



City of Tigard
City Center Development Agency Board - Agenda

TIGARD CITY CENTER DEVELOPMENT AGENCY BOARD

MEETING DATE AND TIME: October 6, 2015 - 6:30 p.m.
MEETING LOCATION: City of Tigard - Town Hall
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).

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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



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MEETING DATE AND TIME: October 6, 2015 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. CITY CENTER DEVELOPMENT AGENCY BOARD MEETING
 - A. Call to Order
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Call to Board and Staff for Non-Agenda Items
2. APPROVE CITY CENTER DEVELOPMENT AGENCY MINUTES
3. JOINT MEETING WITH THE CITY CENTER ADVISORY COMMISSION - **6:35 p.m. estimated time**
4. JOINT MEETING WITH THE TIGARD DOWNTOWN ALLIANCE BOARD OF DIRECTORS - **7:05 p.m. estimated time**
5. PRESENTATION ON THE FANNO CREEK RE-MEANDER PROJECT - **7:45 p.m. estimated time**
6. UPDATE ON THE STROLLING STREET PROGRAM - **7:55 p.m. estimated time**
7. NON AGENDA ITEMS - **8:05 p.m. estimated time**
8. EXECUTIVE SESSION: The Tigard City Center Development Agency Board may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. 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.
9. ADJOURNMENT - **8:15 p.m. estimated time**

AIS-2385

2.

CCDA Agenda

Meeting Date: 10/06/2015

Length (in minutes): 0 Minutes

Agenda Title: APPROVE CITY CENTER DEVELOPMENT AGENCY
MINUTES

Submitted By: Norma Alley, Central Services

Item Type: Motion Requested

Meeting Type: City Center
Development
Agency

Public Hearing: No

Publication Date:

Information

ISSUE

N/A

STAFF RECOMMENDATION / ACTION REQUEST

Approve City Center Development Agency Minutes for September 1, 2015.

KEY FACTS AND INFORMATION SUMMARY

N/A

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

September 1 2015 CCDA Draft Minutes



City of Tigard
 City Center Development Agency
 Meeting Minutes
 September 1, 2015

6:30 p.m.

1. CITY CENTER DEVELOPMENT AGENCY BOARD

- A. Chair Cook called the meeting to order at 6:37 p.m.
- B. Deputy City Recorder Alley called the roll:

<u>Name</u>	<u>Present</u>	<u>Absent</u>
Chair Cook	✓	
Director Goodhouse	✓	
Director Henderson	✓	
Director Snider	✓	
Director Woodard	✓	

C. Call to CCDA and Staff for Non Agenda Items – None stated.

2. APPROVE CITY CENTER DEVELOPMENT AGENCY MINUTES

Director Woodard motioned to approve the June 2, 2015 CCDA Minutes. Director Goodhouse seconded the motion. Motion passed by unanimous vote of the board.

<u>Name</u>	<u>Yes</u>	<u>No</u>
Chair Cook	✓	
Chair Goodhouse	✓	
Chair Henderson	✓	
Chair President Snider	✓	
Chair Woodard	✓	

3. BRIEFING ON THE SOUTHWEST CORRIDOR/DOWNTOWN ZOOM-IN

Community Development Director Asher and Metro Representatives Brian Harper summarized the staff report accompanied by a PowerPoint presentation which was entered into the record. Mr. Asher reported the most dramatic change has been around stations. Tigard is fortunate to have the project swing through the Triangle and go to downtown; this is where the city wants the most change. It is not pre-proposed that there will be High Capacity Transit (HCT) in Tigard. The SW Corridor has a long way to go before it becomes a reality. The SW Corridor is about transportation, land use, walkability and livability.

Mr. Harper introduced Metro Representative Matt Bihn and TriMet Director of Project Development David Unsworth. Mr. Harper stated the SW Corridor is about providing opportunities for Tigard’s downtown and The Triangle. There has not been much change since the last briefing. There will be oversight committee meetings in October and November with dates to be announced soon. Mr. Harper reviewed the alignment options still being considered. He highlighted examples from around the area that have livability with HCT and are transit oriented development (TOD). He noted the importance of partnerships, especially at the city

level, to make these types of projects successful. These TOD projects are unique because they are being built from the ground up using transit dollars.

Director Henderson asked how much of the \$500 million in private investment was TOD funded. Mr. Harper answered he estimates \$1-1.5 million each budget year.

Mayor Cook stated he wished for the line on Ash Avenue to be completed. Mr. Asher commented to get that done the city will need to work with TriMet which is aware of the city's desires. If the city goes in with other jurisdictions that line will have a better shot at being completed. Mr. Unsworth said TriMet was working with Portland Western Railroad, but it is going to take a long time.

Chair Cook shared his concern that the map in the packet only shows an overpass on 217 carrying HCT and not other transit options like autos. It was confusing not having all intended use options on the map. Mr. Asher said the reason the map attached was chosen is because it is the staff's recommended option. The auto conversation is confusing because it likely will not be funded by the FDA. As it is decided where the HCT alignment can go it is going to get confusing where some of the bridges can or cannot carry cars. Mr. Unsworth said without the FDA, funding sources are more competitive and would rely more on shared investment. 

Chair Cook asked what the future goal was for transit connections. Mr. Unsworth replied it is for light rail to extend to downtown Portland all the way to Bridgeport, but conversation is still needed about the bus transit to Tualatin and Sherwood.

Chair Cook thanked staff, Metro and TriMet for the presentation.

4. UPDATE ON THE BURNHAM AND ASH REDEVELOPMENT

Community Development Director Asher, SERA Architects Developer Sackett and SERA Architects Principal Shultz presented the staff report accompanied by a PowerPoint presentation which was entered into the record.

Mr. Asher said staff has been working on this urban mixed use project for years and all are excited to see the project underway. The city had not yet conveyed the property to the partner but it is well on its way. Mr. Sackett said the project had been through the land use review by staff and was approved and is most of the way through plan check. There were title issues on the property outlined in the development agreement with all issues being removed successfully, demolition is done, the roadway easement will be insurable, all signatures have been collected to transfer the property and the filing fee is the only remaining task to be done. There is strong interest with six lenders with a short list of three with a final decision by the end of this week. The project is about six weeks away from closing at which time the construction can start. All things are lining up to begin right away.

