Putting land use first

The new approach of the Southwest Corridor

Example: Tigard High Capacity Transit Land Use Plan
Presentation summary

Setting the context - 2035 Regional Transportation Plan

Implementing the concept

- Southwest Corridor
- Tigard HCT Land Use Plan
- Tigard: Representative Station Community Locations
The story of the 2035 RTP

• Multi-modal transportation
• 2040 Growth Plan
• Includes
  – Mobility Corridor Atlas
  – High Capacity Transit Plan
  – Regional Freight Plan
  – Transportation System Management & Operations Plan

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Local commitments and actions to land use, development and funding to make transit projects successful
System Expansion Criteria

- **People** - Density of People
- **Place** - Density of Urban Amenities
- **Physical Form** - Average Block Size
- **Ped/Bike** - Sidewalk Coverage & Bicycle Facility Coverage
- **Performance** - Transit Connectivity
Project Overview

• Prioritized in 2010
• Tigard HCT Land Use Plan part of larger effort
  – Four land use plans
  – One transportation plan
  – One transit alternatives analysis
• 10-15 year process

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Station community location

Regional Transportation Plan
- Broad Corridor

Tigard HCT Land Use Plan
- Community Focus Areas, Candidate Station Communities & Station Community Typologies

Transit Alternatives Analysis
- Wide-range of potential transit modes and alignments
- Narrowed transit modes and alignments
- Conceptual station platform locations

DEIS & FEIS
- Final station platform locations and alignments

Source: Nelson Nygaard & Metro
Tigard HCT Land Use Plan

- Develop land use concepts for vibrant station area communities
- Create support for transit investments that fit Tigard
- Outcome informs the foundation of future HCT planning efforts
Phases

Spring - Summer 2011

• Existing conditions & stakeholders
• Representative station community locations

Fall 2011 - Winter 2012

• Typologies & alternative development
• Preferred Concept Plan
• Develop contingent code & plan amendments
Station community location

Station Platform

Station Community
Phase One - Community Focus Areas

System Expansion Policy – Community Assets
- People – Density of people
- Place – Density of urban amenities

Development Potential Indicator
- 2040 Centers & Corridors

Transit Ridership indicators
- Major activity centers or landmarks
- Existing Transit ridership

Transit Location Factors
- Avoid single family neighborhoods
- Avoid environmentally sensitive lands and parks
- Major or minor arterial roadways and intersections
Phase One – Community Focus Areas
Phase Two – Representative Community Stations

System Expansion Policy – Community Assets

- People – Density of people
- Place – Urban amenities
- Physical form – Density of intersections, or block size
- Ped/Bike – Bicycle and pedestrian connectivity and access
- Performance – Transit connectivity

Development Potential Indicator

- 2040 Centers & Corridors
- Vacant & Re-developable Lands
- Floor Area Ratio
- Market Strength
- Traffic Volumes

Transit Ridership indicators

- Existing Transit ridership
- Major Activity Centers and Landmarks
- Retail Employment
- Auto Ownership
Phase Two – Representative Community Stations
Alternative development
Typology

Definition: A framework for describing the character of different areas. Used in comparing and contrasting the characteristics of good places. Typologies are aspirational—they represent what could be.

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. Open spaces and businesses combine to create vibrant streets. Apartments or condominiums occupy the upper level of some buildings. The edges of the area are predominantly residential, blending into the surrounding neighborhoods.

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. This central employment/retail core is surrounded by medium to high density multi-story housing like townhouses and apartment buildings. This creates opportunities to live and work in close proximity.

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. The area also has moderately scaled office employment, shopping and dining located near the station.

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

Main Street / Town Center

Employment / Retail Destination
Typology

Transit Corridor

Transit Neighborhood
Thank you!

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www.swcorridorplan.org
http://www.tigard-or.gov/sw_corridor

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