



City of Tigard

City Center Development Agency Board - Agenda

TIGARD CITY CENTER DEVELOPMENT AGENCY BOARD

MEETING DATE AND TIME: March 6, 2012 - 6:30 p.m.
MEETING LOCATION: City of Tigard - Red Rock Creek Conference Room
13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for City Center Development Agency Board meetings by noon on the Monday prior to the City Center Development Agency Board meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA



City of Tigard

City Center Development Agency Board - Agenda

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MEETING DATE AND TIME: March 6, 2012 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Red Rock Creek Conference Room - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. CITY CENTER DEVELOPMENT AGENCY BOARD MEETING
 - A. Call to Order- City Center Development Agency
 - B. Roll Call
 - C. Call to Council and Staff for Non-Agenda Items
2. RECEIVE FINANCIAL IMPACT REPORT OF THE CITY OF TIGARD'S URBAN RENEWAL PLAN FOR FISCAL YEAR (FY) 2010-11
3. DISCUSS TARGETED RETAIL AND RESTAURANT INCENTIVE PROGRAM
4. DISCUSS MAIN STREET/GREEN STREET PROJECT'S PUBLIC ART COMPONENT
5. RECEIVE UPDATE ON BURNHAM STREET PARKING LOT
6. NON AGENDA ITEMS
 - EXECUTIVE SESSION: The Tigard City Center Development Agency will go into Executive Session to discuss real property transactions, under ORS 192.660(2) (e). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
7. ADJOURNMENT

CCDA Agenda

Meeting Date: 03/06/2012

Length (in minutes): 5 Minutes

Agenda Title: Financial Impact Report of the City of Tigard's Urban Renewal Plan for Fiscal Year 2010-11

Submitted By: Sean Farrelly, Community Development

Item Type: Receive and File **Meeting Type:** City Center Development Agency

Information

ISSUE

Receive the Financial Impact Report of the City of Tigard's Urban Renewal Plan for Fiscal Year (FY) 2010-11

STAFF RECOMMENDATION / ACTION REQUEST

The City Center Development Agency (CCDA) is requested to receive the Tigard Urban Renewal Plan FY 2010 - 11 Financial Impact Report.

KEY FACTS AND INFORMATION SUMMARY

In previous years the CCDA has received the annual Urban Renewal Plan Financial Impact Report as a "receive and file" item through the consent agenda. Now that the CCDA is meeting regularly, staff will provide the report as part of the regular agenda. The report reflects the annual receipts and expenditures as budgeted by the CCDA.

Urban renewal agencies must prepare an annual financial report for the governing body and public in accordance with Oregon Revised Statutes 457.460. The attached Financial Impact report for the fiscal year that ended June 30, 2011, meets the requirement under the statute. The report includes a financial summary of the preceding fiscal year (2010 - 11) year and the budget for the 2011 - 2012 fiscal year. It also includes an analysis of the financial impact of carrying out the urban renewal plan on the tax collections for all affected taxing districts.

As summarized in the report, there were expenditures of \$280,818 charged to the City Center Development Agency for fiscal year 2010-11. \$200,000 of this amount were for streetscape enhancements to the now completed Burnham Street project. Since the establishment of the district in 2006, a total of \$1,067,254 in resources have been realized from tax increments generated and loans from the city's general fund. This amount is balanced with the total urban renewal requirements of \$1,067,254 which includes debt service, capital outlay and ending funding balance. The majority of the ending fund balance is in the Debt Service Fund and is limited to the retirement of debt, as required by Oregon Revised Statutes, Chapter 457.

To analyze the figures further, through FY 2010-11, \$761,135 has been collected in tax increment and interest and \$649,080 has been expended on capital projects (\$456,046 of which was the urban renewal contribution to Burnham Street right of way purchase and streetscape.) \$249,000 has been used to repay a loan from the city's general fund.

The District uses the funds it receives from the division-of-taxes method of calculating property taxes to finance various urban renewal projects and activities. These property taxes totaled \$328,849 in FY 2010–11 and are expected to increase to \$332,048 in FY 2011–12 per the Washington County assessment summary received after budget adoption.

A summary of the report was advertised in the Tigard Times for two consecutive weeks in February, as per state law.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Long-Term Goals: Continue implementing the Downtown Urban Renewal Plan.

DATES OF PREVIOUS COUNCIL CONSIDERATION

February 22, 2011

Attachments

CCDA Financial Impact Report



Tigard City Center Development Agency

Financial Impact Report
of the City of Tigard's Urban Renewal Plan

for the fiscal impact year ended
June 30, 2011



Tigard City Center Development Agency
Financial Impact Report of the City's Urban Renewal Plan
For the fiscal impact year ended June 30, 2011

Introduction

URBAN RENEWAL AGENCIES must prepare an annual financial report for the governing body and public in accordance with Oregon Revised Statutes 457.460. The report includes a financial summary of the preceding year and the budget for the new fiscal year. It also includes an analysis of the financial impact of carrying out the urban plan on the tax collections for all taxing districts.

Urban Renewal – An Overview

The purpose of urban renewal is to improve specific areas of a community that are poorly developed, under-utilized, or that have declined over time. These areas can have old, deteriorated buildings; streets and utilities in serious need of upgrades (or the areas can simply lack streets and utilities altogether), weak business activity, and few or aging parks and public facilities. Urban renewal is a process authorized by Oregon law (ORS 457) to finance improvements in these areas using “tax increment financing.” A portion (the increment) of property tax revenues from properties within the urban renewal district are designated to support financing for improvements to the urban renewal area. While urban renewal provides for unique funding of improvements to a district, it is not intended that tax increment financing be the only source of funding. Other sources including ones typically used for capital improvements such as the gas tax, Traffic Impact Fee (TIF), System Development Charges (SDC), interagency funding, or state grants are programmed to support downtown projects.

