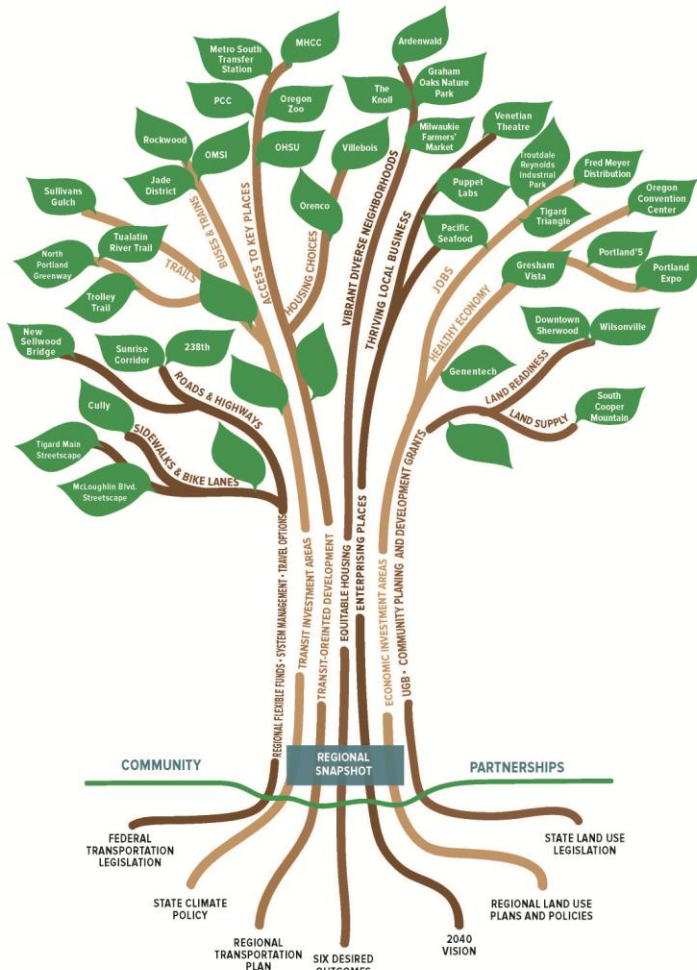


# The Tigard Tale

How the Investment Areas approach is serving a suburban community with vision



Metro | *Making a great place*

### Metro Council Districts

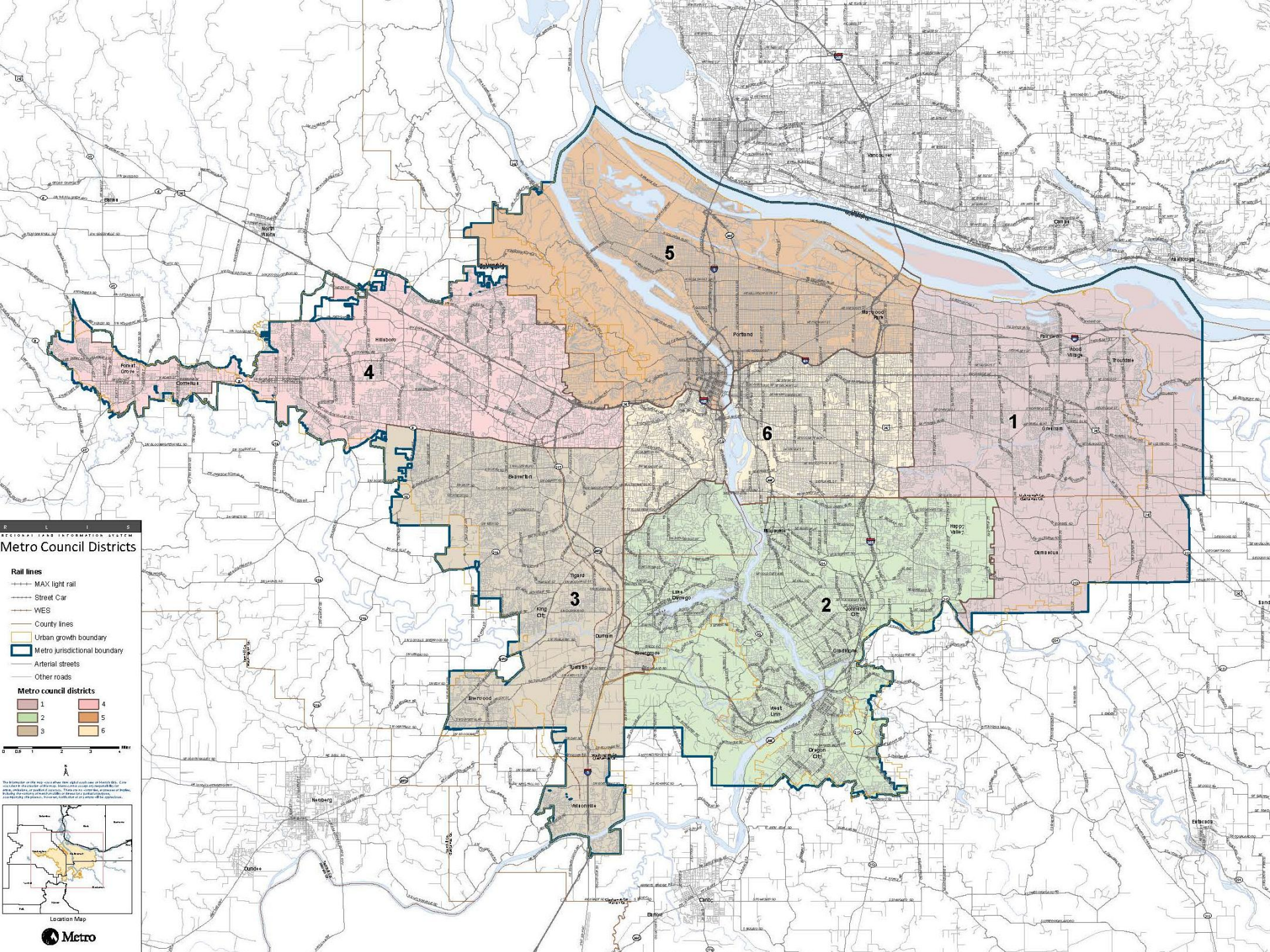
- Rail lines**
- MAX light rail
  - Street Car
  - WES
- County lines
- Urban growth boundary
- Metro jurisdictional boundary
- Arterial streets
- Other roads

