigard Triangle—some are offered strictly within the Tigard Triangle and some citywide. These programs and the City’s urban renewal investments will increase the walkability, attractiveness, open space, and other features in the area, making it more desirable and equitable for residents and businesses while incentivizing investment by offsetting a fraction of the costs that would fall to a developer.

A selection of relevant development incentives and programs is provided below.

Tigard Triangle

- **Re/Development Assistance Program (RDAP)** is intended to increase private and nonprofit investment in housing units, incentivize a higher quality of development than would otherwise occur without the grants, foster incremental development, and encourage a diversity of land uses in the urban renewal area through two primary grant programs: Predevelopment Services and Development Assistance. The RDAP is designed to help bridge financial project gaps to incent desired development types, as well as to increase opportunities for developers who may be lacking significant or traditional financial resources.
- **Triangle Business Assistance Program (BAP)** is intended to encourage and incentivize business expansions and startups that create or retain job opportunities in Tigard and add to a vibrant business climate. To encourage business expansion in the Triangle, the proposed Business Assistance Program offers grant funding for (1) predevelopment services, and (2) business and building improvements.
- **Tigard Triangle Lean Code** includes fast-track clear and objective development approval. The lean code was established in 2017 in order to be easier to understand, be more flexible, and allow a wide mix of uses and streamline permit review.
- **Vertical Housing Development Zone (VHDZ):** Partial property tax abatement. Components of the program are available to both market-rate and affordable units and thus the tax benefit is greater for mixed-income projects.³
- **Opportunity Zone.** The Triangle is one of three Opportunity Zones in Tigard. The zones offer investors the potential to reduce their capital gains taxes over time.⁴

City of Tigard

- **SDC exemptions** (City transportation and park SDCs only) for affordable housing units.⁵
- **Construction Excise Tax (CET) Funds.** The City of Tigard recently adopted a citywide CET that will generate funds from commercial and market-rate development to help provide gap financing for affordable housing projects. Approximately \$2 million per year is expected to be available citywide assuming recent levels of development extend into the future.

³ URL: <https://www.tigard-or.gov/business/vhdz.php>

⁴ URL: https://www.tigard-or.gov/business/opportunity_zones.php

⁵ See Tigard Municipal Code 3.24.100.D and www.tigard-or.gov/city_hall/SDC_Exemption_Affordable_Housing.pdf

Other Funding Sources

- **4% Low Income Housing Tax Credit (LIHTC).** The 4% LIHTC provides gap financing/equity for 100% regulated affordable or mixed-income projects.⁶ It is non-competitive and is managed by the State’s Oregon Housing and Community Services (OHCS). OHCS may also manage other funding sources that could be applied to projects in the Triangle.
- **Philanthropic Funds & Impact Investors.** This is a dynamic source of predevelopment and capital development funds, and like the DAP itself, may not solve the funding gap inherent in affordable housing alone. However, such funds can help close the gap. For example, Meyer Memorial Trust is one example of local philanthropy with a housing affordability focus. Impact investing has become popular among both mission-driven and traditional investors in recent years; Turner Impact Capital is one example of many.
- **Regional Affordable Housing Bond (Metro Bond).** This regional fund was approved by voters in 2018 and will be administered by Washington County in the Triangle. At least 80% of the funds will go towards households earning less than 60% AMI and therefore, these funds are best suited for 100% regulated projects. However, it is another source to consider.
- **Southwest Corridor light-rail improvements.** The Southwest Corridor proposes high capacity, high-frequency light rail service for the Triangle, along with right of way improvements and other investments.

Development Opportunities

The Tigard Triangle is an opportunity area for various reasons, including recent, city-led redevelopment efforts, development momentum from recent and under-construction developments, the presence of several developable sites, and the planned light-rail extension (the Southwest Corridor).

To understand the Triangle’s development potential, sites were surveyed to identify recently completed, in progress, planned, and potential development sites. The estimated development capacity of undeveloped sites or sites that may undergo redevelopment is based on recent redevelopment and most likely uses, given market dynamics, zoning designations, and/or stated plans, and do not represent definitive plans.