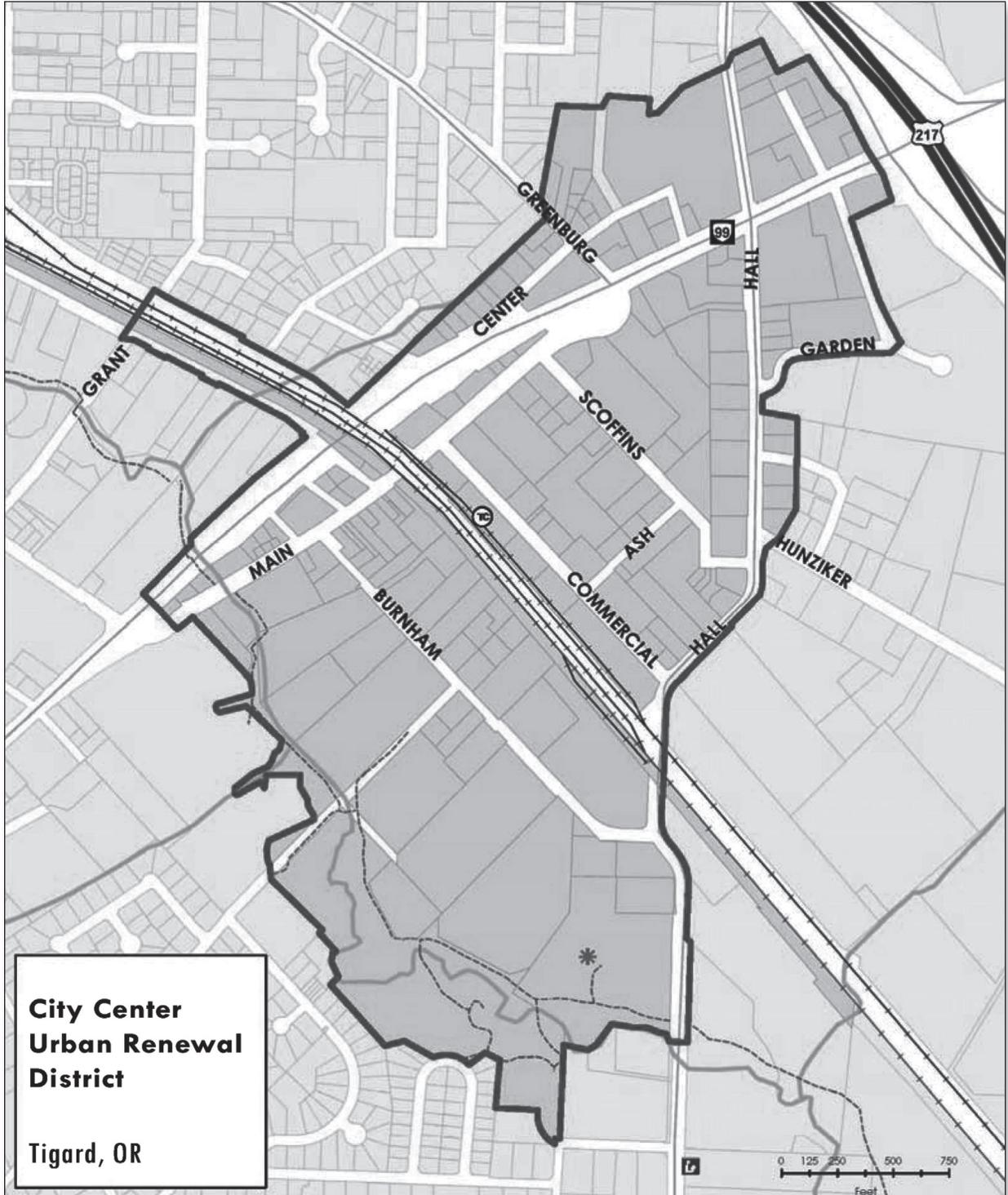
For a city government to utilize urban renewal as a funding mechanism, it must establish an urban renewal agency, and it must adopt an urban renewal plan. The Tigard City Council approved the City Center Urban Renewal Plan for Downtown in December of 2005. In May 2006, a special ballot measure was passed by the voters, authorizing the use of tax increment financing (urban renewal) in downtown.

Urban Renewal Finance – A Summary

Urban renewal is a process authorized by Oregon law to finance improvements in those neighborhoods and districts that need special attention and revitalization. Once a district is established, the tax valuation for the district is “frozen.” As properties appreciate in value, the increase in taxes (the “increment”) generated above the frozen base are used to pay for debt on specific projects within the urban renewal plan.

These tax increments are used to repay municipal bonds. Bond proceeds are used to finance improvements that will revitalize the district. New taxes are not imposed to fund urban renewal. Bonds and tax increment financing will be used to fund projects in the urban renewal plan. Under this system, the increment portion of property taxes generated within the urban renewal area is temporarily shifted to repay the bonds used to finance projects in the City Center.

Tigard City Center Urban Renewal District



Under tax increment financing, when the value of a property within the urban renewal district increases, the proceeds from property taxes on the *increased* value (the “tax increment”) go to the urban renewal district. These proceeds fund further urban renewal projects, either directly or by providing for the repayment of municipal bonds that fund improvements. The tax increment is unique as a source of funding, because it is usable only for projects identified in the urban renewal plan.

How Does Urban Renewal Affect Taxes?

With urban renewal and the use of tax increment financing, there is no net change on Tigard property tax bills. New property taxes are not created as a result of urban renewal. Under today's Oregon law, property tax rates are fixed. Tigard's City Center Urban Renewal Plan also does not authorize any “local option” tax levies or special assessments. Tax revenues are generated from the increase in property values multiplied by *current* tax rates. These revenues pay for urban renewal under Oregon law.

History of Tax Increment Financing

In less than two decades, three ballot measures – Measure 5 (1990), and Measure 50 (1997) – have made significant changes to Oregon's system of property taxation. Those changes have influenced urban renewal programs and tax increment revenue calculations. The provisions of these changes to the property tax system, Ballot Measures 5 and 50, now are incorporated into Oregon's Constitution, and into Oregon Urban Renewal Statutes. Those provisions provide the basic framework for revenue calculations in this report.

Tax Increment Calculations

To determine the amount of the taxes levied, the total assessed value within each urban renewal area is segregated by the county assessor into two parts: (a) the total taxable assessed value in the district at the time the Urban Renewal Plan was adopted (the base or “frozen” value); and (b) the difference between the frozen base value and the current total assessed value (the incremental value or “excess”). Revenues derived from the application of the tax rate for each affected taxing district to the amount of the incremental value may be collected by the urban renewal agency and deposited in its debt service fund. This revenue is used to repay indebtedness incurred in carrying out the projects.

Tigard City Center Urban Renewal Plan – Purpose

The stated purpose of the City Center Urban Renewal Plan is to provide improvements in the downtown area so that it will be economically healthy while maintaining its “uniquely Tigard” character. The establishment of the urban renewal district provides a funding mechanism for projects in downtown Tigard. For more information, you may review the City Center Urban

Renewal Plan and the report accompanying the City Center Urban Renewal Plan online at: www.tigard-or.gov/downtown_tigard/about/docs/urban_renewal_plan.pdf or request a copy from the City of Tigard.

How was the Urban Renewal Plan developed?

In late 2005, the same citizen-business-city partnership that worked on the Tigard Downtown Improvement Plan collaborated to find financing for the “catalyst” projects identified in the Downtown Improvement Plan. Urban renewal and tax increment financing was identified as a potential source of financing and an urban renewal plan was prepared. The voter-approved Tigard City Center Urban Renewal Plan provides the special financing for the public improvement projects identified in the Tigard Downtown Improvement Plan.

What are Tigard’s Specific Plans for Urban Renewal?