Director Woodard asked if there had been any barriers to change the financing. Mr. Sackett replied there were changes to the design making the four story building a three and a half story building due to the calculations being about the floor area instead of the number of stories. Also the calculations get rounded down affecting the loan/debt financing. We are going to get less tax exemption than expected affecting operating expenses.

Mr. Shultz stated the city of Tigard and Capstone have been great partners and is looking forward to breaking ground in October if all continues to go well.

Chair Cook thanked staff and SERA staff for their presentation and shared his appreciation for the accommodations made to meet the desires of the community.

- 5. NON AGENDA ITEMS – None
- 6. EXECUTIVE SESSION – None
- 7. ADJOURNMENT

At 7:41 p.m. Director Goodhouse motioned to adjourn the meeting. Director Snider seconded the motion and all voted in favor.

Name	Yes	No
Chair Cook	✓	
Director Goodhouse	✓	
Director Henderson	✓	
Director Snider	✓	
Director Woodard	✓	

Norma I. Alley, Deputy City Recorder

Attest:

Chair, City Center Development Agency

Date: _____

AIS-2129

3.

CCDA Agenda

Meeting Date: 10/06/2015

Length (in minutes): 30 Minutes

Agenda Title: Joint Meeting with the City Center Advisory Commission

Submitted By: Sean Farrelly, Community
Development

Item Type: Joint Meeting-Board or Other Juris. **Meeting Type:** City Center
Development
Agency

Public Hearing: No

Publication Date:

Information

ISSUE

Joint meeting with the City Center Advisory Commission

STAFF RECOMMENDATION / ACTION REQUEST

Review and discuss with the City Center Advisory Commission's 2015 goals update.

KEY FACTS AND INFORMATION SUMMARY

The City Center Advisory Commission (CCAC) makes recommendations to the Board of the City Center Development Agency (CCDA) on urban renewal policy, budget and implementation measures to improve Tigard's Downtown area.

The CCAC last met with the Board of the CCDA on February 3, 2015 to discuss their 2014 Annual Report and their proposed 2015 goals. During the discussion portion of the meeting, the Board of the CCDA suggested the CCAC return in a few months with an update on their 2015 goals and also look into suggestions for ways to improve the view of Main Street businesses from Highway 99W.

One of the CCAC's 2015 goals is to "Review City Center Urban Renewal Plan and prioritize future projects." Over three meetings, the CCAC reviewed the plan and made recommendations. Of the projects listed in the City Center Urban Renewal Plan that have not been started (or substantially started) the following four were ranked the highest:

C.2 Fill-in gaps of Hall Blvd sidewalks

E.2 Development of Plazas

C.4 and C.8: Tigard Street Trail & Tigard Street on-street bicycle lane

F.5. Public restrooms

Members of the CCAC worked on a document that will be distributed at the meeting: 2015 Urban Renewal Plan Review and Recommendations.

The CCAC also researched and discussed ways to improve the view of Main Street businesses from Highway 99W. Possible improvements included foliage, façade treatments, screening, and creative artistic elements. There was no consensus on whether a formal urban renewal program should be started to address the issue. New buildings that are constructed are required by the Tigard Development Code to screen mechanical equipment.

OTHER ALTERNATIVES

No alternative for consideration at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Tigard City Council 2015-17 Goals and Milestones: Goal #2. Make Downtown Tigard a Place Where People Want to Be

Tigard Comprehensive Plan Special Planning Areas- Downtown: Goal 15.2 Facilitate the development of an urban village.

Tigard Strategic Plan Goal 3: Engage the community through dynamic communication.

DATES OF PREVIOUS COUNCIL CONSIDERATION

February 3, 2015: CCAC joint meeting

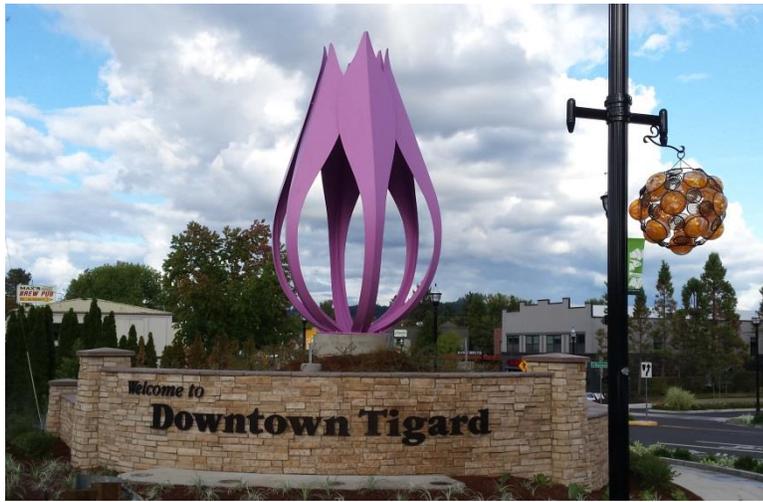
Attachments

CCAC Goals- 3rd Quarter Update

CCAC Report "Ten Years On"

CCAC 2015 Goals 3rd Quarter Update
 September 2015

<i>Goal</i>	<i>Update</i>
1. Support implementation of current City Center Urban Renewal projects and programs	
Projects: <ul style="list-style-type: none"> • Ash/Burnham redevelopment • Public space (Tigard St. Trail, Fanno Creek Park improvements, etc.) • Gateway art 	<ul style="list-style-type: none"> • Ash/Burnham received land use approval and building permit review is underway • Tigard St. Heritage Trail concept presented to Council. City closed on Saxony property and study is underway. • Gateway construction underway. Artwork installed. South gateway on track to be completed by Street Fair and project completed by end of Sept.
Attract additional development: <ul style="list-style-type: none"> • Development incentives 	Ash/Burnham development agreement includes incentives from matrix. New city transportation SDC's include special downtown Transit Oriented Development rate
2. Support planning for Medium/Long Term projects	
Main St / Green St Phase 2	Phase 2 is in Streets CIP for FY 17-18. Estimated cost is \$2.4 million. Grant will fund half, source of other half needs to be identified.
3. Urban Renewal Plan review	
Review City Center Urban Renewal Plan and prioritize future projects.	CCAC review of UR Plan to be presented to CCDA in October.
4. Communications	
Continue to liaise with other city boards and committees, as well as other groups (i.e. Tigard Downtown Alliance, SW Corridor Plan, etc.), on issues related to Downtown.	PRAB and TTAC liaisons attending meetings and/or monitoring agendas
Develop a communications plan to proactively engage with the community on Downtown issues.	City Communications Strategist to attend September meeting to assist CCAC with ideas to implement goal



