



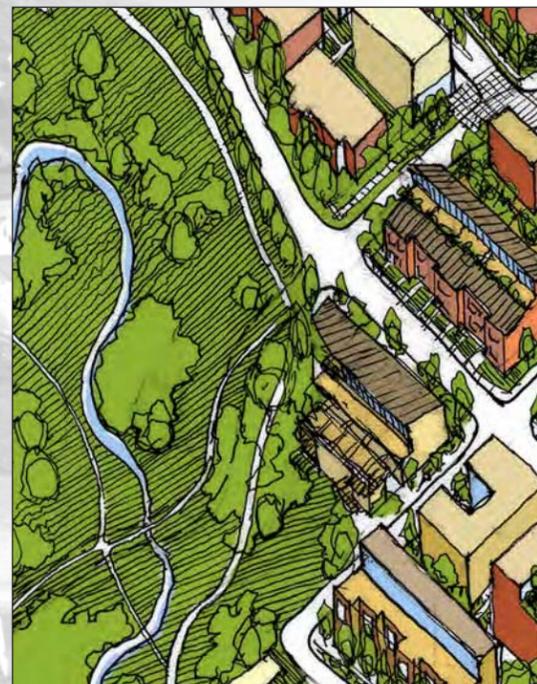
TIGARD MAIN STREET AERIAL, 1952



HISTORIC TIGARD



DEVELOPMENT PLANS



REFINEMENT

A1

HISTORY / DEVELOPMENT / REFINEMENT

The widespread use of the automobile associated with suburbanization and strip commercial development are two primary determinants of Downtown Tigard's current physical form and architectural character. If Tigard's Downtown had not been bisected by a major state highway (Hwy 99W) the area would have likely evolved into a more compact and traditional downtown form, similar to small and mid-sized cities throughout Oregon. However, rapid suburban growth was spurred by easy access from Portland via Hwy 99W and later, Interstate 5. Strip commercial development

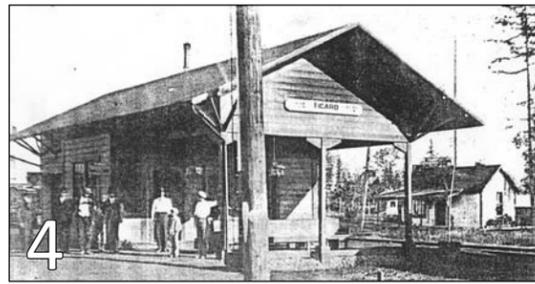
then became the dominant commercial pattern. Consequently, the Downtown did not have a chance to evolve as a complete urban entity. Rather it was, in some respects, “frozen in time” and pushed aside by the market preference for strip commercial, other auto-oriented development, and large lot suburban housing. An excellent example of this is that Downtown’s primary street network has not changed substantially since the 1950s. Consequently, Tigard’s Downtown does not have a “traditional” downtown fine-grained, pedestrian-oriented, urban architecture within a compact grid pattern.

Redevelopment of the Downtown will require a conscious effort to transform the basic land use pattern created by large industrial lots and a discontinuous street network which is compounded by a rail corridor bisecting the whole Downtown from east to west. This will require a concerted effort to develop a circulation and block structure within which redevelopment can create the architecture, structure, and uses of a traditional downtown. Also important is to consider when and where to connect the Downtown to the rest of the community. When the Hwy 99W viaduct bisected the community in the 1950s, the Downtown became an isolated pocket bordered by Fanno Creek on the south (with no automobile crossing for more than half a mile); the imposing viaduct of State Hwy 99W to the northwest and Hall Boulevard, a high volume major arterial, to the east.

A1.1 A Brief History of Tigard

Farming

In 1852, Wilson Tigard, the pioneer settler for whom Tigard is named, traded two cows valued at \$50 each for a 320 acre claim of land. More settlers to the area followed because of abundant game, timber, and the rich soil and excellent growing weather of the Tualatin Valley. Farming focused on fruit, berries, and poultry. A general store, a farm tool store, a blacksmith, and other businesses were established to support the farming economy.



1. TIGARD LOGGING 1904
2. TIGARDVILLE FROM BULL MT.
3. TRAIN STATION 1914
4. INTERURBAN ELECTRIC TRAIN
5. TIGARDVILLE POST OFFICE
6. GENERAL STORE ON MAIN
7. BLACKSMITHING ON MAIN ST.