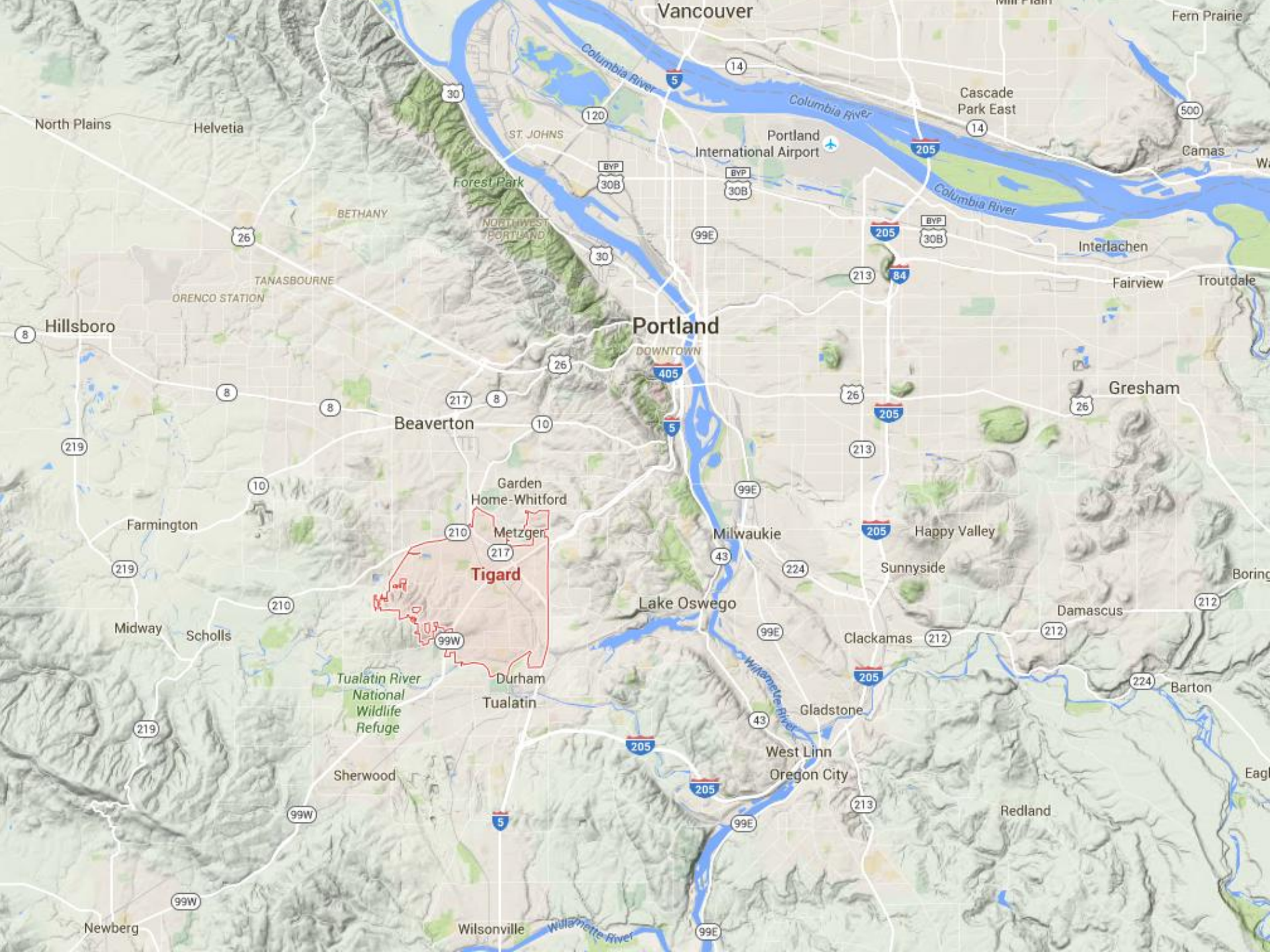
**Metro council districts**

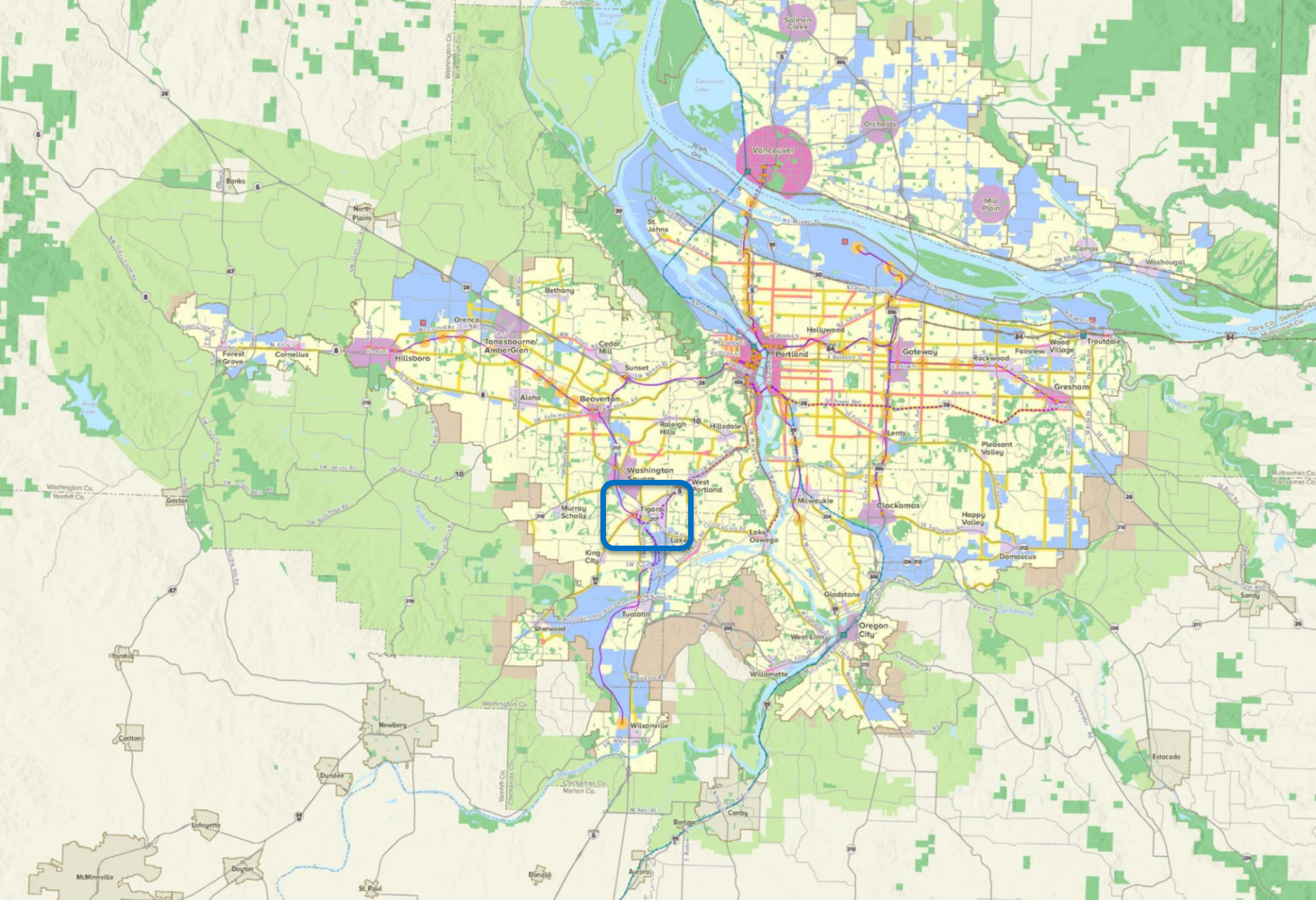
1	4
2	5
3	6



The information on this map is a reference tool only and should not be used as a legal document. It is not intended to be used as a legal document. It is not intended to be used as a legal document. It is not intended to be used as a legal document.







