



City of Tigard

High Capacity Transit Land Use Plan

PUBLIC WORKSHOP

Final Report – Revised 7/19/11

As part of the Tigard High Capacity Transit Land Use Plan, the City of Tigard hosted a pair of design events on May 25 at the Tigard Public Library that asked participants to roll up their sleeves and imagine how Tigard could grow in the future. An afternoon session was attended mostly by the project's Technical Advisory Committee (city staff and staff from surrounding cities and agencies). The evening session was a public design workshop and open house.

The goals of the workshop were to:

- ▶ Discuss potential station community locations,
- ▶ Determine typologies that work best,
- ▶ Provide input on land uses and connections, and
- ▶ Create great places in Tigard.



Photo Credit: Doug Vorwaller

Workshop Description

Afternoon Session – Technical Advisory Committee Workshop

In the afternoon session, members of the Technical Advisory Committee, plus additional city staff and Tigard residents, thirty-four participants in all, examined the seven potential station communities. Using an interactive computer mapping tool, the participants explored different mixes of the four station community types and transportation improvements. The mapping program provided instant feedback on which changes would be most supportive of transit use.

Evening Session – Public Design Workshop and Open House

The evening session began with an official welcome by Mayor Dirksen. Members of the public, including the project Citizens Advisory Committee, worked in small groups with design/planning professionals to develop alternatives for land use characteristics in the seven potential station communities. Transportation improvements to support future transit investments were also suggested. Members of the public who weren't able to spend two hours at the workshop could drop in, review



Photo Credit: Doug Vorwaller

displays with project information, ask questions of staff and give their feedback on a survey. In all, there were thirty-six participants in the evening.

Typology

At both events participants were asked to apply the Tigard station community typology to potential station locations in Tigard. The four types included in the typology are described below.



Town Center/Main Street

The area has an urban village feel. Within one-half mile around the station is a mix of housing, retail, services, civic uses and office.



Employment/Retail Destination

A moderately to intensely populated station area with a land use emphasis on employment and retail activities. Other possibilities include civic buildings and colleges.



Transit Corridor

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.



Transit Neighborhood

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

General Results

The following main themes were identified from the notes taken at both the afternoon and evening sessions.

- ▶ Mixed-use (re)development was favored for existing large sites (Washington Square south, north of Bridgeport Village, etc.) and Downtown. Transit Neighborhood was suggested as transitional moderate-density housing (ADUs, duplexes) around new Town or Employment Centers or Corridors. Participants aimed to preserve the character of established residential neighborhoods.
- ▶ Increasing activity/density depends on getting the right connections between what's already there, as well as offering alternative routes parallel to and across Pacific Highway-99W.
- ▶ Participants focused on making/improving local connections between and within the station areas and existing neighborhoods.
- ▶ Ideas ranged from upgrading sidewalks and filling gaps to greatly expanding the street networks with new streets (especially in the Triangle and Summerfield/King City areas). Pedestrian and multi-use paths were also suggested for every station area. Parks and green spaces were considered for their connectivity function, too.

- ▶ Repeatedly, attention was drawn to the barriers that make such connections challenging, including Pacific Highway-99W, Highway 217, I-5, Scholls Ferry, Fanno Creek, other sensitive lands, steep slopes and railroads. Some very aggressive solutions were suggested for these challenges (below/above grade crossings, transforming 99W with many new intersections, etc.).

Community Specific Results

Potential Station Community Results

The alternatives created in the afternoon and evening sessions are currently being evaluated and will be presented to the Citizens Advisory Committee on August 3 and at an open house this fall. Highlights from the discussions at both the afternoon and evening events are included below.

Tigard Triangle



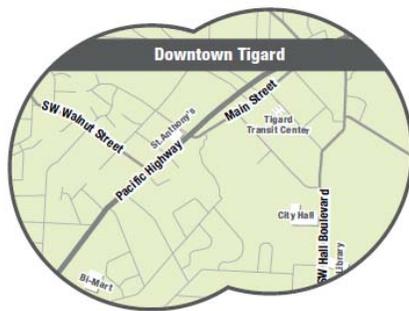
Afternoon

- Applied two areas of the Town Center type linked by a main street, with an increase in residents and employees.
- Added regular crossings of Pacific Highway for bikes and pedestrians

Evening

- Town Center areas on both sides of Pacific Highway
- Increased residential density near Pacific Highway
- Increased off road facilities for bikes and pedestrians
- Created large park near Hwy 217

Downtown Tigard



Afternoon

- Generally applied the Town Center/Main Street type to Downtown Tigard
- Included new transportation links for pedestrians and bicycles between Downtown and surrounding neighborhoods

Evening

- Applied the Town Center/Main Street type
- Prioritized completion of the Fanno Creek Trail and construction of a new trail along Tigard Street

Gaarde McDonald

Afternoon & Evening

- Both sessions applied the Transit Corridor type generally along Pacific Highway



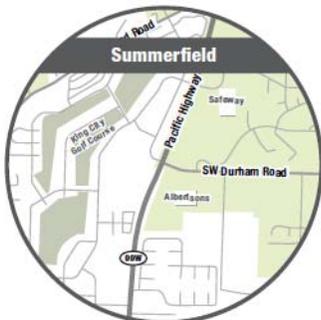
Summerfield

Afternoon

- Transit Corridor type was applied along Pacific Highway
- Increased pedestrian access from King City to Pacific Highway

Evening

- Applied two separate areas of Town Center/Main Street, one centered on Pacific Highway and another on Durham Road
- Increased east-west connections for bikes and pedestrians
- Created two new parks



Washington Square

Afternoon

- Applied the Employment/Retail type generally near the mall with Transit Corridor applied to SW Greenburg Rd.
- Worked to improve the area for pedestrians in employment areas
- Created new parks in the western portion of the community

Evening

- Focused on area east of Washington Square Mall
- Created a new Town Center east of Greenburg Rd.
- Added new walk/bike connections within employment areas and connecting to residents



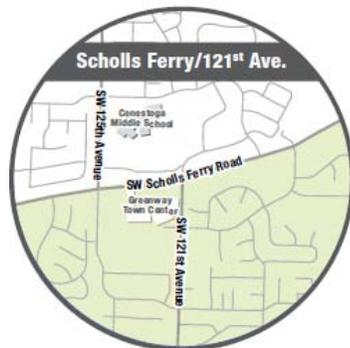
Scholls Ferry/121st

Afternoon

- Retained existing retail/commercial areas with improved pedestrian access.
- Transit Corridor applied to Scholls Ferry Road
- Some Transit Neighborhood applied to both sides of 121st Ave.
- Improved bike and walking routes
- Created some additional parks and open space

Evening

- Maintained current land uses into the future
- Focused on improving bike and walking routes



Bridgeport



Afternoon

- Applied two areas of Town Center/Main Street on 72nd Avenue
- Limited transportation changes
- Created substantial increase in parks and open space

Evening

- Applied Transit Corridor type along 72nd Avenue, Town Center/Main Street type at the intersection with Durham Road
- Recommended minor transportation changes connecting roadways to neighborhoods
- Created some increase in parks and open space