Railroad

The arrival of the Oregon Electric Railroad in 1910 spurred the development of Main Street and brought more people and industry to the area. New businesses such as a bank, a hotel, and restaurants located on Main Street because of the proximity to the railway station. The buildings on Main Street were closely spaced together and were mostly one and two stories. This urban form remains there today.

Fruit and nut packaging and canning plants and lumber mills set up shop to capitalize on the agriculture and logging activity and the presence of a railroad link. Manufacturing firms later moved to the area to take advantage of the freight rail access. Much of Tigard’s industrial development can still be found in close proximity to the rail lines, even though freight shipments are more likely to be made by truck today.



8. MAIN STREET 1911
9. MAIN STREET 1919
10. MAIN STREET 1940S [SEE MAP]



11



14



12

11. 1920'S GARAGE IN TIGARD
12. GAS STATION AT HALL & 99W

Automobiles and Road Construction

By the early 1930's the population still hadn't grown much (only 328 residents in 1928). The building and improving of roads in the 1940's and 1950's allowed people to work in Portland and live in suburbs like Tigard. Many retail stores, restaurants, and gas stations sprang up along the Pacific Highway to attract passing motorists. This type of strip retail business is still widespread in Tigard. The building of the Pacific Highway viaduct diverted traffic from Main Street, while allowing automobiles to avoid the at-grade rail crossing.

Much of this development dispersed the once centralized activities of Downtown.