# 2040 Growth Concept Map

September 2014



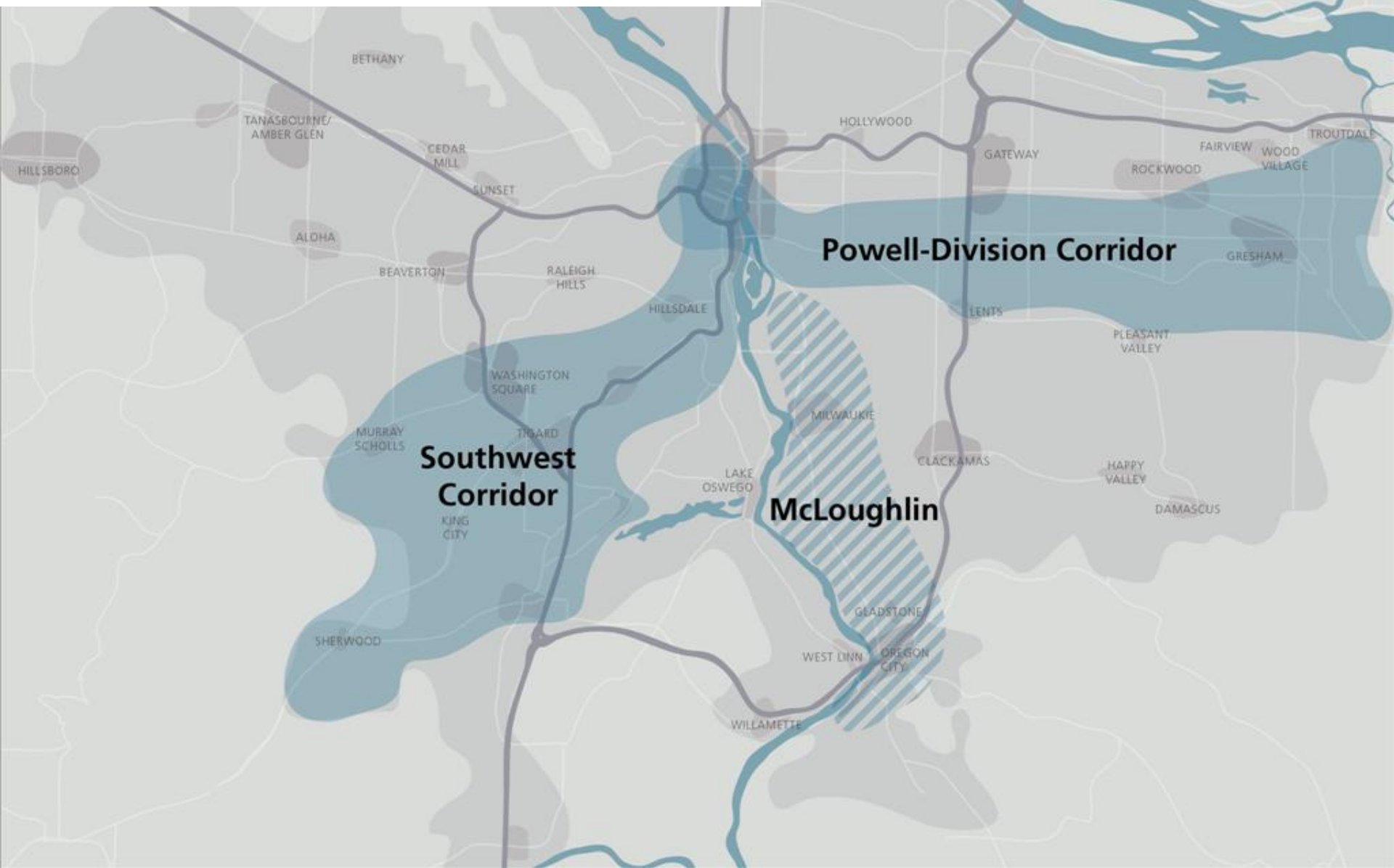
The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long term growth management of the region.

The map highlights elements of parcel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

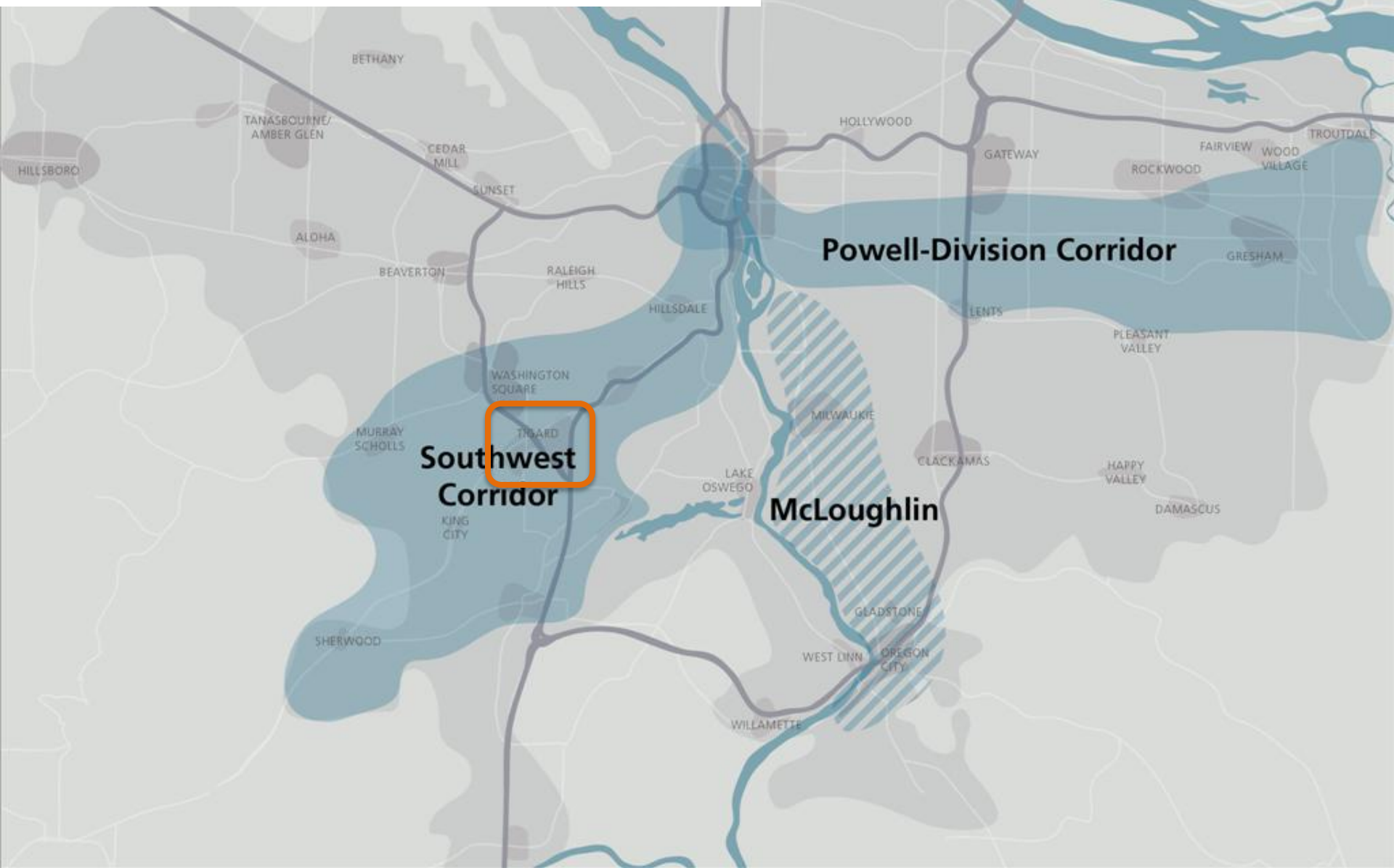
- Central city
- Employment land
- Existing high capacity transit
- Neighboring cities
- Regional center
- Parks and natural areas
- Planned high capacity transit
- Airport
- Town center
- Neighborhood
- Proposed high capacity transit tier 1
- Intercity rail terminal
- Station communities
- Rural reserve
- Mainline freight
- Main streets
- Urban reserve
- High speed rail