TEN YEARS ON: TIGARD URBAN RENEWAL DISTRICT 2015 CITY CENTER URBAN RENEWAL PLAN REVIEW & RECOMMENDATIONS

A CITY OF TIGARD CITY CENTER ADVISORY COMMISSION REPORT TO THE CITY CENTER DEVELOPMENT AGENCY ON THE PROGRESS AND POTENTIAL OF THE TIGARD CITY CENTER URBAN RENEWAL DISTRICT IN 2015

2015 CITY CENTER ADVISORY COMMISSIONERS

CARINE ARENDES, CHAIR

LINLI PAO, VICE CHAIR

DEANIE BUSH

JOYCE CASEY

SHERRIE DEVANEY

LAURA FISHER

PAUL MILLER

LYNN SCROGGIN

RICHARD SHAVEY

RAVI NAGARAJ

CITY CENTER DEVELOPMENT AGENCY BOARD

CHAIR JOHN COOK

DIRECTOR GOODHOUSE

DIRECTOR HENDERSON

DIRECTOR SNIDER

DIRECTOR WOODARD

GRATITUDE AND RESPECT IS EXTENDED TO THE MANY DOWNTOWN BUSINESS OWNERS AND MERCHANTS WHO, REGARDLESS OF OTHER OBLIGATIONS, CONTINUE TO INVEST IN AND PARTICIPATE AS PARTNERS WORKING TO IMPROVE TIGARD'S CITY CENTER

THE CURRENT CCAC ALSO ACKNOWLEDGES THE WORK AND PASSION OF THE PRIVATE CITIZENS, PREVIOUS TIGARD DOWNTOWN TASK FORCE MEMBERS AND CITY CENTER ADVISORY COMMISSIONERS, CITY OF TIGARD STAFF, AND CITY CENTER DEVELOPMENT AGENCY BOARD MEMBERS WHO ARTICULATE AND PROMOTE THE VISION OF A THRIVING DOWNTOWN TIGARD

This report was prepared by the City Center Advisory Commission and as such is not an official statement of policy by the City of Tigard. The CCAC has made every attempt to ensure the accuracy and reliability of the information included in this report, however, the information is provided "as is" without guarantee of any kind.

**TEN YEARS ON: TIGARD URBAN RENEWAL DISTRICT-
2015 CITY CENTER URBAN RENEWAL PLAN REVIEW & RECOMMENDATIONS**

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EXECUTIVE SUMMARY

The City Center Advisory Commission (CCAC) is an advisory citizen committee charged with advising the Board of the City Center Development Agency (CCDA), composed of the members of City Council, on policy matters related to the Urban Renewal District (URD) and implementing the City Center Urban Renewal Plan (URP). At the January 2015 CCAC meeting, the commission resolved to review the City Center Urban Renewal Plan. This report is the outcome of the CCAC's review of the City Center Urban Renewal Plan that occurred over multiple monthly meetings in 2015.

This review was considered timely due to a number of factors. One, the amount of time that has elapsed since the URP was adopted; two, the significant improvement in the real estate market subsequent to the recession of 2008; and the amount of recent activity occurring in the Downtown area. The intent of this report is to review identified projects in the URP, take note of the implementation to-date, consider the potential of completing plan projects, prioritize projects not yet started, and make recommendations regarding future implementation of projects identified in the City Center Urban Renewal Plan (URP). This report is not intended to be either an assessment of policy outcomes or a fiscal review of the URD budget.

A number of City Center Urban Renewal Plan (URP) projects are identified in the city's 2015-2021 Capital Improvement Plan (CIP), including the Fanno Creek Remeander project, Main Street\Green Street Phase II and the Tigard Street Trail (also referred to as the Tigard Heritage Trail and the Rail to Trail project in various city documents). The CCAC supports the implementation of these URP projects.

In addition to the projects currently planned and funded for near-to-mid-term implementation though the CIP mentioned above, the following URP identified projects are also considered priorities for implantation:

- a) fill-in gaps of Hall Blvd sidewalks,
- b) plaza(s) development,
- c) the Tigard Street Trail & Tigard Street on-street bicycle lane, and
- d) public restrooms.

The report presents background information first, then notes progress to date in the URD, followed by the potential to complete remaining projects identified in the URP. Additional supplemental material can be found in the appendices. The report concludes with recommendations for future consideration by the CCDA.

Recommendations include developing a citywide development policy incorporating incentives, identify funding for projects identified in this review, incorporate URP identified projects into other projects, considering an Expedited Permitting fee and installation payments for System Development Charges, and amending the City Center Urban Renewal Plan (URP).

BACKGROUND

THE VISION: A THRIVING DOWNTOWN

The City of Tigard developed a vision for a thriving downtown through a public process in the *Tigard Downtown Improvement Plan*. Property owners and developers play a crucial role in shaping development in the city center; however the public sector also has a role to play. At the end of 2005, the City Center *City Center Urban Renewal Plan* (URP) was completed and in 2006, a voter supported Urban Renewal District was adopted to help implement the vision. The creation of the Urban Renewal District (URD) allows the city to leverage property tax revenue through Tax Increment Funds (TIF) to provide infrastructure and other physical improvements within the URA. The URP serves as a blueprint for these activities and identifies projects Tax Increment Fund revenue generated in the URD can be spent on.

THE CITY CENTER ADVISORY COMMISSION

The purpose of the City Center Advisory Commission (CCAC) is to assist Tigard's urban renewal commission, the City Center Development Agency (CCDA) in developing and carrying out the City Center Urban Renewal Plan. The (CCAC is an advisory citizen committee charged with advising the City Center Development Agency (CCDA), composed of the members of City Council, on policy matters related to the Urban Renewal District and implementing the City Center Urban Renewal Plan. At the January 2015 CCAC meeting, the commission set goals and objectives for the Commission to accomplish in 2015. One primary task was to review the City Center Urban Renewal Plan. This report is the outcome of the CCAC's review of the City Center Urban Renewal Plan that occurred over multiple monthly meetings in 2015.