13



15



16

13. GROCERY STORE ON MAIN
14. GERMANIA HALL
15. 1ST BANK OF TIGARD [SEE MAP]
16. 1880S SCHOOL

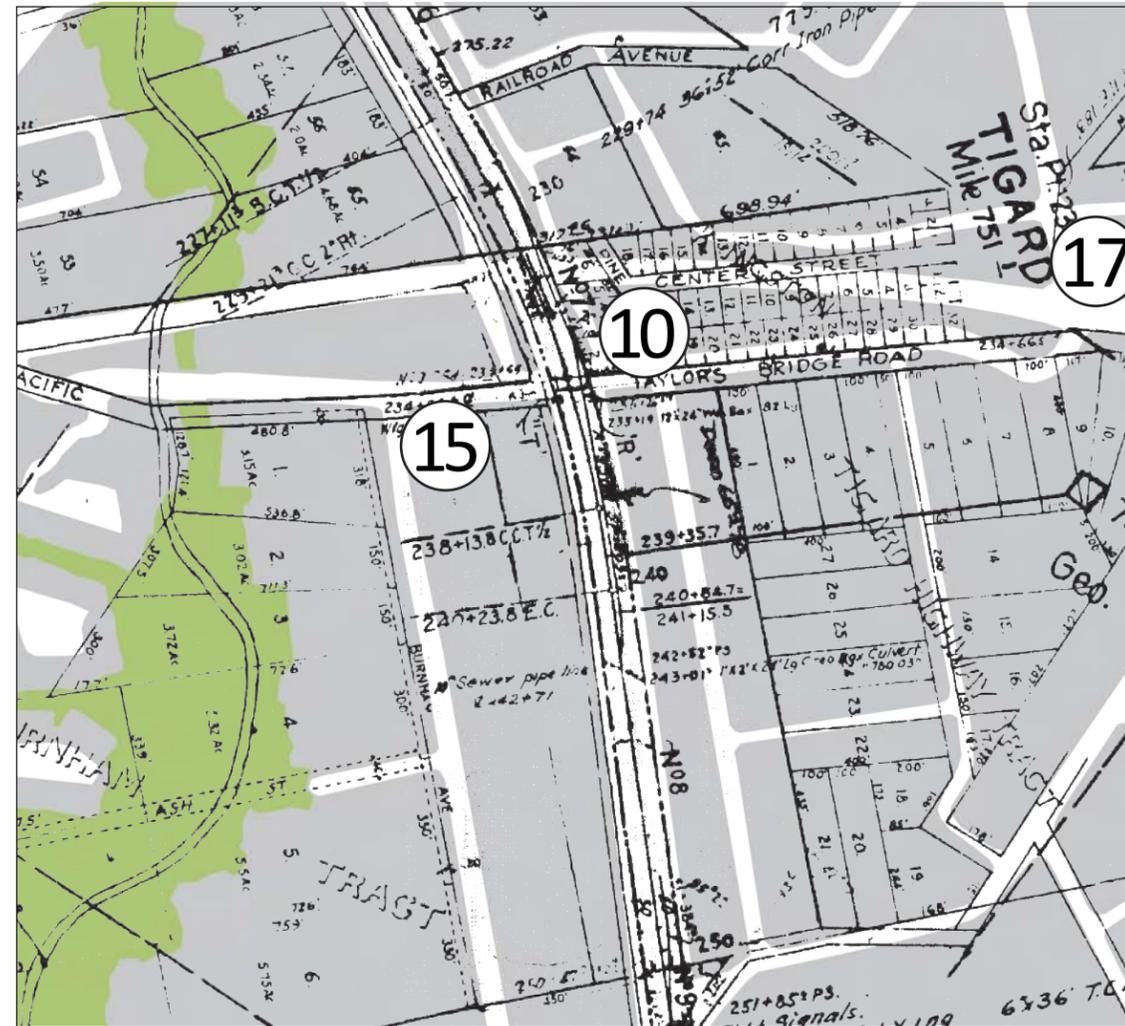


MILEAGE SIGN ON THE OLD RAIL STATION

Hwy 99W Viaduct

The viaduct changed the dynamic of Main Street. The number of street connections was reduced and properties on the

northwestern side of the street were impacted. The Downtown was prevented from developing a traditional compact urban form.



PRE-HIGHWAY 99 VIADUCT WITH CURRENT BLOCK AND FANNO CREEK OVERLAY



POST-HIGHWAY 99 VIADUCT



15



17



10

17. JOY THEATER. 2008
15. 1ST BANK OF TIGARD, 2008
10. MAIN STREET STOREFRONT, 2008

Remaining Historical Buildings

Pictured above are some of the few remaining historic buildings of Downtown. They are also located on the map to the left.

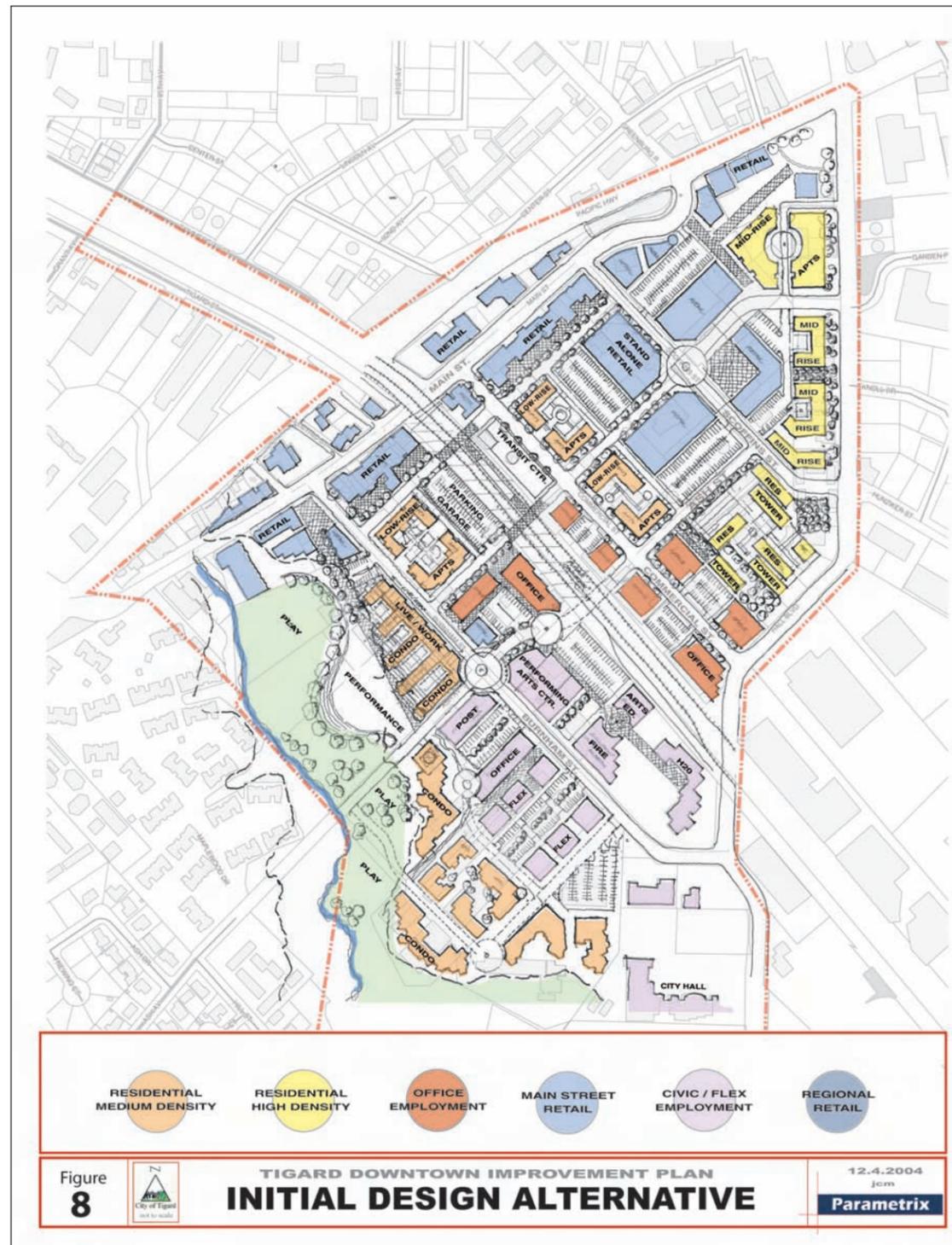
A1.2 Past Planning & Development Efforts