Under Oregon law, urban renewal can provide special funding for a wide variety of projects and programs. Tigard’s approved City Center Urban Renewal Plan authorizes funding for up to 35 different projects in the city center over twenty years. Most of the proposed projects in Tigard’s plan are for public improvements and facilities, although some assistance for private businesses and property owners is provided. The intent of the projects such as new streets, parks, plazas, is to stimulate new investment in downtown and create a vibrant, new town center with public spaces that the community can use. As property values rise in the downtown urban renewal district, the increase in tax revenues generated supports the payment of bonds used to improve the area. Over time, it is expected that the value of property and taxes generated will be higher through the use of urban renewal than if left alone.

The Tigard City Council, working closely with dozens of citizens (and after numerous hearings and meetings) included the following categories of projects in the urban renewal plan: Street Improvements, Streetscape Improvements, Bicycle and Pedestrian Facilities, Parks, Public Spaces, Public Facilities, Planning and Development Assistance (for privately owned properties).

Effect of Urban Renewal on Taxing Districts

Carrying out an urban renewal plan has an effect on the county assessor’s calculation for each taxing district that shares values with Tigard’s urban renewal agency. Some property taxes that may have been received by the taxing bodies that levy property taxes within Tigard’s urban renewal area are being paid to Tigard’s urban renewal agency.

Passage of Ballot Measure 50 (Article XI, Section 11 of the Oregon Constitution) resulted in converting most property taxes from a levy-based system to a rate-based system. Page 6 of this report shows the financial impact by taxing district for Tigard’s urban renewal agency.

Financial Reports

The financial reports on pages 5 and 6 account for the activities of Tigard's urban renewal agency. In accordance with ORS 457.460 (1), these reports were prepared by the Finance Department of the City of Tigard using the same basis of accounting it uses to prepare its financial statements — modified accrual basis of accounting. These reports are due annually by January 31, so the information and figures contained herein are based upon audited financial statements. At the end of each fiscal year, June 30, this financial impact report is prepared which shows the urban renewal tax impact by taxing district. Copies are available by January 31 at the Tigard Permit Center, 13125 SW Hall Blvd., Tigard, 97223.

Statement of Resources and Requirements

As summarized below, City Center Development Agency's 2010–11 total requirements were \$280,818 for expenditures charged to the district as of June 30, 2011. For fiscal year 2011–12, total budgeted resources were balanced with requirements of \$1,152,603.

The district uses the funds it receives from the division-of-taxes method of calculating property taxes to finance various urban renewal projects and activities. These property taxes totaled \$328,849 in FY 2010–11 and are expected to increase to \$332,048 in FY 2011–12 per the Washington County assessment summary received after budget adoption.

	Debt Service Fund		Capital Projects Fund		Total	
	Actual 2010-11	Budget 2011-12	Actual 2010-11	Budget 2011-12	Actual 2010-11	Budget 2011-12
Resources:						
Beginning Fund Balance	414,075	384,818	42,445	89,330	456,520	474,148
Tax Increment Property Taxes	328,849	300,000	-	-	328,849	300,000
Interest Income	1,067	3,455	123	-	1,190	3,455
Other Financing Sources	-	-	280,695	375,000	280,695	375,000
Total Resources	743,991	688,273	323,263	464,330	1,067,254	1,152,603
Requirements:						
Debt Service	249,000	375,000	-	-	249,000	375,000
Capital Outlay	-	-	280,818	464,330	280,818	464,330
Ending Fund Balance	494,991	313,273	42,445	-	537,436	313,273
Total Requirements	743,991	688,273	323,263	464,330	1,067,254	1,152,603

Note: Figures are based upon audited financial statements.

Detail of Purpose

Capital Projects Fund	
Actual	Budget
2010-11	2011-12
Burnham Street Reconstruction	200,000
Main Street Green Street related	-
Land Purchase	78,000
Downtown Gateways	-
Facade Improvement Program	120,000
Downtown Pre-Design Projects	36,091
	125,150
	44,727
	141,180
	280,818
	464,330

Detail of Purpose:

Capital Outlay:

Burnham Street Reconstruction	200,000	-
Main Street Green Street related	-	78,000
Land Purchase	-	-
Downtown Gateways	-	120,000
Facade Improvement Program	36,091	125,150
Downtown Pre-Design Projects	44,727	141,180
	280,818	464,330

Note: Figures are based upon audited financial statements.

Financial Impact of Urban Renewal Plan on Tax Collections

Taxing District	FY 2010-11			Base year	Change in	Impact	Taxes levied	Percent of
	Total Assessed Value	Permanent Tax Rate	Incremental Assessed Value	FY 2005-06 Incremental Assessed Value				
Education								
PCC	5,028,671,727	0.2814	95,604,035	69,207,378	26,396,657	7,428.02	1,415,068	1.90%
NW Regional ESD	5,028,671,727	0.1530	95,604,035	69,207,378	26,396,657	4,038.69	769,387	1.90%
Tigard/Tualatin School District	5,028,671,727	5.9581	95,604,035	69,207,378	26,396,657	157,273.92	29,961,329	1.90%
Beaverton School District	5,028,671,727	4.6930	95,604,035	69,207,378	26,396,657	123,879.51	23,599,556	1.90%
Local Government								
Washington County	5,028,671,727	2.8266	95,604,035	69,207,378	26,396,657	74,612.79	14,214,044	1.90%
Metro	5,028,671,727	0.0961	95,604,035	69,207,378	26,396,657	2,536.72	483,255	1.90%
Port of Portland	5,028,671,727	0.0698	95,604,035	69,207,378	26,396,657	1,842.49	351,001	1.90%
TV Fire & Rescue	5,028,671,727	1.7672	95,604,035	69,207,378	26,396,657	46,648.17	8,886,669	1.90%
City of Tigard	5,028,671,727	2.5131	95,604,035	69,207,378	26,396,657	66,337.44	12,637,555	1.90%
Tigard Tualatin Aquatic	5,028,671,727	0.0895	95,604,035	69,207,378	26,396,657	2,362.50	450,066	1.90%
Excluded from M-5 rate limitation								
Washington County bonds	5,028,671,727	0.1407	95,604,035	69,207,378	26,396,657	3,714.01	707,534	1.90%
Metro bonds	5,028,671,727	0.3114	95,604,035	69,207,378	26,396,657	8,219.92	1,565,928	1.90%
PCC bonds	5,028,671,727	0.3522	95,604,035	69,207,378	26,396,657	9,296.90	1,771,098	1.90%
Tigard/Tualatin School District	5,028,671,727	1.3805	95,604,035	69,207,378	26,396,657	36,440.58	6,942,081	1.90%
Tri-Met bonds	5,028,671,727	0.0874	95,604,035	69,207,378	26,396,657	2,307.07	439,506	1.90%
City of Tigard	5,028,671,727	0.2087	95,604,035	69,207,378	26,396,657	5,508.98	1,049,484	1.90%
TV Fire & Rescue	5,028,671,727	0.1076	95,604,035	69,207,378	26,396,657	2,840.28	541,085	1.90%
Beaverton School District	5,028,671,727	2.0911	95,604,035	69,207,378	26,396,657	55,198.05	10,515,455	1.90%

Note: The division-of-taxes process results in some property taxes that may have been received by the "taxing districts" that levy property taxes within the urban renewal area (for example, Washington County, NW Regional ESD) being paid over to Tigard's urban renewal agency. The taxing districts forgo a share of the property tax income during the life of an urban renewal plan so that the urban renewal agencies can carry out activities that increase property values in the long term. The above table shows the urban renewal tax impact by taxing district using permanent rates established pursuant to Measure 50.