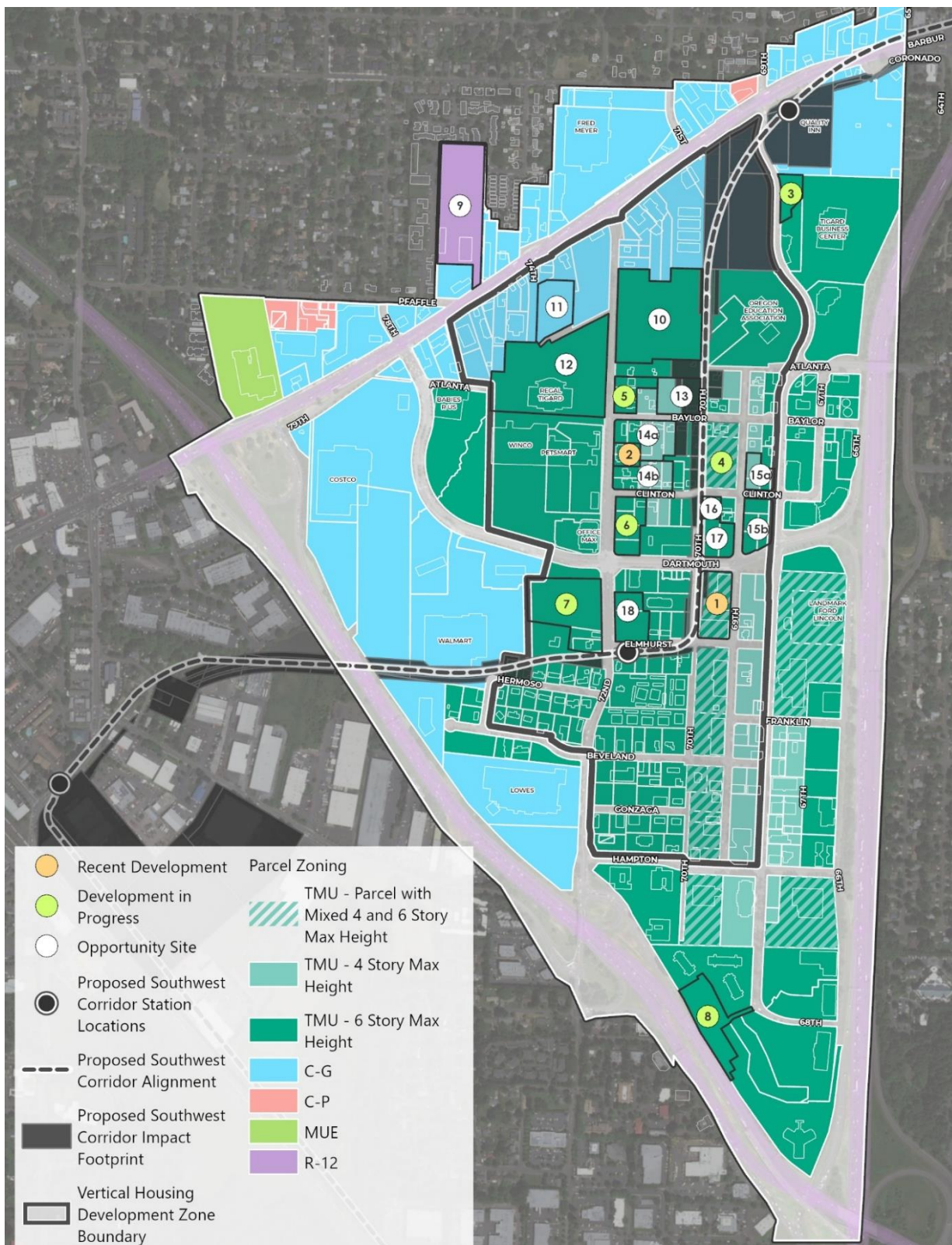
The locations of these sites are shown on the map on the following page, along with the MAX expansion footprint (dark gray). Parcels that are intersected by the path of the MAX alignment (at grade or grade-separated) are hatched.