TDIP: Tigard Downtown Improvement Plan 2005

Planning for Downtown Tigard's revitalization has been a long-term process with several previous attempts over the past 30 years. The most recent effort dates back to 2002, with the announcement of plans for a Washington County commuter rail line with a planned station in Downtown Tigard. This inspired a small group of citizens and business owners to work on ideas for Downtown to capitalize on commuter rail. A state Transportation and Growth Management (TGM) grant facilitated a more extensive planning process. A Task Force of 24 citizens was formed to guide the plan's development. The planning process incorporated high levels of citizen involvement, including community dialogues, workshops, open houses, and a public survey.

The result of this planning process was the Tigard Downtown Improvement Plan (TDIP). The TDIP sets forth a vision to create "a vibrant and active urban village at the heart of the community that is pedestrian-oriented, accessible by many modes of transportation, recognizes and uses natural resources as an asset, and features a combination of uses that enable people to live, work, play, and shop in an environment that is uniquely Tigard."

The TDIP serves as a 20 to 30 year blueprint to guide Downtown development. It identified eight "Catalyst" projects that could spur development including: Streetscape Enhancement, Green Corridor/Urban Creek, Hall Blvd./99W Downtown Gateway, Downtown Housing Development, Ash Avenue Downtown Improvement, Fanno Creek Public Area, Performing Arts Center, and the Post Office Relocation. As the "green heart" of Tigard redevelopment will address environmental ideas, such as providing open space, protecting Fanno Creek, and designing new streets that reduce stormwater runoff.



INITIAL DESIGN ALTERNATIVE

The Initial Design Alternative was a "bubble diagram" illustrating initial land use and circulation concepts. Based upon identified opportunities and constraints and the initial vision and guiding principles for the TDIP, this graphic roughly suggested where key transportation (vehicular and pedestrian)

linkages might be needed, where potential concentrations of retail, housing, and employment uses might be generally located, and where opportunities existed for improving the overall access to, and potential use of, Fanno Creek.



REFINED DESIGN ALTERNATIVE

Informed by the Design Dialog smaller-group meetings and Task Force work sessions, the work associated with the Refined Design Alternative took the initial concept quite a bit further to address districts and Great Ideas that would later be fleshed

out into catalyst projects. The refined design alternative also illustrated potential development types. These did not take property ownerships and most existing buildings into account.