Attachments

Notice of Report Availability – published twice in the Tigard Times.

CCDA Agenda**Meeting Date:** 03/06/2012**Length (in minutes):** 20 Minutes**Agenda Title:** Targeted Retail and Restaurant Incentive Program**Submitted By:** Sean Farrelly, Community Development**Item Type:** Update, Discussion, Direct Staff **Meeting Type:** City Center Development Agency**Information****ISSUE**

Discuss a tenant improvement program for targeted business types in the Tigard Downtown Urban Renewal District

STAFF RECOMMENDATION / ACTION REQUEST

The City Center Development Agency (CCDA) is requested to review and discuss with staff a proposed tenant improvement program directed towards targeted business types. Staff will use the CCDA's input to finalize the program details for final approval by CCAC and CCDA at a later date.

KEY FACTS AND INFORMATION SUMMARY

Well designed and executed incentive programs can be highly effective to attract new businesses, enhance existing business opportunities and create a more attractive, vibrant and economically robust downtown.

One of City Council's 2012 Goals is to, "begin cooperative efforts to secure tenants that will contribute to the vitality of downtown." One way the CCDA can do this is to offer tenant improvement assistance. The objectives of this and other incentive programs are to:

- Fill vacancies on Main Street;
- Attract retail and food service businesses that will enhance the vitality of Main Street; and
- Improve the aesthetic quality and pedestrian orientation of Main Street.

Since 2009, the agency has had a Facade Improvement Program that provided architectural design assistance to 15 businesses and \$37,265 in matching grant funding. These grants leveraged an additional \$71,050 in spending on the projects by receiving business/property owners. Several other façade projects are pending. Only projects that improve the exterior of the building visible to the street are eligible. Interior or tenant improvements are currently not eligible.

Interviews with commercial brokers and owners of vacant properties revealed that there have been many prospective business tenants interested in leasing vacant downtown buildings; however, the costs of required tenant improvements have impeded the deals. Property owners are often reluctant to make high priced improvements for smaller independent businesses. Also, many tenants have a desire for "flex space" that older buildings' floor plans do not always provide. These conditions also make private financing difficult to obtain. The result is that buildings stay vacant or are leased to low customer volume businesses that require minimal tenant improvements.

Therefore, it is proposed that a "Targeted Retail and Restaurant Incentive Program" (TRRIP) be established to offer matching grants to prospective retail and restaurant tenants to help offset the cost of interior tenant improvements.

Staff researched similar programs around the country. A range of program options were presented to the City Center Advisory Commission (CCAC) at its February meeting. The CCAC subsequently recommended the following be considered:

Proposed Grant Amount:

- A 50% matching grant up to \$25,000 is proposed for tenant improvements to ground floor retail uses. A 50% matching grant up to \$40,000 is suggested for restaurants, due to the higher costs of tenant improvements for this use.

Loans were considered, but research found that they were less effective and required more staff time and resources to administer. An option CCDA may wish to consider is basing the maximum grant award for each project on the square footage of occupied commercial space. For instance, the program can match up to \$10.00 per square foot not to exceed \$25,000 for retail, and \$15.00 per square foot not to exceed \$40,000 for restaurants.

Proposed Eligible Applicants and Award Criteria:

- Applications will be considered from businesses locating on Main Street that a) will have operations on the ground floor; b) will generate foot traffic and improve the retail climate of Main Street; c) provide employment opportunities; and d) are consistent with the vision presented in city planning documents.
- Grants will be available to a variety of businesses, including: a) food-related ventures such as grocery stores, restaurants, coffee/tea shops, bakeries, produce markets, health food stores and other specialty food stores; b) active retail such as art galleries, apparel stores, bookstores, drugstores or pharmacies, general merchandise stores and hobby shops; c) theaters and family entertainment; and d) neighborhood services such as shoe repair shops and hair salons.

Proposed Eligible Improvements:

- Hazardous materials abatement, such as asbestos removal;
- Demolition and shell reconstruction;
- Plumbing, mechanical and electrical improvements;
- Fire/life safety improvements including seismic upgrades and fire suppression systems;
- Interior finishes including flooring, painting and built-in casework; and
- Americans with Disabilities Act (ADA) improvements.

Ineligible Uses:

- Ineligible uses include, but are not necessarily limited to, a) pawn shops; b) currency exchanges including check-cashing agencies and some non-bank financial retail outlets; c) passive real estate ownership and management firms and other non-active office uses; d) national franchises; and e) government offices and residential properties.

Applicant Requirements:

- Applicant must have a signed lease for the subject property with at least 3 years remaining from the estimated completion date of the proposed tenant improvement project.
- Owner and tenant applicant must be current on any current city charges, taxes or assessments.
- Businesses must comply with current zoning ordinance.

Additional Considerations:

The following are additional questions which the CCDA is requested to consider.

- Should grant proceeds be paid directly to contractors so that the business owner does not need to provide equity for the full cost of improvements?
- Are both property owners and tenants eligible applicants?
- Is only Main Street eligible?
- Must the building be currently vacant? If so, for how long?

Staff will work with stakeholders to finalize the program details for final approval by CCAC and CCDA. \$75,000 in funding has been requested for Fiscal Year 2012-13.

OTHER ALTERNATIVES

CCDA may choose not to initiate this program and direct staff to pursue other alternatives.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Goal 3b

Contact owners of key, structurally sound Main Street buildings with vacancies. Begin cooperative effort to secure tenants that will contribute to the vitality of downtown.

DATES OF PREVIOUS CONSIDERATION

N/A

Fiscal Impact

Cost: \$75,000 requested
Budgeted (yes or no): no
Where Budgeted (department/program): requested in CCDA FY2012-13 budget
Additional Fiscal Notes:
\$75,000 will be requested in the FY 2012-13 CCDA budget.