The table that follows the map describes these developments and opportunity sites in more detail, including land use type and estimated or anticipated building size and footprint. This “development program” is intended to demonstrate an aggressive construction timeline where market conditions, public investments, incentives, and other assistance programs combine to support significant new private development in the Tigard Triangle.

Sites are also categorized in terms of likely redevelopment timing. Sites that are likely to be developed in the next five years (“near term”) are those that are already cleared and/or assembled, or in planning stages. “Medium-term” projects coincide with major construction and the opening of the Southwest Corridor from 2025 to 2030, and “long term” sites are expected to develop or redevelop later than 2030.

⁶ Mixed-Income Housing: Definitions and Outcomes, University of Oregon, 2016.
https://www.oregon.gov/lcd/UP/Documents/UO-Mixed_Income_Housing.pdf

Figure 17. Tigard Triangle Opportunity Sites



Source:
 Leland
 Consult'g
 Group

Table 1. Opportunity Site Analysis

ID	Name	Size of Site	Size of Dev't.	Dev't. Type	Est. Completion
Development Projects					
1	Compass Oncology Addition	97,600 SF / 2.24 acres	40,000 SF	Medical Office	Complete
2	72nd Apartments	28,600 SF / 0.66 acres	38 apt. units / 2,400 SF commercial space	Mixed Use / Luxury	Complete
3	Red Rock Creek Apts.	38,400 SF / 0.88 acres	48,000 SF (Est) / 48 apt. units	Multifamily / Affordable	In Progress (2020)
4	Hampton Inn + Suites	81,200 SF / 1.86 acres	88,000 SF / 152 guestrooms	Hospitality	In Progress (2020)
5	72 nd + Baylor Apartments	48,100 SF / 1.10 acres	80,000 SF (Est) / 80 apt. units	Multifamily / Affordable	In Progress (2020)
6	The Overland Apartments	75,000 SF / 1.72 acres	296,000 SF / 200+ units 6,500 sf ground floor retail	Mixed Use – Apts. + Retail	2020-2021
7	Basecamp Senior Hsg.	197,800 SF / 4.54 acres	198 snr. apt. units; ground floor retail	Mixed Use – Snr. Apts. + Retail	2020-2021
Near-term Development Opportunities					
8	Triangle Pointe North	118,300 SF / 2.7 acres	53,300 SF	Office	2022 – 2025
17	The Dartmouth Site	54,000 SF / 1.2 acres	113,400 SF	TMU / 6 story max	2022 – 2025
18	72 nd St. + Elmhurst Site	72,000 SF / 1.7 acres	100,000 SF (4 stories) – 150,000 (6 stories)	TMU / 6 story max	2022 – 2025
9	CPAH Dev't. Site	250,000 SF / 5.8 acres	60 units; unk. commercial sq. ft.	Affordable Apts.	2025 +
Long-term Development Opportunities					
10	OEA site	350,000 SF / 8 acres	N/a	TMU / 6 story max	2025 +
11	TriMet Park + Ride	87,400 SF / 2 acres	30,625 SF (1 story) – 91,875 SF (3 stories)	General Commercial	2026 – 2028*
13	Retention Basin Site	40,000 SF / 0.9 acres	N/a	TMU / 4 story max	2026 – 2028*
14	Site Cluster	180,000 SF / 4.1 acres	250,000 SF (4 stories)	TMU / 4/6 story max	2025 +
15	Specht Sites	106,000 SF / 2.4 acres	148,400 SF (4 stories)	TMU / 4/6 story max	2025 +
16	70 th St. + Clinton Site	19,000 SF / 0.4 acres	40,000 SF (6 stories)	TMU / 6 story max	2025 +
12	Theater Site	400,000 SF / 9.3 acres	140,000 SF – 840,000 SF	TMU / 6 story max	2030+

Source: Leland Consulting Group, City of Tigard

* Concurrent with light rail expansion.