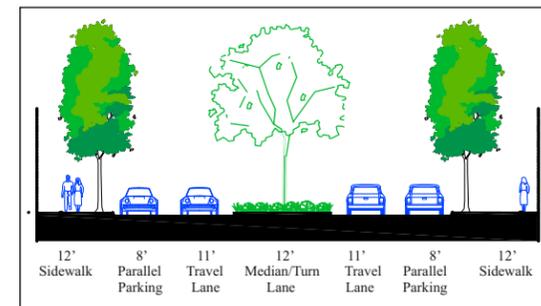
City Center Urban Renewal Plan, 2005

An Urban Renewal Plan was developed to provide a funding stream to implement the TDIP. The Plan has a duration of 20 years and a maximum indebtedness of \$22 million.

Tax increment revenues generated in the urban renewal district will be used to support investments, such as transportation and infrastructure improvements, that will help revitalize Downtown Tigard. Urban renewal projects and programs include the TDIP catalyst projects and other public improvement and public facilities projects as well as technical assistance programs e.g., a façade improvement program, rehabilitation/ redevelopment grant, and loan programs.

The tools provided by urban renewal, including Tax Increment Financing, are intended to attract private investment and facilitate the area's redevelopment. Tigard voters approved the use of Tax Increment Financing for Urban Renewal in the May 2006 election.

Tigard Downtown Streetscape Design, 2006



Formed as the result of extensive community input, the Streetscape Plan contains conceptual designs for one of the TDIP's catalyst projects — Streetscape Improvements. It includes concept designs for enhancing the character and appearance of streetscapes, gateways, public spaces, and green spaces, as well as functional improvement plans for transit, street connectivity, pedestrian circulation, and streetlights. The Plan envisions an attractive, safe, and accessible downtown.

As projects have entered final design, some of the proposed elements have

been changed, for example, the proposed roundabout on Burnham has been eliminated.

Tigard Comprehensive Plan Amendments for Downtown, 2007

In 2007, the Tigard Comprehensive Plan was amended to include Goals, Policies, and Recommended Action Measures needed to implement the Tigard Downtown Improvement Plan. This chapter provides the basis to make future amendments to the Tigard Development Code and Zoning Map for the Urban Renewal District.

Downtown Development Strategy, 2007

The Development Strategy was performed by a real estate development and economics consultant to assess the redevelopment potential of the Downtown Urban Renewal District. It was based on a market reconnaissance, an assessment of opportunities and constraints, and interviews with a number of Downtown stakeholders, as well as developers with experience in housing and mixed use development.

The Strategy Report found that the City of Tigard has been generally on the right track in encouraging Downtown revitalization. Progress has been shown by such actions as the adoption of the Tigard Downtown Improvement Plan and City Center Urban Renewal Plan; upcoming infrastructure projects; and ongoing planning for improvements to Fanno Creek Park and a public plaza. The report also found that the Downtown is well located in the marketplace to attract high quality housing and retail. However, there are numerous physical and economic constraints to redevelopment. The Development Strategy contains twenty-six recommendations to overcome these challenges.

Fanno Creek Park & Plaza Master Plan, 2008

The Fanno Creek Park and Plaza Master Plan articulates a specific vision for Fanno Creek Park and a Downtown Plaza. The Plan establishes the "Green Heart" identified in the TDIP by locating the primary open space and plaza between Downtown and the community's unique natural resource - Fanno Creek. The Master Plan includes design for an Upland Park and Plaza, Lower Park (restored natural area), and conceptual ideas for development that would border the Plaza.