CCDA Agenda**Meeting Date:** 03/06/2012**Length (in minutes):** 15 Minutes**Agenda Title:** Main Street Green Street Public Art**Submitted By:** Sean Farrelly, Community Development**Item Type:** Update, Discussion, Direct Staff **Meeting Type:** City Center Development Agency**Information****ISSUE**

Public art is being planned as part of the Main Street Green Street project and City Center Development Agency (CCDA) input is requested on the proposed project.

STAFF RECOMMENDATION / ACTION REQUEST

CCDA input is requested on the City Center Advisory Commission (CCAC) recommendations regarding the Main Street / Green Street project's public art component.

KEY FACTS AND INFORMATION SUMMARY

The Tigard Downtown Streetscape Plan, was adopted by CCDA Resolution 06-02 as a guide for improvements to downtown streetscapes, gateways, public spaces, and green streets. The purpose of its recommendations are to improve the downtown's vitality by enhancing the experience of those who visit, work and shop in the area. Within the vicinity of Main Street, the plan's recommendations include:

- Mark gateways at Pacific Highway with sculptures or water features to invite travelers onto Main Street
- Install a clock tower or vertical artwork visible from Pacific Highway at the commuter rail station
- Develop an art walk along Main Street consisting of small sculptures
- Enhance functional elements to enrich pedestrian experience

The Main Street Green Street Project is currently being designed. The City Center Advisory Commission (CCAC) formed a subcommittee (3 CCAC members and 3 additional members representing stakeholders) to work with staff and a consultant to integrate public art into the project. The subcommittee is charged with making recommendations about the character and type of artwork desired, and to recommend the selection or commissioning of art. The committee's recommendations were guided by the adopted Streetscape Plan.

The CCAC has reviewed the subcommittee recommendations and is in agreement. Since the CCAC's recommendations are advisory, the CCDA is requested to provide input on the following.

- Art should be purchased rather than leased or borrowed for temporary display
- Preferred sites for public art should be identified on Main Street
- The urban renewal fund should be the primary funding source for public art
- This project's funding level should about \$75,000 or two percent of the estimated \$3.7 million Main Street project cost
- The \$75,000 for public art should be allocated 80% to the gateways and 20% to Main Street

It should be noted that the subcommittee recommends that the clock tower could be pursued apart from the Main Street Green Street Project, with potential funds from a mix of sources, including urban renewal and community participation.

In considering the CCAC recommendations, the CCDA may wish to take into account the following information. Most jurisdictions and agencies interested in public art consider one percent of public project costs as the minimum threshold for an effective public art program. Two percent or more is not uncommon. An expenditure of \$75,000 could establish an effective art presence on Main street through purchase of eight to fifteen art pieces such as sculptures; decorative seating, metal work, etc.

Also, the CCDA may wish to consider where it wishes the emphasis of public art to be. The CCAC and its subcommittee have proposed that 80% of the proposed public art budget be expended on art at the Downtown's gateways, leaving \$15,000 for the remainder of Main Street.

The fiscal year 2011 - 12 budget has already allocated \$120,000 to construct gateway monuments at both intersections of Main Street and Pacific Highway. The design of these have not been done, but they were envisioned as being similar in scale and materials as the Burnham Street / Hall Blvd. monument. The CCAC recommendation would add \$60,000 to this amount.

In view of this the CCDA may want to consider, and agency staff is seeking guidance about the following questions:

- What is the appropriate level of art at the gateways?
- Should most of the funds proposed to be spent for Main Street public art be directed to the downtown's gateways?
- Is there a way to accomplish both objectives of a significant art presence on Main Street and also at the gateways?

OTHER ALTERNATIVES

The CCDA may accept or modify the CCAC's recommendations. In addition it may also choose to remand all or a portion of the recommendations back to the CCAC with or without direction.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Tigard Downtown Streetscape Design Plan

Council Goal 3a. Downtown : Identify a geographic-opportunity area in the downtown with the greatest potential to create a catalyst for further development. Concentrate most resources there.

DATES OF PREVIOUS CONSIDERATION

Resolution 06-02: CCDA adopts the Tigard Downtown Streetscape Plan

Fiscal Impact

Cost: \$75,000 request

Budgeted (yes or no): no

Where Budgeted (department/program): CCDA

Additional Fiscal Notes:

A budget request for public art will be included in the FY 2012-13 CCDA budget.

Public art will be part of the urban renewal contribution to the Main Street green street project.

The FY 2011-12 budget included \$120,000 line item for Main Street gateways.

Attachments

[Design Framework from Streetscape Plan](#)

OVERVIEW

Introduction

A key step in completing the Downtown Streetscape Design Plan was establishing a Design Framework for the public realm of downtown. The framework reflects the Preferred Design Alternative from the Tigard Downtown Improvement Plan (TDIP) and was developed during work sessions with the Streetscape Working Group (SWG). It provided a thematic basis for concept design to implement the TDIP vision. In any downtown revitalization effort vision cannot be the only element. The Design Framework focuses on specific downtown improvement projects.

- Streetscape Enhancements
- Downtown Gateways
- Public Spaces

Each project is an opportunity for action. Over time, completed projects will represent a significant public investment in the downtown's public realm. Fully realizing the potential of downtown Tigard will also require the City to become plan stewards by funding and creating project partnering opportunities for the urban renewal district, and by reexamining the City's zoning and development standards.

Design Themes and Unifying Elements

Discussion and refinement of a general design theme



PROJECT AREA

for downtown was integral to the development of a Design Framework. The project team and the SWG approached the question of theme as three interrelated parts. Each thematic part was considered as a basis of design.

- Functional Design addresses safety, comfort and access for users of the transportation system
- Green Heart addresses trees and landscaping, connections to open spaces, and sustainability
- Artistic Representation addresses streetscape furnishings expressing a style or historic period

A palette of unifying elements for streetscape and gateway design was developed. The primary characteristics are texture, color, and form, suggesting a "family of materials" throughout the downtown area. The combination of specific materials may vary from place to place but there should be a visually recognizable consistency.

An overarching theme discussed with the SWG was sustainability in the revitalization of downtown. Becoming a more sustainable society is another unifying element for the specific themes and guiding principles of the TDIP, the Downtown Streetscape Design Plan, and future economic development of Tigard. Specific sustainable principles can include:

- Recognize mature, healthy trees as a high performing environmental tool in the design tool kit
- Make sustainable practices a visible educational tool
- Improve pedestrian access and circulation
- Recognize environmental and social sustainability provided by open spaces
- Emphasize green street stormwater management
- Identify policy and development tools to integrate sustainable systems

Functional Plans

The Design Framework includes a series of functional plans for the downtown area:

- Pedestrian and Bike Plan – primary routes and recommended street crossing improvements

- Transit Improvements Plan – location, access and station improvements for bus and commuter rail
- Street Lighting Plan – lighting types and spacing (full lighting analysis can be found in the Project Appendix memorandum titled *Tigard Downtown Streetscape Design Plan: Street Lighting Recommendations* by DKS Associates)
- Street Tree Plan – spacing and canopy types
- Street Connectivity – future roadway connections

Street connectivity was part of an overall traffic analysis for street function improvements. The analysis addressed existing and future traffic conditions, alternative transportation modes, functional requirements for street and intersection design, and it recommended roadway connections. The full analysis can be found in the Project Appendix memorandum titled *Tigard Downtown Streetscape Design Plan: Traffic Analysis for Street Function Improvements* by DKS Associates.