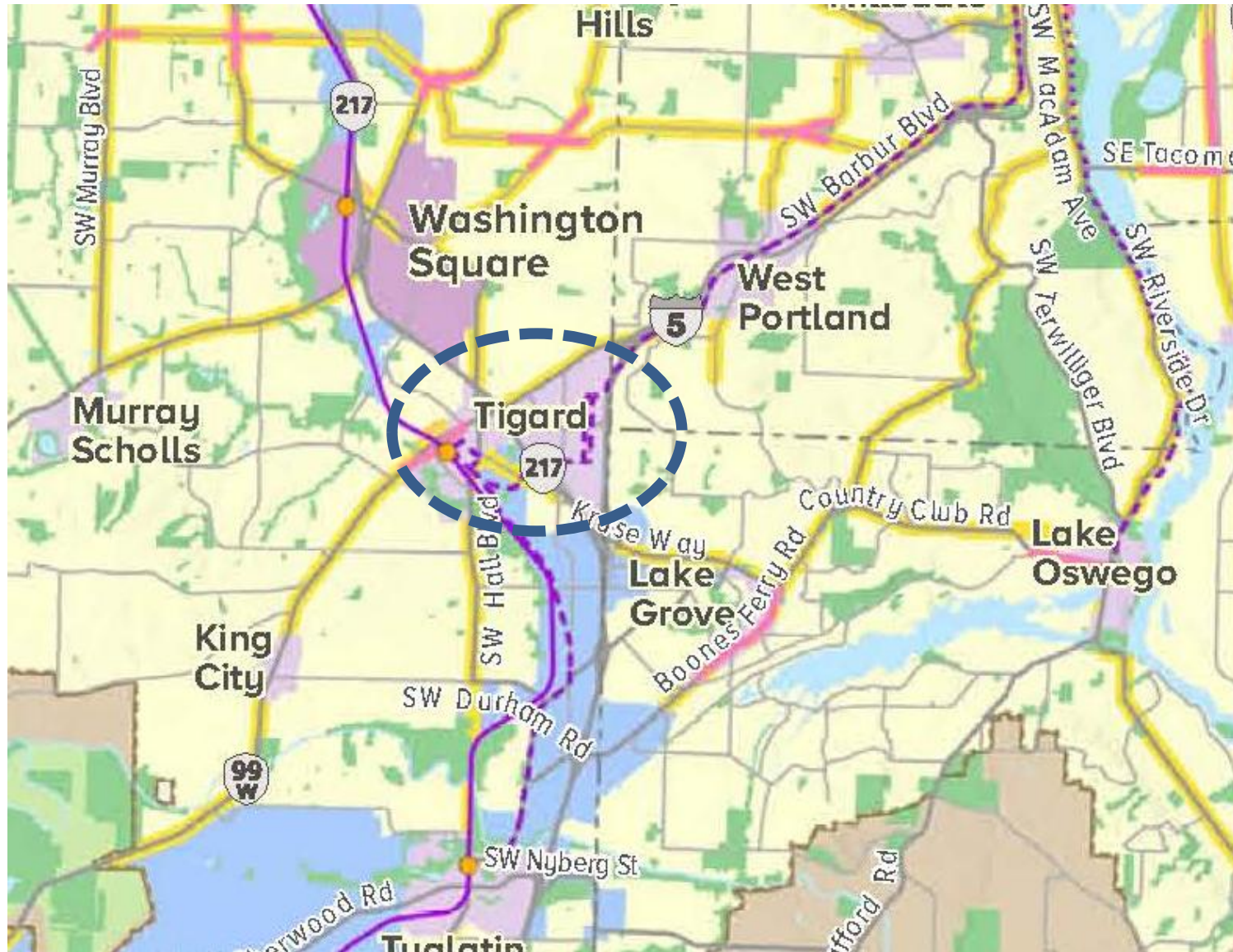
# Current and potential investment areas



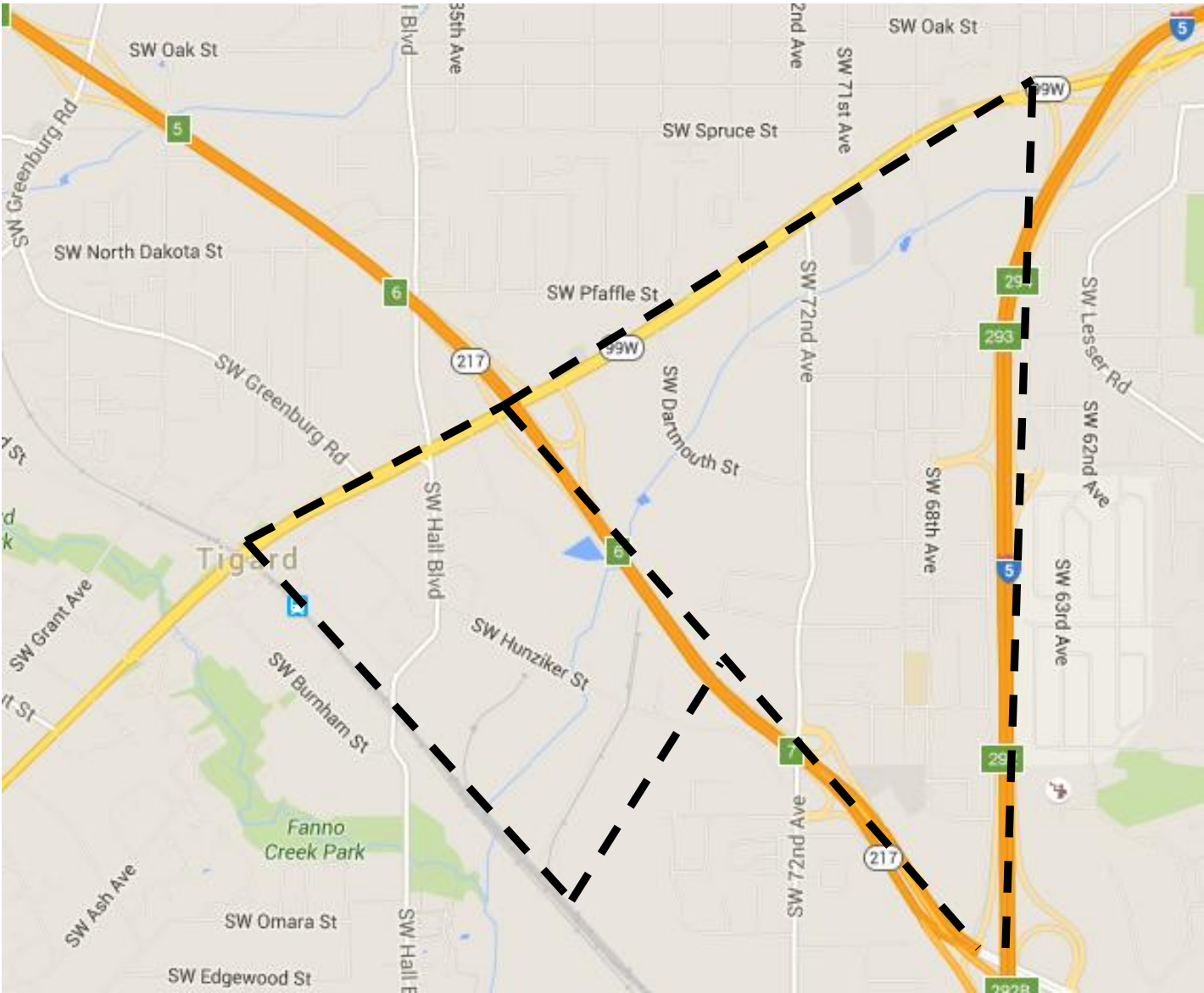
# Current and potential investment areas