TIGARD'S URBAN RENEWAL DISTRICT

The creation of an URD is governed by specific statutory rules and authorizes the CCDA to utilize a number of powers to implement a project identified in an approved City Center Urban Renewal Plan, including acquisition and disposition of real property, borrow and receive monies for the undertaking of projects and fund activities through the annual increments (ORS 457.170). As previously mentioned, the tax increment financing provides a mechanism to leverage increases in property tax revenue (increment) to provide infrastructure and other physical improvements within the URD.

TIGARD URD FAST FACTS

Purpose:	Developed to provide a funding stream to implement the Tigard Downtown Improvement Plan (TDIP). The tools provided by urban renewal, including tax increment financing, are intended to attract private investment and facilitate the area's redevelopment.
Extent:	The City Center URD covers 193 acres in the downtown area (see Attachment C for a map of the area)
Maximum indebtedness:	\$22 million
Duration:	20 years: 2005-2025

Investment: Transportation and infrastructure improvements
Project and Programs: TDIP catalyst projects and public facility projects, as well as technical assistance programs such as a façade improvement program, rehabilitation/redevelopment grants, and loan programs

CITY CENTER URBAN RENEWAL PLAN

The *City Center Urban Renewal Plan* (URP) not only satisfies statutory requirements in *ORS Chapter 457*, the URP itself and the identified projects were vetted through a series of processes requiring public input, including the adoption of the *City Center Urban Renewal Plan* (URP) by the Tigard City Council in 2005 and approval by the voters of Tigard in 2006. It should be noted that the URP may be amended by the CCDA, includes provisions to amend the plan.

ORGANIZATION

The URP is structured around a series of goals that represent the basic purpose of the Plan. Objectives for each goal guide how the goals will be accomplished. Policies that the URP is intended to support are identified, including goals and policy directives contained in the Natural Features and Open Space, Economy, Housing, Transportation and Special Areas of Concern sections of the Comprehensive Plan, the Transportation System Plan, the Downtown Improvement Plan and the Community Development Code. Urban renewal projects are identified that implement the objectives of the URP.

GOALS AND OBJECTIVES

The following goals and objectives are excerpts from the City Center Urban Renewal Plan:

ONE

Goal: Revitalization of the Downtown should recognize the value of natural resources as amenities and as contributing to the special sense of place.

Objectives:

- A: Integrate open space and landscaping elements into the design and development of public improvement projects identified in the Plan to create a livable environment and provide opportunities for multimodal recreational use.*
- B: Minimize the impact of public improvements and facilities projects on the natural environment through the integration of appropriate protective measures and mitigation strategies.*

TWO

Goal: Capitalize on Commuter Rail and Fanno Creek as catalysts for future investment and development.

Objectives:

- A: Support the development of transit-oriented residential, commercial, employment and recreational uses in the Central Business District that will benefit from and support commuter rail.*

B: Implement pedestrian and bicycle system improvements that will enhance connectivity between downtown and surrounding residential and commercial areas.

THREE

Goal: Downtown's transportation system should be multi-modal, connecting people, places and activities safely and conveniently.

Objectives:

- A: Design and construct street improvements as consistent with the Tigard Downtown Improvement Plan and the Tigard Transportation System Plan.*
- B: Concurrent with proposed street improvements, and in conformance with the Tigard Transportation System Plan (TSP), provide bike lanes, sidewalks, pedestrian crossings and other pedestrian and bicycle facilities that promote multimodal usage, access and safety.*

FOUR

Goal: Downtown's streetscape and public spaces should be pedestrian-friendly and not visually dominated by the automobile.

Objectives:

- A: Promote pedestrian-oriented, human-scale development in the Central Business District.*
- B: Develop urban spaces that will provide active and passive recreational opportunities for pedestrians and attract residents and visitors to downtown.*
- C: Provide pedestrian-oriented streetscape improvements, including street trees, street furniture, planters and other landscape enhancements, that will create a safe and visually appealing destination for pedestrians.*

FIVE

Goal: Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments.

- A: Provide development incentives and technical assistance programs that encourage business and property owners to develop projects that are consistent with the Tigard Downtown Improvement Plan vision and the Tigard Comprehensive Plan.*
- B: Support the transition of existing nonconforming businesses from downtown to more suitable locations within the City of Tigard.*

PROJECTS

Identified projects in the Plan are divided into six categories: Street Improvements, Streetscape Improvements, Bicycle/Pedestrian Facilities Improvements, Parks, Public Spaces and Public Facilities, and Planning and Development Assistance Programs. Transportation projects are intended make downtown Tigard a safe and accessible destination and increase multimodal connectivity within the city center and to other parts of the city. Projects with public elements are proposed to improve neighborhood livability and provide opportunities for a wide range of community and recreational activities. Assistance Programs are designed to facilitate new development, redevelopment and rehabilitation of private property in the URD through support of investments by individual business and property owners in projects that contribute to the economic vitality of downtown Tigard.

PROGRESS IN THE URBAN RENEWAL DISTRICT

CITY CENTER URBAN RENEWAL PLAN (URP) PROJECTS

The CCAC began its review of the URP projects considering the projects completed so far. These include the Jim Griffith Memorial Skatepark, major road improvements, streetscape improvements and a variety of commercial improvements along Main Street.

STREET IMPROVEMENTS

Hall Blvd/Highway 99W Intersection Improvements
Greenburg Road/Highway 99W Intersection Improvement
Burnham Street Improvements (Reconstruction and widening)

STREETScape IMPROVEMENTS

Burnham Streetscape Improvements (Addition of landscaping features, street trees, street furniture, stormwater catchment and detainment systems)
Main Street Phase I Streetscape Improvements (Addition of landscaping features, street trees, stormwater catchment and detainment systems)

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Commuter Rail Access (Pedestrian access to Commuter Rail station)

PARKS, PUBLIC SPACES, AND PUBLIC FACILITIES

Jim Griffith Memorial Skatepark
Public Parking Facilities (Design and construction of new 20 space surface lot)

PROPERTY ACQUISITION (FROM WILLING SELLERS) AND PROPERTY DISPOSITION

Miller\Ferguson and Saxony property purchases
The Public Works Yard property disposition for the new Ash\Burham housing development

