

***BLURB & NOVELLA:***  
***A STORY ABOUT SOME TRAILS, A FEW ZONES, AND AN UNDYING NEED FOR WALKABILITY***

**SHORT** (209 words)

To encourage the integration and success of the future Hall Boulevard MAX Station in the city of Tigard, we propose a series of trails that will facilitate local and regional connections and act as catalysts for development. Tigard is currently a major transfer point for bus and WES riders, but the city seeks to become a destination with the introduction of a new MAX line. Our scheme builds upon the identity of Tigard with the goals of walkability, green identity, and amenity access, and a focus on two demographic groups: families and workers. Three trail types, regional, community, and neighborhood, and three oriented development zones, live, work, and play, are the bones of our scheme. The proposed hierarchical trail system is in response to the regional context of Tigard and the need for new connections in the existing trail framework. To demonstrate our goals, sustainable initiatives, and the results of our critical analysis, we identified a major node from each zone in our scheme that integrates moments of the trail system and various programmatic elements. In conclusion, we propose green infrastructure as a means to drive development and further evolve the identity and character of Tigard and make the city a destination and economic contender in the Pacific Northwest.

**KEY TAKEAWAYS**

- The power of walkability and active transportation methods and the ability to affect development and a sense of community
- Accessibility to a variety of amenities is just as important as mobility
- Active transport methods, such as trail systems, can stitch together metropolitan centers, creating larger systems of connectivity
- Successful communities integrate the needs of various user groups, ages, etc.
- District parking coupled with practical zoning laws can reduce a need for expansive and unsustainable surface parking
- Light industrial uses do not need to be seen as a negative addition to urban spaces
- Transit centers can be integrated directly with their surroundings and do not need to be seen as segregated islands

**LONG** (1802 words)

To encourage the integration and success of the future Hall Boulevard MAX Station in the city of Tigard, we propose a series of trails that will facilitate both local and regional connections and act as catalysts for development. Tigard is currently a major transfer point for bus and WES riders, bus seeks to become a destination with the introduction of a new MAX line. In

conjunction with the goals of the city, our scheme builds upon the identity of Tigard and prioritizes walkability and access to basic amenities with a focus on families and workers. In order to develop our scheme with intent, we began by identifying important goals and populations to concentrate on. The city of Tigard has previously stated their ambitious goal to be the “most walkable city in the Pacific Northwest” as well as their pride in the local Fanno Creek park and trail system. By expanding upon their existing trail system, we can create strong pedestrian connections to downtown and areas of new development. This compliments the green identity residents already associate with Fanno Creek and creates opportunities for various types of open space throughout the city. The inherent connectivity promoted by this new green infrastructure supports our schemes additional goal of creating access to amenities for a variety of incomes. With our goals of walkability, green identity, and amenity access in mind, we focused on two demographic groups throughout the development of our scheme: families and workers. Of Tigard’s overall population, 25% are less than 18 years old which creates an opportunity for youth and family-oriented development. In addition, for every 1 worker that leaves Tigard to work, 2 enter. In combination, family and worker oriented development would encourage those who come to work in Tigard to “put down roots” in the city too, promoting city growth and economic stability. This demographic information and our goals provided the foundation upon which our scheme was developed.

Three trail types and three oriented development zones are the bones of our scheme. Our proposed hierarchical trail system is in response to the regional context of Tigard and the need for new local connections that promote access to transit and amenities. Though trails exist in Tigard and the surrounding area, these trails are sporadic and lack overall connectivity. The new MAX line is an opportunity to develop a new regional trail connection parallel to the tracks that terminates in Fanno Creek. Between the proposed MAX station and Fanno Creek Park, the regional trail would spawn two community trails and several neighborhood trails. Community trails connect major zones of development and neighborhood trails make connections within those zones. The three major zones are “live, work, play” focused, that is to say family-oriented, worker-oriented, and community-oriented respectively. The industry focused work zone is located at the MAX station and prioritizes workers coming into Tigard while also providing a commercial front for the Hall Boulevard transit hub. The family-oriented ‘live’ zone incorporates various civic and recreational amenities, and its proximity to the transit stop encourages walking and use of public transit, and thus a more sustainable lifestyle. Finally, the community-oriented ‘play’ zone connects the new transit station to Main Street and builds off of the existing downtown, encouraging development between the two nodes. Just as each zone has a primary demographic focus, each trail type has a specific character that orients users and provides a variety of green spaces and programmatic options. The regional trail exists in a span of 30’ with a meandering boardwalk pedestrian path, separate cycle track, wild vegetation, and rugged furnishings complete with blue wayfinding markers. Community trails run the pedestrian trail and bike track alongside one another within a 20’ span complete with vibrant plantings, modern furnishings, and additional wayfinding. The community trails also incorporate several pocket parks which act as landing pads for movement and highlight connections to other trails and amenities. These trails are also meant to shape development and react to the changing needs

of the community. Finally, neighborhood trails exist within a 10' span, which combines the pedestrian and bike paths, and are complete with short and manicured plantings and simple furnishings. These trails cover short distances and provide direct access between community amenities. In summation, the new trail system will catalyze development specific to each zone and create a series of character-defined connections and experiences throughout the city.