# Town Center designation



# Downtown Tigard and the Triangle





# Tigard Triangle today



# Downtown Tigard today



## Existing Conditions



---

## Tigard Downtown

### Future Vision:

— a visual refinement  
of the TDIP





---

## Tigard Downtown

### Future Vision:



— a visual refinement  
of the TDIP

FIGURE 3

### Movement: Getting Around

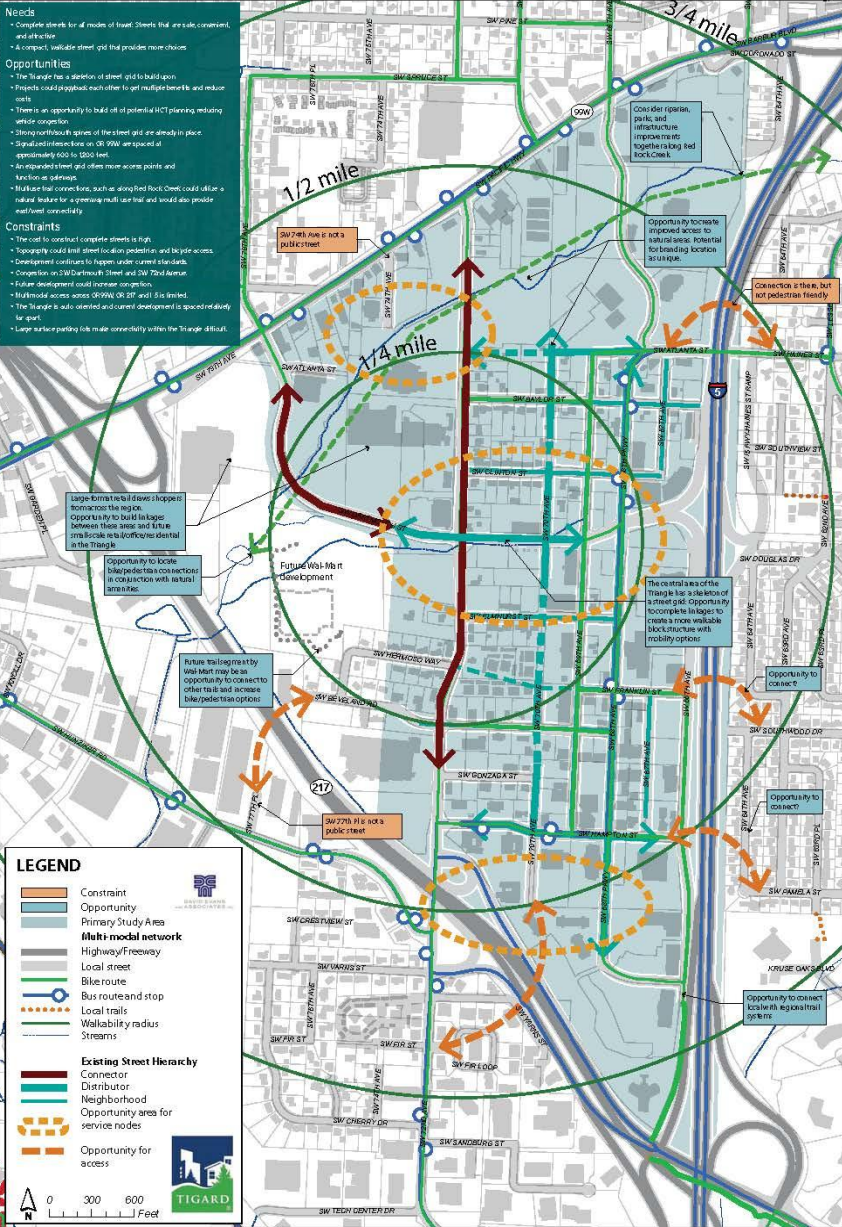
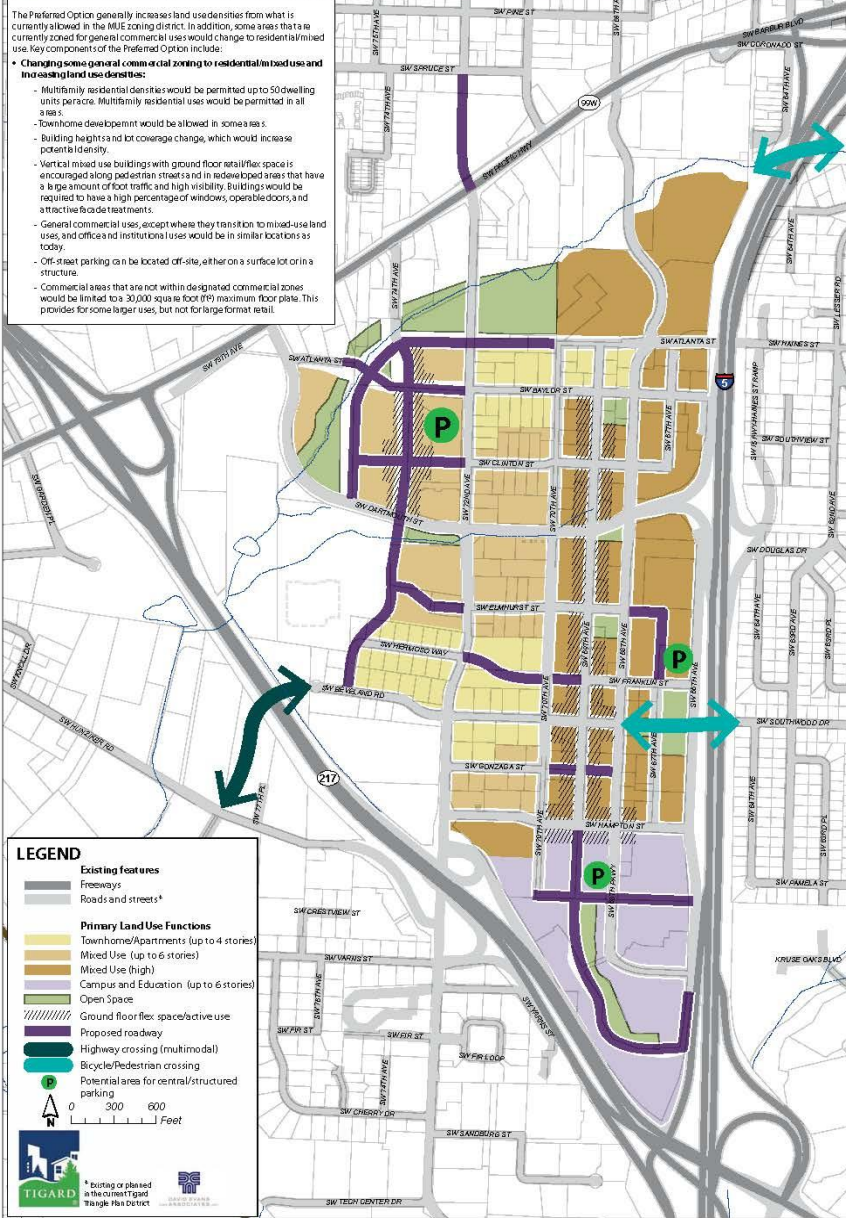