PLANNING AND ASSISTANT PROGRAMS

Façade Improvement Projects

Café Allegro	Pacific Paint
CarQuest	Rojas Market
Diamond Building\Pacific Community Design	Sherrie's Jewelry Box
Fish-Field	Symposium Coffee House
JK Interiors	Tigard Liquor Store
Jeffrey Allen Home Interiors	Tigard Main Street Cleaners
Max's Fanno Creek Brew Pub	Under Water Works
Main Street Stamp and Stationery	We Li Acupuncture

Tenant Improvement Projects

Jeffrey Allen Home Interiors	Symposium Coffee House
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URBAN RENEWAL DISTRICT ACCOMPLISHMENTS

The many completed City Center Urban Renewal Plan (URP) projects make Downtown Tigard a more attractive place to visit and to shop, work, and live in. New development infuses energy in downtown Tigard, and attracts other development and new uses. Additionally, new commercial uses in the area contribute to and increase the property tax increment, which can then be used to help fund other projects in the future. A number of businesses have recently established or relocated into the city center: Symposium Coffee House, Jeffery Allen, and Fish-Field are recent arrivals to Main Street, and more businesses are planning to open soon.

Progress is also being made on a number of other URP projects that are not yet completed. Two new strolling street projects are in the design and construction phase, study concepts have been presented for the Tigard Street Trail, and plans to restore the Fanno Creek to its original course (the Fanno Creek Remeander Project) and add an “overlook” will complement recent Fanno Creek Trail improvements, such as the new lighted HWY 99W underpass. Other projects not identified specifically in the URP support the city center district too, including the Ash\Burham housing project, completion and installation of Gateway Artwork, park and pathway “way-finding” signage, pre-development work to study the Saxony site and the recently secured \$400,000 Environmental Protection Agency Brownfield grant.

In addition to city supported projects, there are other downtown developments worthy of note. In particular, the Tigard Downtown Alliance (TDA) formed to support and market businesses within the city center. The TDA has worked with the Tigard Chamber of Commerce to create and leverage social networks through the launch of a new downtown website and Facebook page. The TDA has secured over \$50,000 in grants from the Washington County Visitor’s Association and Metro to implement projects downtown. A significant number of events, including the Art Walk and the Tigard Street Fair, and new streetscape additions such as benches, bicycle racks and fix-it station, and distinctive hanging glass baskets are TDA projects. The TDA is an important and valuable partner in the revitalization of the city center.

POTENTIAL IN THE URBAN RENEWAL DISTRICT

CITY CENTER URBAN RENEWAL PLAN PROJECTS

A number of City Center Urban Renewal Plan (URP) projects are identified in the city's 2015-2021 Capital Improvement Plan (CIP), including the Fanno Creek Remeander project, Main Street\Green Street Phase II and the Tigard Street Trail (also referred to as the Tigard Heritage Trail and the Rail to Trail project in various city documents). The CCAC supports the continued presence of these URP identified projects on the CIP.

On May 13, 2015 the CCAC engaged in an exercise to prioritize partially completed and not-yet-started projects in the City Center Urban Renewal Plan (URP). Projects currently planned and funded for near-to-mid-term implementation though the CIP mentioned above, were outside the scope of the prioritization exercise. Among the projects considered, the following URP identified projects received the highest support:

- e) fill-in gaps of Hall Blvd sidewalks,
- f) plaza(s) development,
- g) the Tigard Street Trail & Tigard Street on-street bicycle lane, and
- h) public restrooms.

It should be noted that this list is both time and context sensitive. The CCAC supports an opportunistic approach to the city's role in redevelopment of the Urban Renewal District. Projects not yet ripe for development garnered few "votes," however the identification of new resources or opportunities could lead to the reconsideration of projects not currently deemed a priority by the CCAC.

NEW INITIATIVES IN THE URBAN RENEWAL DISTRICT

The CCAC is aware that acquiring land and funding construction of public amenities identified in the plan such as a Plaza, a Performing Arts Center, or structured Public Parking may continue to be a challenge moving forward. In response, the CCAC considered smaller scale projects that may also have a positive impact on the District and will increase activity in the area.

Ideas include:

- Increased and varied food options (Kiosks or Carts and Ice cream\ frozen yogurt)
- Pursuit of scattered small park sites
- Provision of privately owned public spaces (also known as POPS)
- Encouraging seating alongside buildings
- Activating the Electric Street Right-of-way
- Focusing on the north end of Main Street
- Activating the Tigard Street Trail as-is

The Downtown has also been identified by some proponents as a preferred site for a potential new recreational center. As proposed, this would be a city-owned facility and would therefore

not be subject to property taxes. It should be noted that such a facility could be an attractive amenity for new residential uses foreseen in the URP, although potential impacts on the property tax increment, transportation facilities, and businesses downtown have yet to be fully explored.

FUNDING AND FINANCING

Public-Private Partnerships

As previously mentioned, property owners and developers play a crucial role in shaping development in the city center. Developers take risks by making investments in time and money in the development process; therefore they develop projects with an expectation of return on their investment. In some case, a project that is desired by the community may not make sense financially for a developer or property owner. Incentives may close the gap and facilitate development that otherwise may not occur.

The 2007 Tigard Redevelopment Strategy (the “Leland Report”) interviewed developers and suggested the following “carrots” to encourage desired development: land assembly, expedited permitting process , storefront improvement program, fee waivers, tenant subsidy in the form of a loan that converts to a grant if family wage jobs are created, development opportunities study (DOS) program, and seed money for formation of a property trust or similar legal entity as a means to assemble properties, through which downtown property owners can contribute their properties to the trust under agreement with a master developer and share in profits. CCAC reviewed incentives considered by staff to be considered most likely to be utilized by private developers at this time.¹ These included: 1) code revisions, 2) streamlined permitting, 3) fee subsidies, 4) Land Assembly, 5) Property Tax Abatement (specifically the VHDZ), 6) Public Private Partnerships; and 7) Subsidized Land\Subsidized Loans. A brief explanation of the incentives, as discussed for possible application in the Urban Renewal District by the CCAC is provided below.