Public Art Plan

Public art can bring more vitality to the downtown experience by creating a set of interconnected places, and emphasizing the flow of people, history, and nature. It can create a more memorable experience of street corridors, gateways and public spaces, which are key aspects of the public realm. The Public Art Plan identifies three distinct areas within downtown for complementary but slightly different types of public art:

- Civic Art
- Main Street Art
- Green Heart Art

Implementing a public art program should include assessing the potential for regional support and funding, setting aside urban renewal funding for art, formalizing public art as part of the City's mission, and coordinating with local businesses. Implementing actual artwork should emphasize a variety of artworks and experiences. For example:

- Project inspired by local history
- Ecological and nature-based art

- Ephemeral outdoor projects
- Object-oriented works
- Performance art
- Text-based works
- Light and media works
- Demonstration or community gardens

Attempts to make public art uniform or singular in its theme are not encouraged. Art is a unique opportunity to step outside the conventional design vocabularies of streetscape and public space. Through its diversity and creative expression of ideas and themes it can heighten the experience of downtown and the interconnected flow of people.



A meeting of the Streetscape Working Group



The Mayor of Tigard Addresses a Public Open House for the Downtown Streetscape Plan on May 25, 2006

THEMATIC ELEMENTS

Theme as Functional Design Safety, Comfort and Access

Opportunities:

- Pedestrian Environment
- Walkability
- Bike Travel
- Access to Transit
- On-Street Parking
- Traffic Calming

Implementation:

- Street Design Concepts
- Pedestrian/Bike Plan
- Public Spaces/Gateways
- Transit Functional Plan
- Street Lighting Functional Plan



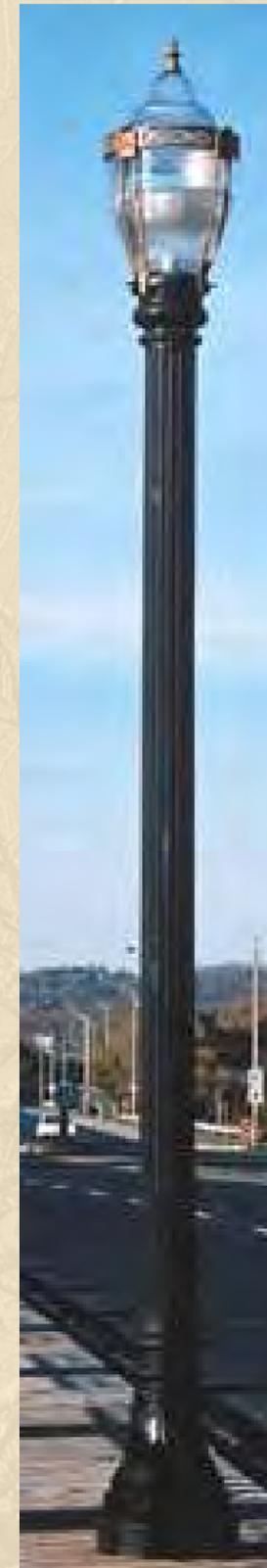
Theme as Green Heart Open Space, Sustainability, Connections

Opportunities:

- Trees and Landscaping
- Connections to Public Spaces
- Connections to Fanno Creek
- Sustainability
- Public Art

Implementation:

- Street Design
- Green Street Guidelines
- Gateways/Public Spaces
- Pedestrian/Bike Functional Plan
- Connections to Public Spaces
- Unifying Materials Palette



Theme as Artistic Representation Style or Historic Period

Opportunities:

- Street Lighting
- Street Furnishings
- Sidewalk Paving
- Public Art

Implementation:

- Street Design Concepts
- Gateways/Public Spaces
- Transit Functional Plan



FURNISHINGS STYLES

Classical Style



Preferred as the dominant theme in streetscapes and gateways

Guiding Principles

Streetscape furnishings are finishing touches for “place making.” They create a human scale and help to identify different functional areas of the streetscape. Complementary furnishings based on guidelines from the Unifying Elements will provide a thematic consistency that is a key implementing principle for the Downtown Streetscape Design Plan.

Information kiosks and signage are opportunities to incorporate furnishing characteristics into other visible elements of the streetscape. Signage may be developed with unique architectural forms and materials or grouped with information kiosks. Kiosks can use an architectural form suggestive of other conspicuous forms such as the commuter rail station. Consideration should also be given to masonry pole bases for the conventional types of street and traffic signs. As an example, pole bases could be complementary to the columns and walls of nearby Gateway designs.

Contemporary-Art Style



Limited use as a counterpoint to classical style in streetscapes and gateways



Naturalistic Style



Applicable in Fanno Creek area, Commercial St. gateway and public areas



UNIFYING ELEMENTS

TEXTURE



COLOR and FORM



Key Themes

Unifying elements for downtown streetscapes, gateways and public spaces are intended to express the themes of an urban village and a “green heart.” The emphasis on one theme over another may vary from street to street, gateway to gateway and among the key public spaces. However, a unifying palette of textures, colors and forms suggests a “family of places” and the visual interest found in diversity of design.

Texture: Texture can be a unifying element through a simple and consistent palette of materials for paving, walls, columns and railings. The materials may be used in varying combinations as part of streetscape and gateway designs.

Material	Application
Scored concrete	Sidewalks, crosswalks, gateways
Pervious concrete	Sidewalks, gateways, public spaces

Concrete pavers	Sidewalks, gateways, public spaces
Stone	Gateways, public spaces (especially Fanno Creek)
Compacted gravel	Public spaces (especially Fanno Creek) and Gateways
Decorative metals	Bridge/overlook railings, barrier fencing, street furnishings

Color: Color is a visually unifying element linked to textural materials. Colors tie together spaces separated by distance and function. Black is recommended as a unifying color for streetscape furnishings and decorative railings. Complimentary colors of grays and reds/oranges can be found in the selection of sidewalk/gateway paving, gateway columns, walls and naturalistic stone work utilizing locally available basalt or similar material.

Plant Materials are an important color and textural element as well, providing the unifying appearance of green (especially in the street tree canopy) and seasonal change through flowers, fall foliage and colorful winter stems and branches.