FIGURE 10

### Preferred Option Primary Land Use Functions

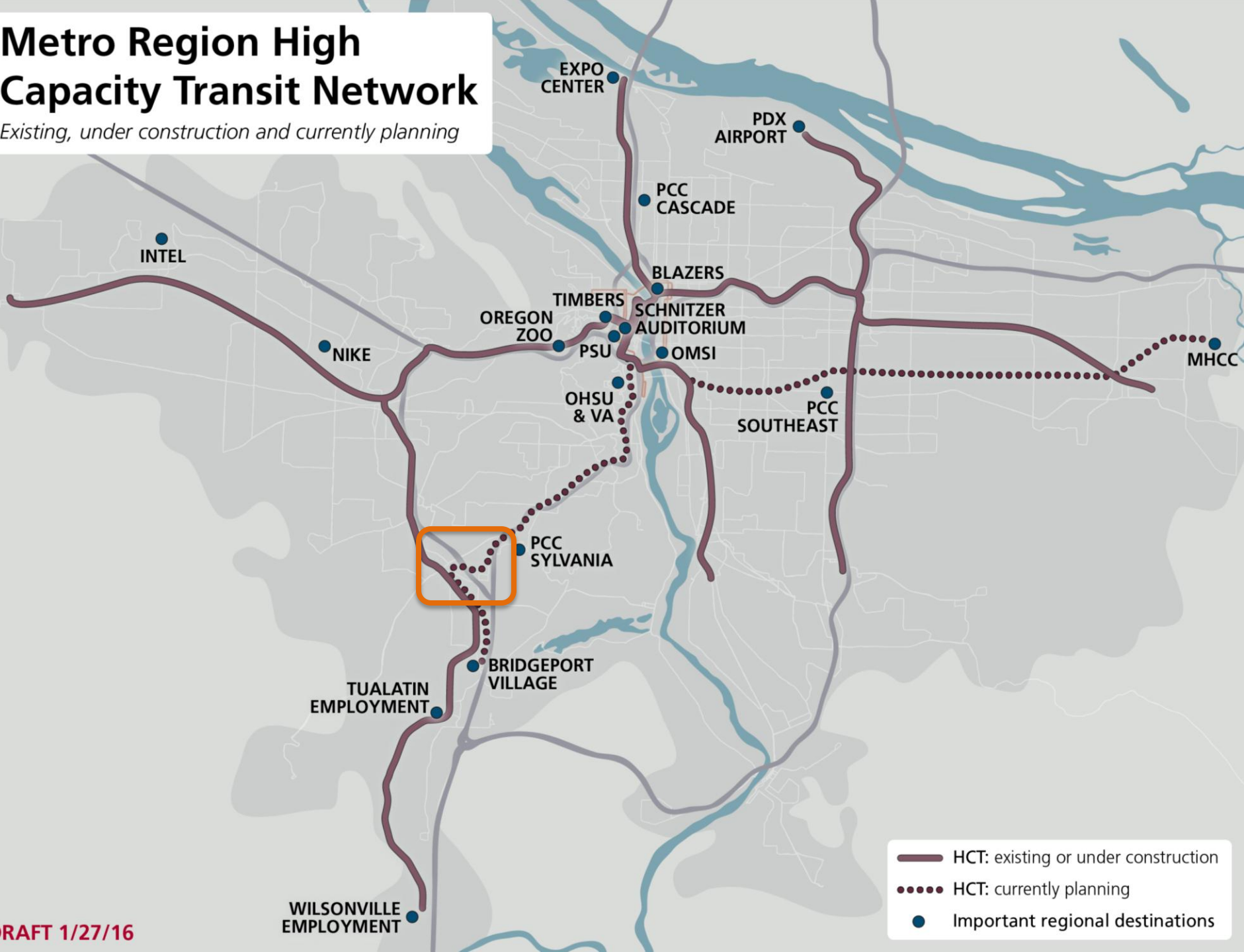
The Preferred Option generally increases land use densities from what is currently allowed in the MUE zoning district. In addition, some areas that are currently zoned for general commercial uses would change to residential/mixed use. Key components of the Preferred Option include:

- 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 development 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/office space is encouraged along pedestrian streets and in redneck board streets 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 offices 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 (PS) maximum floor plate. This provides for some larger uses, but not for large format retail.



# Metro Region High Capacity Transit Network

Existing, under construction and currently planning





G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin  
Beaverton • Durham • King City  
Washington County • ODOT • TriMet • Metro