- 1) *Code Revisions*: changes to the Development Code that reduce barriers to desired development, such as removing story standards from height maximums
- 2) *Streamlining permitting*: may refer to either improving overall review times or offering a fee supported expedited review service
- 3) *Waiving or Reducing Development Fees*: Fees for Land Use review and Building permits, as well as System Development Charges (SDC) are reimbursed through the use of URA funds.
- 4) *Land Assembly*: acquiring two or more adjoining properties and piecing them together to create a redevelopment site for residential or commercial land usage
- 5) *Property Tax Abatement*: Tigard has implemented a Vertical Housing Development Zone to provide property tax abatement for a limited duration for multi-unit housing projects

¹ See Appendix B for additional detailed information on incentives

- 6) *Private- Public Partnerships*: Development agreements for publically owned land and the provision of public amenities or coordinating the provision of public Improvements with development
- 7) *Subsidized Land*: The sale of publicly-owned land below market value as part of a developer agreement to facilitate desired development; provides enhanced public control over the development process; may include the retention of public ownership, wholly or in part, to provide a revenue stream to offset costs
Subsidized Loans: CCDA budget unlikely to have capacity to provide, however the city may be able to secure loans from the state or other sources at preferential terms compared to the private sector

The CCAC notes that Tigard has been working on streamlining their development process through the [Community Development Efficiencies Initiative](#). Other incentives (including property tax abatements, private-public partnerships, and land assembly) have been utilized on an ad-hoc basis to further desirable housing projects (The Knoll and Ash\Burnham St). A table showing the benefits and drawbacks of utilizing incentives can be seen in Figure 1.

System Development Charge reductions are frequently identified by the development community as desirable. Given the need for infrastructure construction, maintenance, and improvements in the city at this time, waiving fees may not be a practical option. However it should be noted that transit-oriented projects in the city center may qualify for a partial discount from the proposed new Transportation SDC recently adopted by the city. This will facilitate desirable redevelopment and infill in the city center when the development reduces its transportation impacts.

Funding Sources for Public Projects

Public projects by their nature can be very expensive. While incentives may help fund private projects, funding sources for public projects is often very competitive. Projects need to meet specific criteria and support acknowledged policy objectives. Given the competitive nature of grant funding, staff resources are needed to develop programmatic materials supporting grant applications and successfully secure grants.

A number of funding sources for transportation related projects have been identified by staff including Metro, Washington County's Major Streets Transportation Improvement Program, and the Oregon Department of Transportation (Connect Oregon). A review of the Sherwood Cannery project identified a source for public infrastructure improvements, the Business Oregon Infrastructure Finance Authority, which authorized a 20-year, \$8.5 million loan for the Sherwood Cannery project. Staff has pursued Metro CET² Planning Grants successfully to pursue pre-development work. HWY 99W appears to be a [Catalyze and Connect](#) identified target area for the [Metro TOD Program](#)³.

² Construction Excise Tax levied on new construction within the Urban Growth Boundary

³ Transit Oriented Development

Figure 1. Table of Benefits and Drawbacks of Incentives

<p>① Code revisions</p> <ul style="list-style-type: none"> → open to it, apply for it ⊖ weak to moderate effect ⊕ responsive to market ⊕ low cost → 6 month timeline (small/indiv.) → 18 month timeline for all of D.T. 	<p>④ Land Assembly</p> <ul style="list-style-type: none"> ⊖ depends on willing sellers ⊕ strong effect 	<p>⑦A Subsidized Land</p> <ul style="list-style-type: none"> → potentially do this ⊖ high cost ⊖ less money to budget for other things ⊕ income is more fungible ⊕ ownership ↑ control ⊕ redevelopment of previously public owned property ↑ tax increment
<p>② Streamlined permitting</p> <ul style="list-style-type: none"> → already can apply online (most permits) ⊕ save time; time is money → we've already plucked the lowest hanging fruit. Further efficiencies may be more difficult. ⊖ Fee for expediting permits? Unofficial prioritization of D.T. ⊖ costs include additional FTE if permits increase 	<p>⑤ Property Tax Abatement</p> <ul style="list-style-type: none"> → using VHDZ ⊕ moderate to strong effect → important to consider length of time for which tax abatement will be honored ⊖ short-term increment ↓ ⊕ long-term value ↑ increment ⊕ flexible: apply abatement to improvements only vs. whole property ⊕ immediately shows up as cheaper development 	<p>⑦B Subsidized Loans</p> <ul style="list-style-type: none"> ⊖ costs are high ⊕ possible to establish a fund that can lend & use income to lend more ⊖ risky ⊖ complicated regulations → high impact on staff ⊕ flexible: could be used for a limited time (stopgap) ⊕ criteria could shape usage
<p>③ Fee subsidies</p> <ul style="list-style-type: none"> ⊕ moderate to high impact ⊖ moderate to high cost (↓ revenue) ⊖ URD must cover cost ⊕ target desirable development ⊕ simple, straightforward 	<p>⑥ Public Private Partnership</p> <ul style="list-style-type: none"> → coordinating public improvements w/development ⊖ high cost ⊖ long timeline ⊕ Foundation for redevelopment; makes building easier ⊕ clearly reduces cost to developer (especially with streets) ⊕ construction is a positive, inertia 	<p>Relocation Support</p> <ul style="list-style-type: none"> → Closely tied to land assembly → currently limited to public land acquisition ⊖ Could be used w/private? ⊕ existing criteria ⊕ regulations for residential applications are complex, stringent

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CONCLUSIONS

Many communities today are vying to be the more walkable places and Tigard is in competition with its many Metro neighbors to attract development that supports a thriving, walkable Downtown. To be truly competitive, Tigard must be Re-Development Ready. The Urban Land Institute partnered with the state of Minnesota to research Best Practices for Successful Re-Development⁴ and developed the following list:

1. Establish a vision and clearly articulate development expectations. Embrace collaborative approaches to solve problems, identify and pursue partnerships, manage development risks, improve decision-making skills, and develop clear expectations.
2. Foster collaborative and integrated strategies.
3. Analyze and modify land use regulations to allow a compact mix of uses and increased flexibility reflecting changing market demands and national trends.
4. Shift project review and approvals from reactive to proactive.
5. Provide transparency that clearly defines the development process.
6. Provide existing due diligence information to developers upfront to increase efficiency and reduce development time and cost.
7. Work as a team to coordinate approval process across all agencies and departments (planning, public works, parks, etc.), elected offices, and investment partners (Metropolitan Council, county, state, watershed districts, schools).
8. Determine how redevelopment of opportunity areas or sites supports job growth, increases tax revenues, enhances local services, creates key amenities, supports a full range of housing options, and contributes to the creation of markets not currently available.