Form: Form can provide both visual unity and interesting visual distinction. Form, along with color and texture, provides a sense of orientation for downtown and serves as visible landmarks. The preferred form for downtown is the “classic” or “traditional” style, particularly with regard to streetscape furnishings. However, more naturalistic forms may also be appropriate at gateways or within the public spaces, especially near Fanno Creek.

Public Art: Public is an opportunity to explore the use of key textures, complementary textures not found in other streetscape or gateway elements, and provide enjoyable elements of surprise in form or interpretation of themes.



PUBLIC ART PLAN



CIVIC ART

- Large scale gateway artwork or water feature visible from a car
- Reinforce Hunziker intersection realignment
- Reinforce civic themes like governance



MAIN STREET ART

- Mark gateways at 99W with sculpture or water feature to invite travelers on to Main Street
- Commuter rail station: clock tower or vertical artwork visible from 99W
- Art Walk: smaller scale sculpture along Main Street
- Enhance functional elements to enrich pedestrian experience



GREEN HEART ART

- Art with natural materials and themes to draw connection to Fanno Creek
- Environmental themes create and support education and stewardship

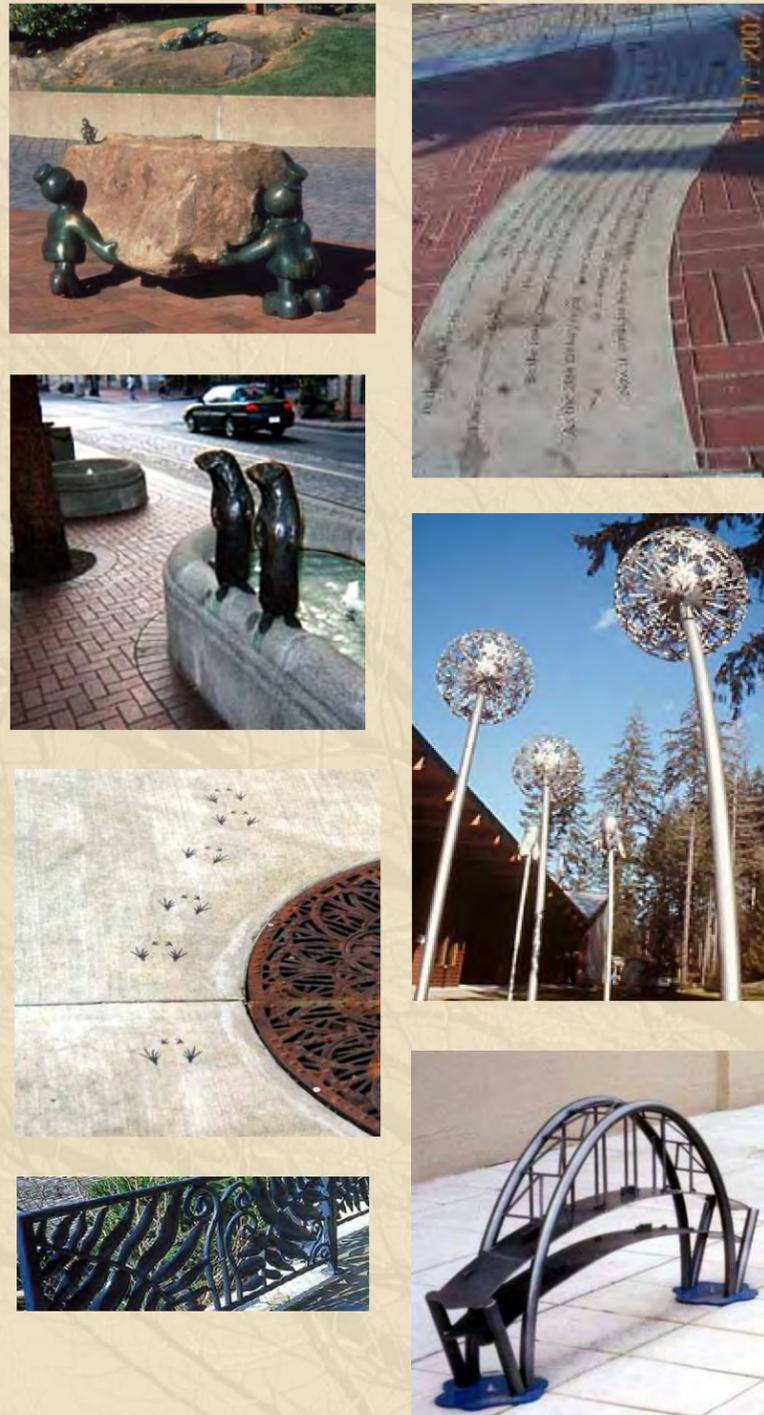


Green Corridor Urban Creek

- Art that creates habitat, engages all ages, and can be interactive
- Water feature can create a visual link to Fanno Creek
- Art supports creation of public spaces for events
- Demonstration garden to model "green" practices and enrich pedestrian experience