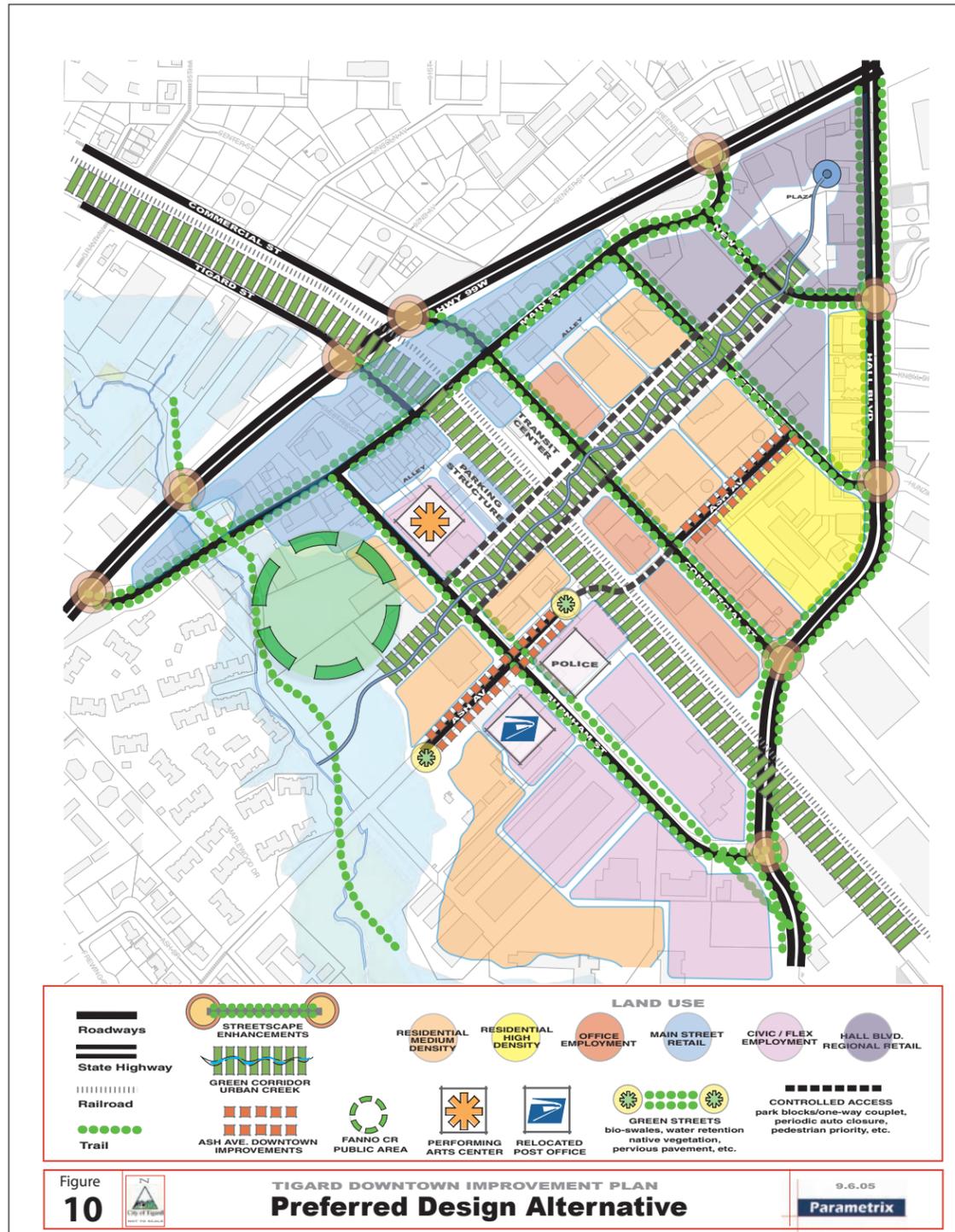


WALKER MACY, MASTER PLAN IMAGE

Metro 2040 Plan



The Metro 2040 plan will also influence the development of Tigard and will be explored more in Chapter A2.



PREFERRED DESIGN ALTERNATIVE

The Preferred Design Alternative further reflected changes resulting from the Task Force's consideration of the extensive public comment received. The most noticeable of these concerns the treatment/extension of Ash Avenue, the location of a Performing Arts and Community Recreation Center,

how access points to Downtown would be addressed, and additional refinement to the treatment of Fanno Creek and related resources.

A1.3 Refinement

The TDIP is the guiding document for current redevelopment efforts. It contains the vision for the Downtown; however, it is a conceptual document. In order for the next stage of redevelopment planning to occur, a further refinement of the TDIP was needed. This document provides a design vision and framework to provide guidance for future redevelopment of the Downtown Urban Renewal District.