The vision of a thriving Downtown articulated more than a decade ago still resonates today. The city's Strategic Plan vision for a walkable community for all ages and abilities is most likely to be implemented in the city center where there are a variety of destinations to visit, where transit options are available and accessible, and where the street design is interconnected and interesting for pedestrians. There are many things the city is doing, and doing well, to promote the goals and objectives of the City Center Urban Renewal Plan (URP). City leadership and staff have responded to opportunities as they rise. They have also been proactive in seeking partners for development projects in both the private and public sector.

Much has been accomplished in the first ten years of the Urban Renewal District. There are some specific steps that can be taken now to further implementation of the Renewal Plan in the second decade to build on today's accomplishments. The following recommendations are presented for the consideration of the City Center Development Agency.

⁴ View online at: <http://minnesota.uli.org/wp-content/uploads/sites/31/2012/04/Reinvesting-in-the-Region-Re-Development-Ready-Guide-June-2013.pdf>

RECOMMENDATIONS

Develop a City Wide Infill Development Policy

Adopted plans for both the existing Urban Renewal District and the Tigard Triangle area call for intense redevelopment. Developing a city-wide policy on infill and redevelopment would establish a vision, clearly articulate development expectations, and improve decision-making skills. Identifying available incentive programs in policy would also provide transparency and increase the attractiveness of redevelopment in Tigard. The first step would be to identify the incentives that will be most beneficial to meet redevelopment goals and adopt qualifying standards for incentives.

Identify Funding Sources and Apply for Grants

The priority projects identified fulfill a number of acknowledged policy objectives incorporated in the Comprehensive Plan, the Tigard Downtown Improvement Plan, the City Center Urban Renewal Plan and the Strategic Plan. Direct staff to consider funding sources identified in this report (Metro TOD and Oregon Infrastructure Finance Authority) and others to fund the following CCAC prioritized projects:

- a) fill-in gaps of Hall Blvd sidewalks,
- b) plaza(s) development,
- c) the Tigard Street Trail & Tigard Street on-street bicycle lane, and
- d) public restrooms.

Incorporate URP Identified Projects into Other Projects

Consider how to incorporate URP identified projects into existing or proposed projects in the downtown. Examples could include providing public restrooms in the Tigard Street trail or other park facility or improvements downtown, or if a city-owned recreation facility is sited downtown, public restrooms and structured public parking could be integrated into the design.

Introduce a fee for Expedited Permitting

Downtown projects are often high-profile and pressure to complete the permitting process as quickly as possible can be applied by various parties. If downtown projects are expected to be expedited through the review process, introducing a fee for expedited permitting to recoup costs associated with staff expediting permitting specific types of projects would assign a monetary value to that process and provide a pathway for those who desire a quicker process *and* are willing to pay for it.

Bancroft Loans or Installation Payments

As mentioned in the public-private subsection of the funding and financing section of this report, finding ways to make System Development Charges more manageable is always desirable from the private sector's view, while the public sector struggles to maintain and improve existing facilities in addition to ensuring the adequacy of new facilities. Waiving or reducing fees outright is not always feasible; however for some infrastructure systems, such as sewer installation, financing by the property owner, which allows for installation payments, is quite common (see Appendix C for further details on Bancroft Loans). Washington County also uses the Bancroft

Bonding Act (pursuant to ORS 223.205 through 223.785) to authorize installment payments of the Transportation Development Tax. It may be possible for some of the fees and SDCs collected by the city of Tigard to qualify for similar installation payments. Evaluating the benefits and drawbacks of offering such financing would provide informative data to consider whether offering installation payment programs in the future has potential.

Amend the City Center Urban Renewal Plan (URP) to increase the time period and add/modify projects

Given the impact of the 2008 recession on property values (and therefore the increment), and the city's bonding capacity, the remaining ten years for the URD may not be enough time to complete all of the projects identified in the URP. In addition, some projects may need to be modified to respond to changing conditions and opportunities. For example, a variety of small parks and plazas connected thematically and though way-finding signage may end up being more feasible to provide than a large scale plaza envisioned in the URP and the Fanno Creek Park Plan. In addition, while some type of community public facility in the Downtown remains desirable, it is unclear whether separate Public Performing Arts Center and Public Market or a more general art or community center that offers a variety of amenities might better meet current needs. Reassessing the need for URP public facilities should be included in the upcoming Facilities Planning for the city.