PUBLIC ART PLAN

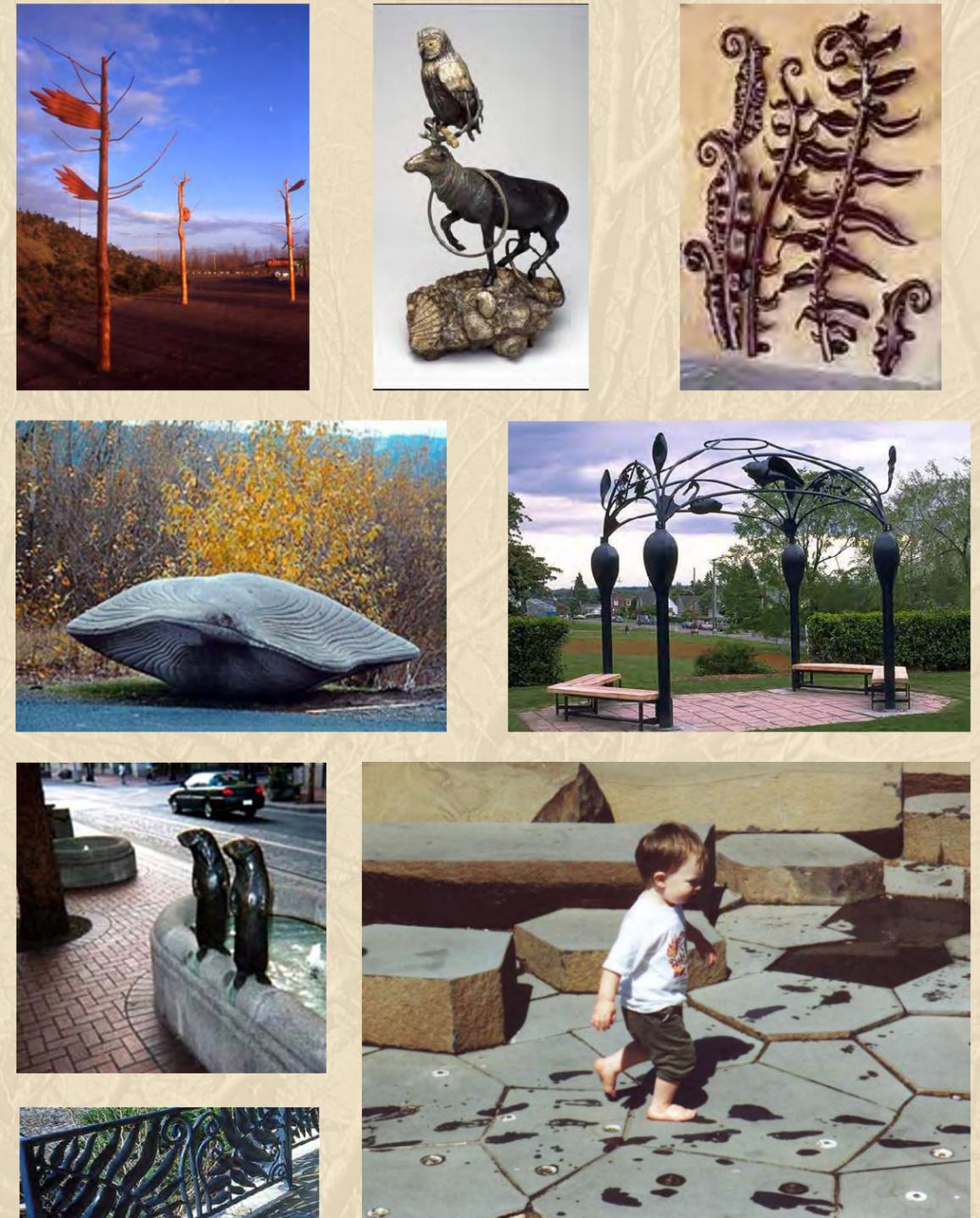
MAIN STREET ART



CIVIC ART



GREEN HEART ART



Examples of how the scale and character of art could vary among the art districts of downtown. Exact art pieces will be developed through artist commissions and thematic appropriateness.

FRAMEWORK PLAN



-  Streetscape Design Concepts (this project)
-  Future Street Improvements
-  Gateway Design Concepts (this project)
-  Future Gateways
-  Fanno Creek Master Plan
-  Green Corridor Urban Creek
-  Neighborhood Park
-  Multi Use Trail
-  New Railroad Crossing

CCDA Agenda

Meeting Date: 03/06/2012

Length (in minutes): 15 Minutes

Agenda Title: Burnham Street Public Parking Lot

Submitted By: Sean Farrelly, Community Development

Item Type: Update, Discussion, Direct Staff **Meeting Type:** City Center Development Agency

Information

ISSUE

CCDA will be updated on the Burnham Street parking lot to be constructed summer 2012.

STAFF RECOMMENDATION / ACTION REQUEST

Staff requests CCDA receive the update and provide input if desired.

KEY FACTS AND INFORMATION SUMMARY

In FY 2011-12 urban renewal funds were requested to construct a paved public parking lot with landscaping, stormwater treatment and lighting on two city-owned lots on Burnham Street. To mitigate potential construction impacts, a commitment was made to Main Street businesses to have the lot open prior to the Green Street project. To keep this commitment, the lot is scheduled for construction in the summer of 2012.

The city engineering department has designed a layout for 24 parking spaces. The design of the lot will allow for circulation through the adjoining parking lots to the northeast. There is potential to expand improved parking if agreements can be made with adjoining property owners such as cost sharing.

Because this parking lot has potential to be part of a future parking structure there has been an effort to keep its initial construction costs modest. There is also an opportunity for a design feature to be integrated into the project on the southeastern corner of the site; such a feature would enhance Brunham Street's streetscape.

OTHER ALTERNATIVES

N/A

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Council Long Term Goals
Continue implementing Downtown Urban Renewal Plan.

City Center Urban Renewal Plan:
Public parking is an approved project

DATES OF PREVIOUS CONSIDERATION

February 15, 2011- Discussion of Main Street Green Street Parking

Fiscal Impact

Cost: 150,000

Budgeted (yes or no): partial

Where Budgeted (department/program): CCDA

Additional Fiscal Notes:

In FY 2011-12 \$50,000 was requested to construct a public parking lot on two city-owned lots on Burnham Street. Design considerations have increased the budget by \$100,000.

Attachments

Burnham Parking Lot design

ONE WAY ACCESS

SCALE: 1"=30'

PARALLEL RESIDENTIAL APARTMENTS

2S102AB04300
12400 SW MAIN ST
OWNER: CAPISTRANO

BUSINESS

HOBBY SHOP

PARKING STRIPE MOVED WITH IMPROVEMENTS

K BUILDING
22AB04400
20 SW MAIN ST
ER: MIKE MARR

PHASE 1 PARKING DATA: (24 CITY STALLS)
STALLS 1-5 (90' STANDARD @ 10'x18.5')
STALLS 6-9 (90' COMPACT @ 8'x16.5')
STALLS 10-24 (90' STANDARD @ 10'x18.5')
STALLS A-D (90' STANDARD @ 10'x18.5')

MAKI & WINE BUSINESSES
2S102AB04500 -
12430 SW MAIN ST.
OWNER: CAPISTRANO
*

VACANT LAB 33 PARKING:
STALLS A-D (90' STANDARD @ 10'x18.5')

POWER POLES & OVERHEAD WIRES TO REMAIN

* - DELIVERY TRUCK ACCESS REQUIRED

EDGE OF PAVEMENT

HAIR SALON (2S102AB04600)
12442 SW MAIN ST
OWNER: FELIPA PEREZ

CONVERT RISER TO 1730 VAULT

MOUNTABLE CURB

COMPUTER BUSINESS
2S102AB04700
12448 SW MAIN ST
OWNER: CAPISTRANO

EDGE OF PAVEMENT

SITE LIGHT

VACANT LAB 33
2S102AB04800
12460 SW MAIN ST
OWNER: CAPISTRANO

ASPHALT

5.5' WIDE SIDEWALK

C/L R:20'

BURNHAM STREET

STANDARD CURB

EXISTING STREET LIGHT

Plotted by: JEFF PECK on Monday, December 19, 2011 at 12:55:30 PM from the CITY PARKING layout tab
File Name: Path:\1\ENG\PROJECTS\2011-2012 FT CIP\CSD PROJECTS\MAIN ST PARKING-0668\REFERENCES\ALT CITY ONLY- 9-1-11.DWG

ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

13125 S.W. HALL BLVD.
TIGARD, OREGON 97223
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MAIN STREET OFFSTREET PARKING LOT LAYOUT

FIGURE
FIG-1

FILE NO