Aspirations for this Document

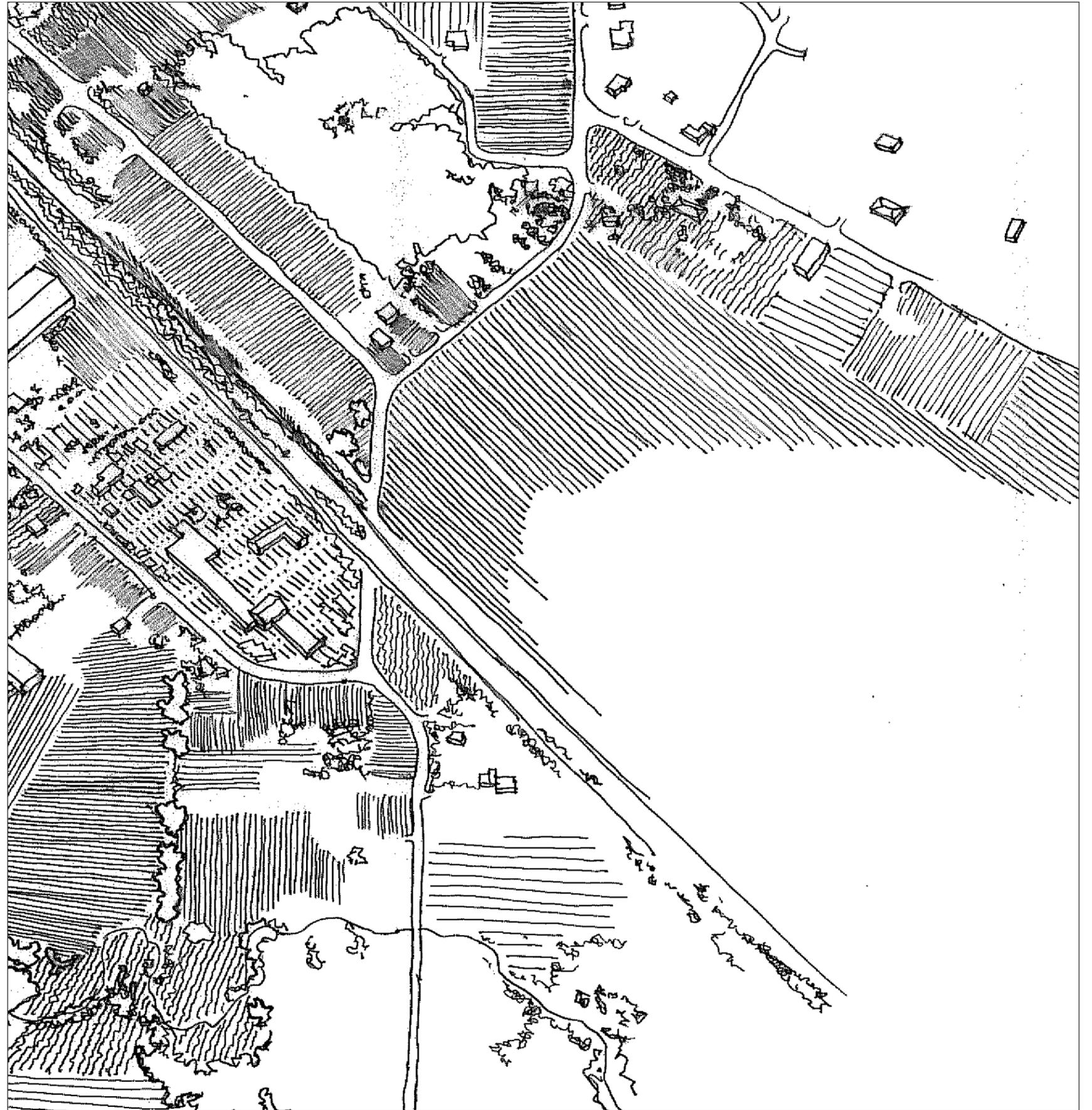
The purpose of this document is to provide a graphic portrayal of how Downtown could redevelop. This communication tool will provide a clear vision of the desired urban form for stakeholders, City officials, citizens, and potential investors, and will inform land use planning and capital improvement efforts.

This document, the “Tigard Downtown Future Vision” focuses on four tasks:

1. Study existing Downtown land use conditions and patterns.
2. Creating a “3-D” vision of the scale, form, and character of the recommended urban form using the Tigard Downtown Improvement Plan and other planning documents.
3. Refining the conceptual Downtown circulation and block size study.
4. Creating visualizations of potential development for opportunity sites identified in the Development Strategy.



Tigard 2058



Tigard 1952