



City of Tigard Memorandum

To: Alice Ellis Gaut, CCAC Chair

From: Gary Pagenstecher

Re: Commuter Rail Entryway

Date: June 3, 2008

INTRODUCTION

Council's Goals for 2008 include implementing the Downtown Urban Renewal Plan through The Downtown Implementation Strategy. The Strategy's FY 08-09 Work Program includes the design and construction of a Commuter Rail Entryway to occur between July and October of this year. Staff proposes to develop the Commuter Rail Entryway project as a City of Tigard in-house design and development project.

Action Requested: Staff requests the CCAC to review the proposed sites and design criteria, included below, to identify a preferred site and confirm relevant design criteria.

HISTORY

Tigard City Council Resolution No. 03-11 accepted and endorsed the Downtown Task Force's Design Recommendation Document for the Commuter Rail Station. The document's purpose was to influence the development and appearance of the station and to examine other future downtown revitalization and economic development needs of the area.

The Task Force showed preference for designs that incorporate traditional elements, create distinctive landmarks, and reflect Tigard's history. The Task Force provided station design recommendations for the shelter, lighting, windscreens, paving, benches, trash receptacles, tree grates, bike racks, railings and landscaping.

Additionally, the Task Force considered adding amenities to the basic design to achieve local design objectives with local funding. The Council appropriated \$100,000 for an upgraded shelter design. An additional \$20,000 has been budgeted this year (CIP 08/09) for development of the entryway to coincide with the opening of Commuter Rail (WES) this fall.

SITE ANALYSIS

As the Tigard Commuter Rail Station nears completion, it is easier to envision the site opportunities for additional enhancements. The Commuter Rail right-of-way located between Main and Hall is comprised of a northern portion that contains the two rail lines with the station platform between them and a southern portion that contains the Park and Ride and multi-purpose path. The multi-purpose path

improvement has been constructed by TriMet to satisfy a condition of approval of their Conditional Use Permit to conform to the interim requirements for the Central Business District zone.

The Main Street intersection with the station plaza and the Hall Boulevard intersection with the multi-purpose path are two prominent sites suited to locating entry features. In addition, the swale adjacent to the multi-purpose path provides a site for installation of a linear element. TriMet has authorized use of these locations for enhancements. TriMet has indicated that the station platform, which includes a public art sculpture by Frank Boyden and Brad Rude as part of TriMet's Percent for Art Program and other appurtenances, would not be available as a project site. However, potential enhancement opportunities on the platform could include a second shelter and/or a windscreen with an information display. These four sites for enhancements are identified and described below. (See attached site photos)

1) Commuter Rail Plaza at Main

The linear plaza extends from Main Street to the platform access which tapers slightly from west to east. The area adjacent to Main is the widest point of the plaza (approximately 25 feet) and is preferred as a site that is prominent to the street with room to accommodate enhancements. TriMet has located bicycle parking at the edge of the parking lot in this area. An archway, clock, kiosk, bench, or other features would be appropriate at this location.

2) Commuter Rail Entryway at Hall

An approximately 400 square foot site is located within the ODOT Rail right-of-way immediately west of SW Hall Blvd. between the multi-purpose path and the Public Works property. The landscape improvements at this site include the termination of the swale with columnar basalt and a grove of three eastern redbud trees. A site-specific entryway feature at this site will function as a gateway to the Commuter Rail Station area and the multi-purpose path and herald Downtown Tigard to commuters. A sculptural element of a scale that would relate to pedestrians, rail commuters, and automobile traffic would be appropriate at this location.

3) Multi-Purpose Path Swale

The 700-foot swale runs parallel to the multi-purpose path adjacent to the Public Works site. Utility poles are aligned in the centerline of the swale including new PGE transmission poles alternating with older shorter distribution poles. The swale is planted with grasses and flanked with landscaping along the PW fence and the path. This linear area could support a sequence of elements possibly related in design to an entryway feature at Hall. These elements could be a sculptural "echo" of the entryway feature and/or carry seasonal displays marking civic events in Tigard or convey a message or welcome to the City.

4) Commuter Rail Station Platform

The platform is located between the rail lines, between the Park and Ride station plaza and the bus transit center, which are accessed by sidewalks leading to the platform ramp. The platform contains a pitched-roofed shelter supported by four poles, two light poles, two sign pylons, two trash receptacles, and two benches. Installation of Boyden/Rude's interactive public art work is planned between the shelter and the ramp. Enhancements at this location could potentially include an additional shelter, windscreens, and an information display.

PRIORITIZE LOCATION AND ENHANCEMENT

From the location and enhancement options presented above, staff recommends the CCAC focus on a single entryway project that is achievable within the project schedule (installation by October 2008) and budget (\$20,000) and responds to the following design criteria:

DESIGN CRITERIA

Distinctive landmark: provides a substantial landmark to punctuate the Downtown landscape and herald the Westside Express Service to Tigard.

Historic/traditional elements: acknowledges Tigard's downtown railroad, industrial, and architectural heritage.

Interpretation: communicates the synergy of commuter rail and the revitalization of Tigard's downtown.

Sustainability: demonstrates a commitment to sustainable practices through design and material choices.

FUNDING

The project has been allocated \$20,000 in the FY 08/09 CIP budget. The Draft Transit Station Design Elements Working Group Recommendations- Additional Considerations for Local Contributions spreadsheet includes potential "add" items such as an entry feature and a community display case with estimated costs of \$21,000 and \$15,000, respectively. Staff will design the entryway during the design development stage of the project (July) and contract for fabrication. The City's Public Works Department may contribute nominal labor and materials for site preparation, transportation, and installation.

Council may appropriate additional funds, at their discretion, for any other desired enhancements for phased implementation beyond the scope of this project.

WORKPLAN

Task	Staff	Schedule
Site Authorization from TriMet for use of ODOT right-of-way	Gary	April, 2008
Site Analysis	Gary	May
Concept development	Gary/Phil	May
CCAC review	Gary/Phil	June 11
Council review	Gary/Phil	July
Design development/Public Workshop	Gary/Staff	July
CCAC/Council review	Gary/Phil	August
Design Refinements	Gary	August
Fabrication	Gary/Suppliers/Fabricators	September
Site preparation	Gary/Brian (PW)	September
Installation	Gary/Brian (PW)	October, 2008