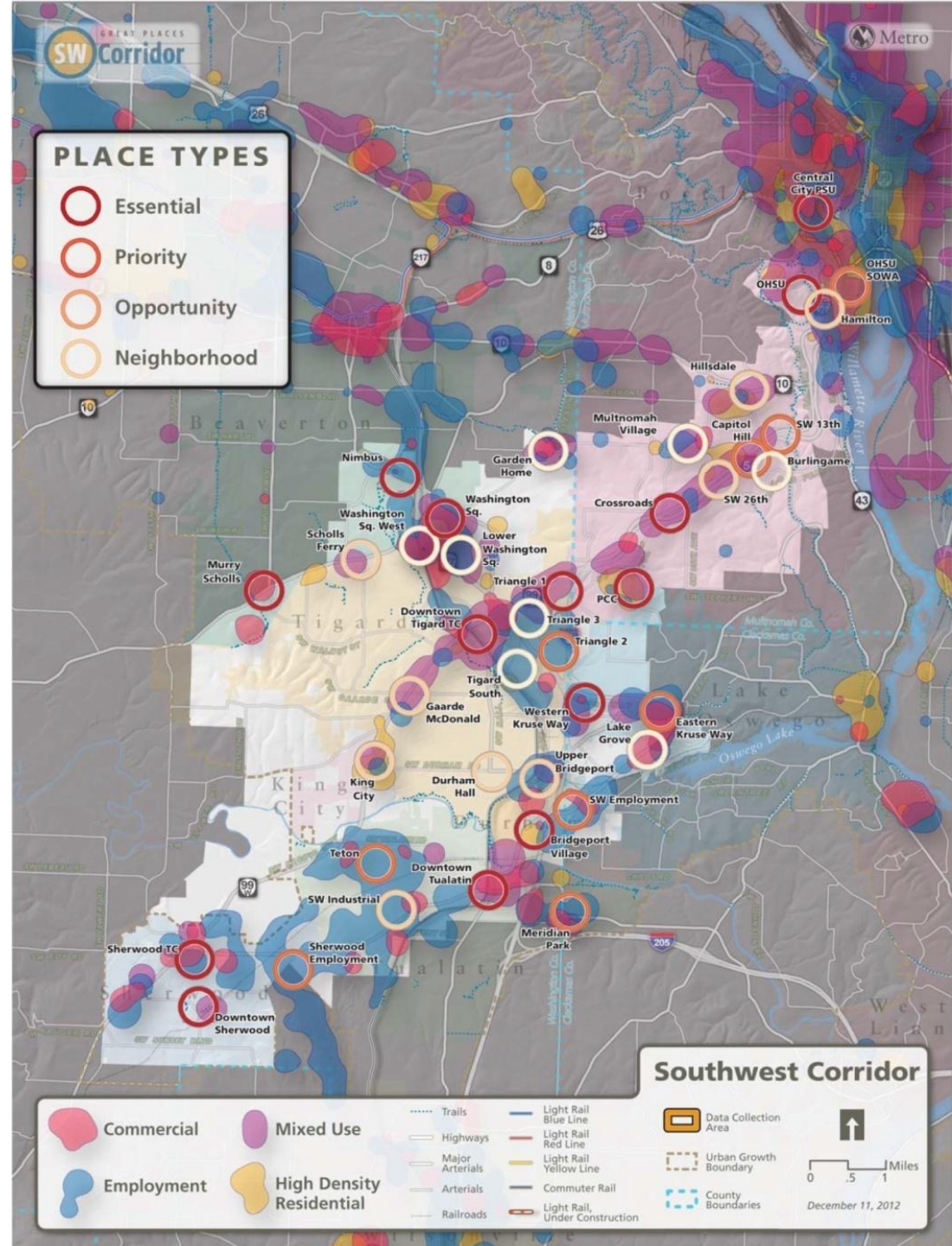
Partnership

Planning

Implementation

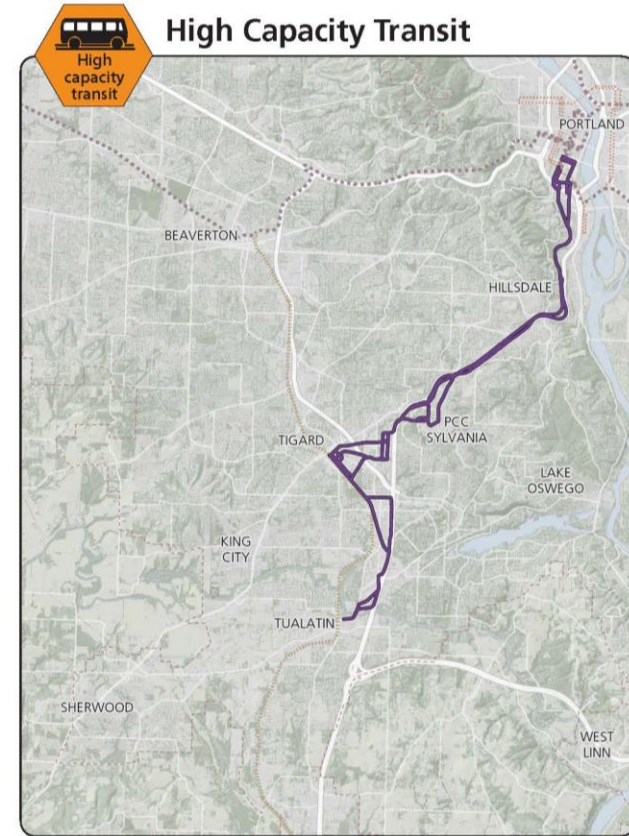
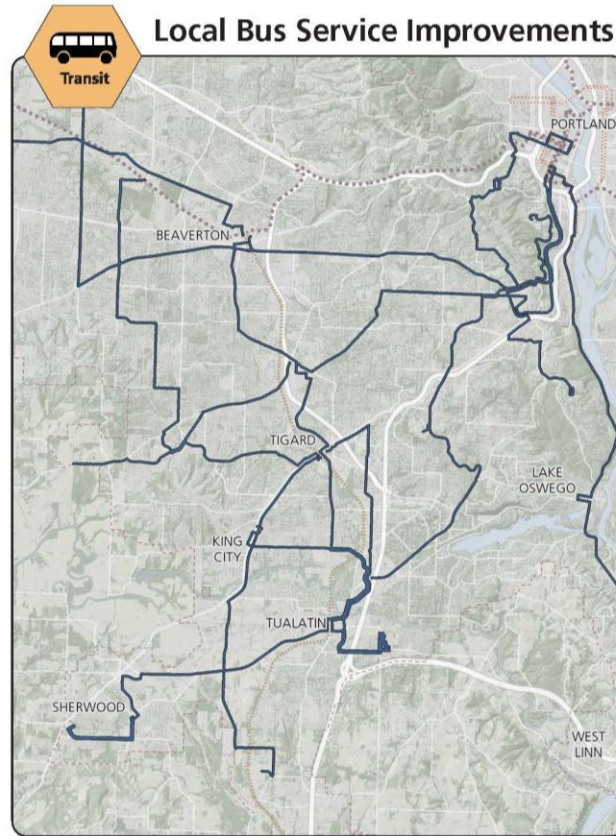
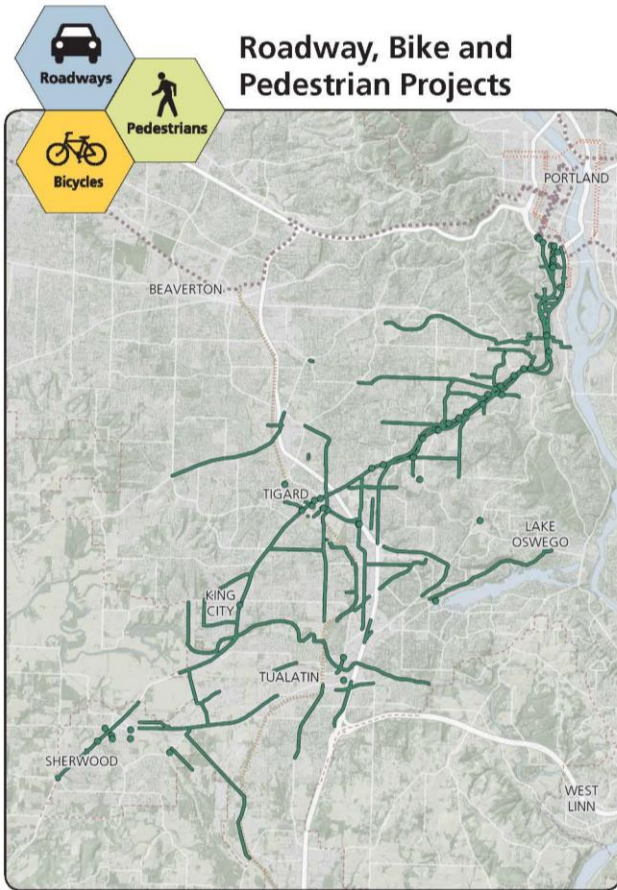
The Southwest Corridor Plan integrates high capacity transit, local buses and roadway, bicycle, pedestrian improvements to provide **more choices** and **improve access and safety** for all users of the transportation system