Green infrastructure is inherently sustainable, but there were three main sustainable initiatives we wanted to demonstrate throughout our project: ecology, energy, and equity. Ecology incorporates water infrastructure such as bioswales and retention ponds, and micro habitats such as pollinator gardens and public water features. Energy aims to reduce the need for cars with the introduction of more accessible public transit and increased city walkability. Within this category there are also two adaptive reuse components specific to our scheme that allow for quick key development turnaround and build off of public familiarity with these places, and of course the greenest building is that which is already built. Finally, equity encompasses health and wellness, upward mobility, and social capital. The trail system encourages an active and healthy lifestyle while also providing equitable access to amenities such as recreation, education, and food, all of which supports social resilience. These sustainable initiatives promote both a healthy environment and a healthy population.

To document the feasibility of our scheme, we considered land use and zoning, phasing and development, and parking. While each zone incorporates land uses typical to the oriented development of that zone, for instance housing in the live zone and commercial in the play zone, each zone also implements a variety of program, mixed use development, and inclusive zoning wherever possible. In phasing the development of our scheme, an important decision was to include at least one civic project and one district parking garage in each phase. This allows the city to spur development with their own projects and aids in phasing out surface lot parking as development occurs. Phase 1 would occur around the new MAX station, incorporating most of the industrial work zone, and would introduce the regional trail and mixed-use development including affordable housing, as well as a new shop on Main Street which the Commercial Street community trail would eventually connect to. The transit related pieces of this phase include both station platforms, the bus transit stops, the park and ride, and the TriMet Operations and Maintenance Facility (OMF). Phase 2 would straighten Hall Boulevard across the WES rail tracks and pull development to the other side. The Commercial Street community trail would begin weaving towards Main Street culminating in Projector Park at the former bus station, and continue to shape development over time. In the live zone a grocery store, community center, school, and the recreation fields would be introduced. In addition, public works would be established north of SW Hunziker Street on the city proposed site. Phase 3 would move City Hall to a new location on Hall Boulevard facing the incoming MAX trains, leaving the previous site to be adapted into a nature center for the live zone. Mixed use development would occur around the new City Hall, development on Commercial Street would finalize, and additional housing would be built adjacent to the recreation fields. As mentioned previously, each phase would include a district parking garage to encourage the elimination of surface lots. These garages in conjunction with street parking and reduced parking demand

would provide all necessary parking, provided the parking code is updated or several variances are granted. Code updates would include extending downtown zoning over the scope of this scheme, eliminating required parking spaces for new businesses and housing, and accounting for reduced demand based on public transit use. Bike parking and bike shares would also be installed throughout each phase of development. These development strategies support the structure and functionality of our scheme.

To demonstrate our goals, sustainable initiatives, and the results of our critical analysis, we identified a major node from each zone in our scheme that integrates moments of the trail system and various programmatic elements. The first node is Hall Boulevard and includes the split MAX platforms, market pavilion, landmark building, and regional trail which integrates greenery along the entire stretch. Separating the MAX platforms gives priority to the needs of two groups of riders: those entering Tigard who are likely workers, and those leaving Tigard. Those entering have prime access to the commercial-lined pedestrian boulevard and are centrally located between other amenities such as the market pavilion, which provides vendor space that overflows into the City Hall courtyard. Those leaving are located more closely to the park and ride and bus transit stops. The landmark building, a clean facility that would be cost-prohibitive to redevelop, would be painted with a mural by local artists and signals both the connection to the Commercial Street community trail and the crossing into the live zone over the WES rail tracks. The second node is at Projector Park, the culmination of the community trail connection Hall Boulevard to Main Street. This park acts as an entertainment hub with a stage for local performances built onto the back of the corner shop, complimented by a sunken viewing lawn. At the other end of the park, the old bus shelter has been transformed into a food truck pod with covered seating. A patio with games and fire pits ties the two ends of the park together and highlights the path to the adjacent WES platform. The third, and final, node is known as The Hill, located between the recreation fields and the community center. The regional trail crosses SW Burnham Street and is momentarily pinched between a mixed-use office and the community center until it is released into the massive recreation space. At this point, one can either continue on the regional trail to Fanno Creek or be drawn up the hill onto a neighborhood trail connecting the row houses to the nature center, school, and grocery store. This literal hill also creates a formal amphitheater against the community center stage to host music acts, school plays, and other community functions. The other side of the hill provides a space to rest and look over the recreation fields, and is abutted by tiers of community gardens on both sides. Each of these nodes expresses part of the identity and character we envision for the city of Tigard.

In conclusion, we propose green infrastructure as a means to drive development and further evolve the identity and character of Tigard around the core values of walkability and amenity access. Through the implementation of a hierarchical trail system and zones of oriented development, we aim to support the families and workers of Tigard. The new regional trail and MAX line connections will make Tigard a destination and economic contender in the Pacific Northwest.