# Vision based collaborative approach





# Shared Investment Strategies



SOUTHWEST CORRIDOR PLAN  
 Shared Investment Strategy  
 Roadway, Bike and Pedestrian Projects:  
 Downtown Tigard, Tigard  
 Triangle and Kruse Way

DRAFT 8/4/15

**PROJECTS BY MODE**

- Multimodal: auto, freight, bike & pedestrian
- Auto/Freight
- Bike
- Pedestrian
- Bike and Pedestrian

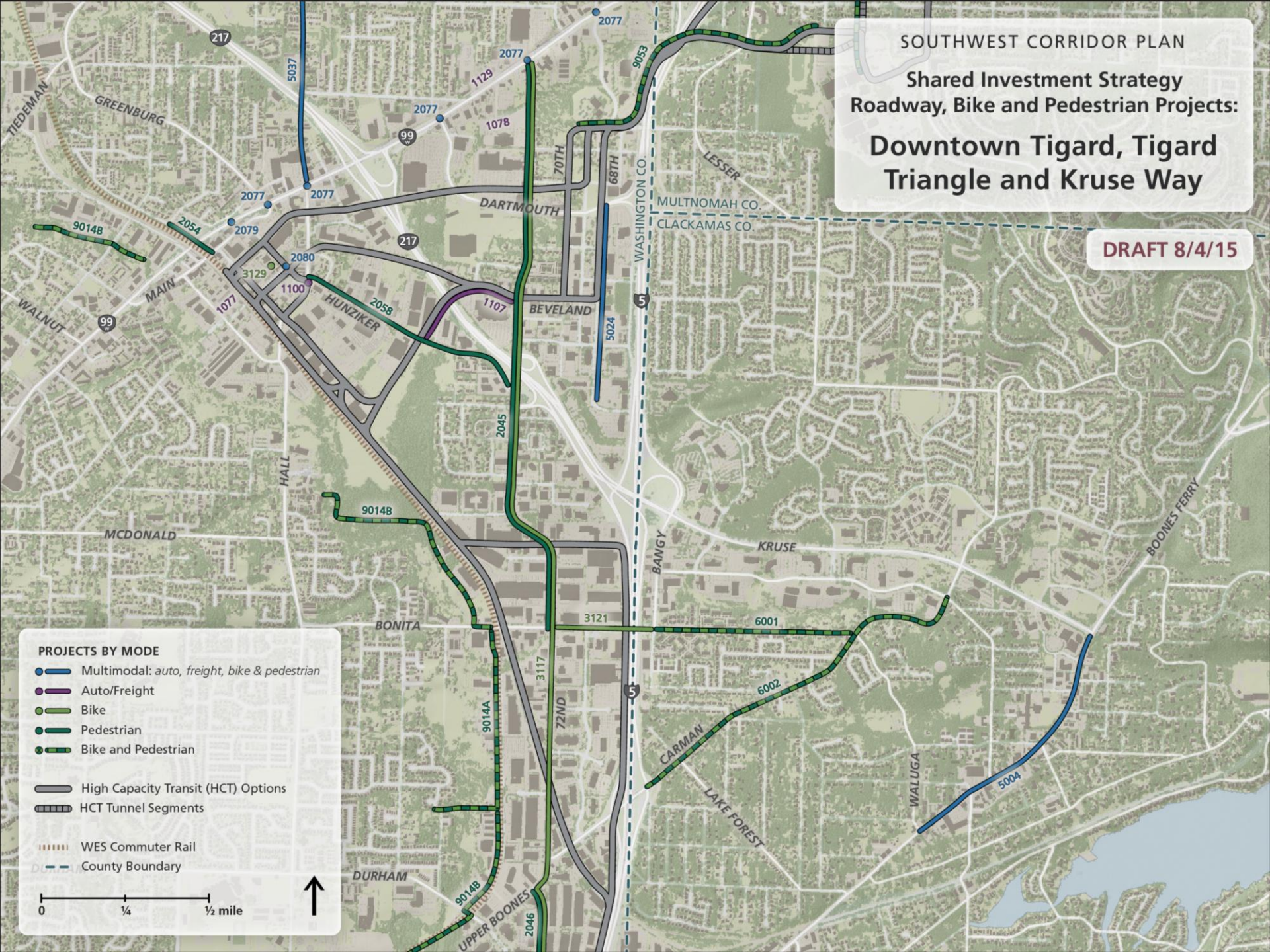
High Capacity Transit (HCT) Options

HCT Tunnel Segments

WES Commuter Rail

County Boundary

0 1/4 1/2 mile





A suburban residential feel mixed with commercial uses closer to the transit corridor. Housing is in the form of townhouses and detached houses with apartments located in clusters near the corridor.

A 14-hour activity center, with a majority of daytime uses in the form of restaurants, cafes, and retail.

## TRANSIT CORRIDOR

► Shopping ► Dining ► Residential



Schools and a range of personal and professional services are found here.

The area has a complete sidewalk network.



Apartments or condominiums occupy the upper level of some buildings. Moving away from the station, there may be townhouses with ground-floor office and home-based businesses.

The area is served by pedestrian-friendly streetscapes based on an urban-style grid network and narrow streets.

## TOWN CENTER/ MAIN STREET

► Specialty Retail ► Office ► Dining  
► Medium- to High-Density Residential



Open spaces and businesses combine to create vibrant streets.

The area within one half-mile of the high-capacity transit station is a mix of housing, retail, services, civic uses and office.

# CITY OF TIGARD

## CONCEPTS FOR POTENTIAL STATION COMMUNITIES

### HIGH CAPACITY TRANSIT LAND USE PLAN



Moderately populated with a residential feel. Housing in the district is mainly single-dwelling residential with some multi-dwelling housing mixed in.

Residents enjoy nearby recreational paths, parks and open space, and access to community gardens.

## TRANSIT NEIGHBORHOOD

► Primarily Residential



The area has community destinations, civic uses, and planned events. Art and public realm design creates a strong feeling of community identity.

There are limited commercial uses which take the form of small-scale retail or office. More significant clusters of retail and restaurants are within walking and biking distance.



Open space is easily accessible and serves to help define the station community. Groves of mature native trees have been preserved within office complexes and on the edges of the residential neighborhood.

Even when there are large blocks in the office and shopping areas, walking routes are direct, attractive and safe.

## EMPLOYMENT/RETAIL

► Employment ► Regional Shopping



A moderately to intensely populated station area with a land use emphasis on employment and retail activities.

The district is considered an 16-hour activity center, with a majority of daytime activity in the form of office jobs and shopping.