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APPENDICES

APPENDIX A- GLOSSARY OF ACRONYMS AND USEFUL DEFINITIONS

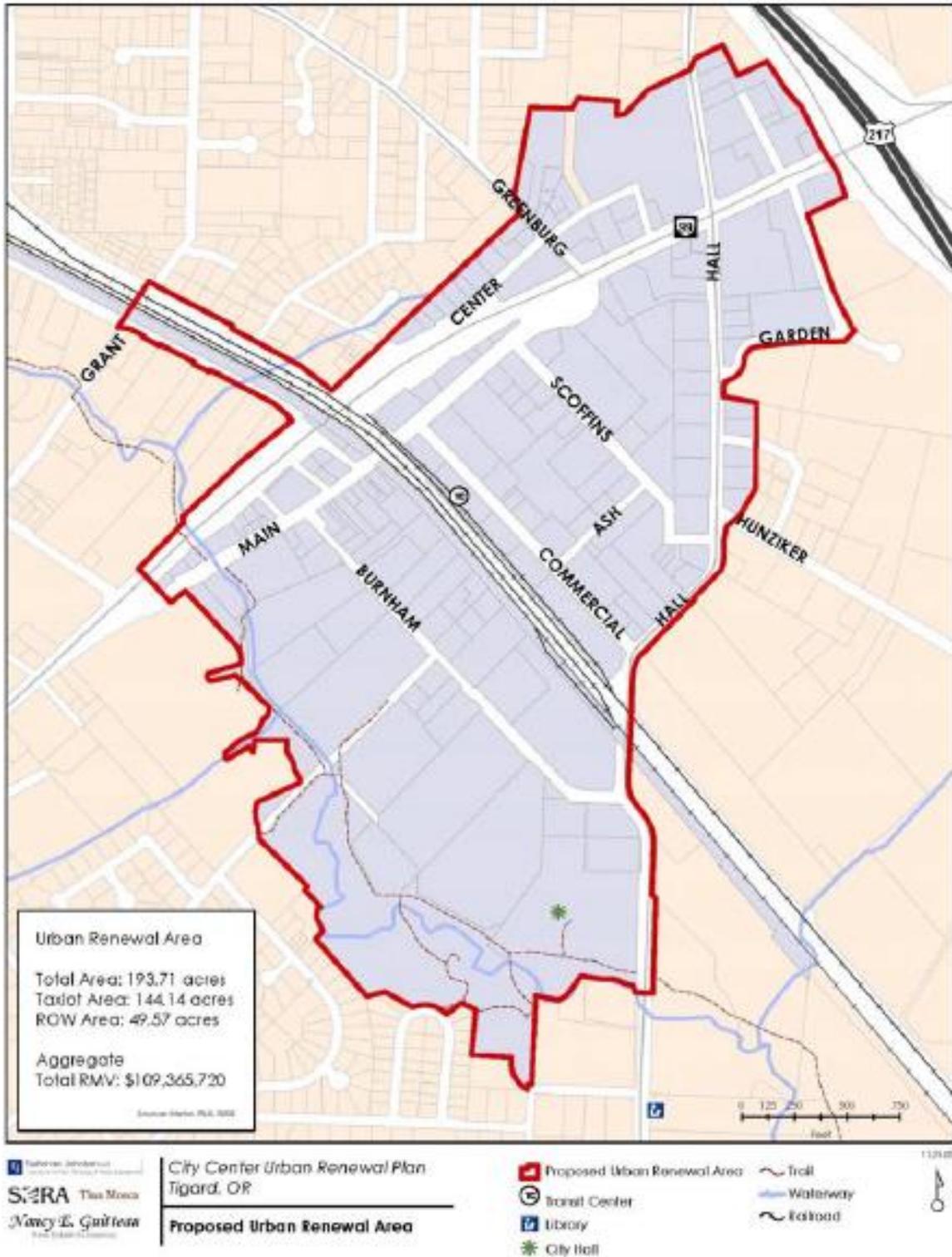
APPENDIX B- URBAN RENEWAL DISTRICT MAP

APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

APPENDIX A- GLOSSARY OF ACRONYMS AND USEFUL DEFINITIONS

- CCAC:** City Center Advisory Commission. The CCAC is an advisory citizen committee charged with advising the Board of the City Center Development Agency on policy related to the Urban Renewal District and implementing the City Center Urban Renewal Plan.
- CCDA:** City Center Development Agency. The CCDA fulfills the statutory requirement to have an urban renewal commission governing an Urban Renewal District. Currently the CCDA Board is comprised of the Mayor and City Councilors.
- CIP:** Capital Improvement Plan. The CIP is produced every fiscal year and projects capital needs (defined as projects costing more than \$50,000 and/or public facilities, including streets) for 5 years of projects.
- SDC:** System Development Charge. SDCs are collected to finance expansions of existing infrastructure, such as roads, schools and sewer for development.
- TIF:** Tax Increment Funds or Tax Increment Financing: revenue generated from property taxes that is in excess of the property tax collected at the time an Urban Renewal District is initiated (the base). Also referred to as “the increment” since it is the revenue that is collected above and beyond the base property tax value.
- TDIP:** Tigard Downtown Improvement Plan.
- URP:** City Center Urban Renewal Plan, adopted plan that identifies goals and objectives for the Urban Renewal District (URD) and investments within the URD.
- URA:** Urban Renewal Area, see URD below.
- URD:** Urban Renewal District. The identified Urban Renewal District located in the city center. See map, Appendix C.

APPENDIX B- URBAN RENEWAL DISTRICT MAP



APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

This appendix is a synthesis of the materials prepared for CCAC discussions regarding Development Incentives. The implementation of four incentives was identified for further research: Fee Subsidies, Property Tax Abatement, Subsidized Land, and Public-Private Partnerships. The first part of this document provides general information regarding the development process, and possible criteria for evaluating development incentives; the second part of this document provides more specific information regarding implementation each of the incentives, as well as Case Studies from other jurisdictions. Note that while Case Studies to illustrate how similar policies have been implemented have been included, development projects and costs vary considerably by site. Metro's [Development Toolkit for Financial Incentives](#)⁵ was a resource for preparing this summary regarding the development process and how specific policy options might affect the Urban Renewal District and budget.

I. Introduction

General Information about the Development Process

Developers make investments in time and money in the process (a risk) and develop projects with an expectation of return on their investment. Construction (hard) costs typically account for approximately two-thirds of a project cost⁶. The remaining one-third is "soft costs" such as consultant fees for design and technical tasks and permitting costs. When public improvements are required costs for both soft and hard costs are increased.

The development process typically requires more time on the front end preparing detailed plans of how a project will develop than the construction takes. It is not unusual for two-thirds or three-quarters of the development process to happen before a project breaks ground. Land use review to evaluate the appropriateness of the use occurs first. Next, the site is prepared and streets and utilities are constructed and prepared. Then structures are built.

In some case, a project that is desired by the community may not make sense financially. Incentives may close the gap and facilitate development that may otherwise not occur. Information was gathered on regarding four possible Development Incentives: Fee Subsidies, Property Tax Abatement, Subsidized Land, and Public-Private Partnerships.

Criteria

A list of Possible Criteria was generated for discussion regarding: a) how specific policy options might affect the Urban Renewal District; and b) how projects applying for incentives may be evaluated. At the time of discussion it is expected that additional criteria not already identified may be discussed.

Possible Criteria for Reviewing Incentive Policy

How do costs of policy compare to amount of leveraged private investment?

⁵ In electronic versions of this report underlined text contain embedded hyper-links to original references

⁶ Personal communication with Portland Parks and Recreation project manager, Sandra Burtzos

Will policy lead to increased Tax Increment revenue in the long term?
Can costs of policy be controlled?
Does policy target specific desired types of development for the URA?
Is control of quality of design/outcome enhanced through use of policy?

Possible Criteria for Application of Incentive to Specific Projects

Will project meet URA Plan goals and objectives?
Will project meet Strategic Plan goals?
Is proposed development for new use or improvement (i.e. not simply needed maintenance)?
Is development expected to have catalyst impact on URA/potential to enhance Downtown as a whole?

II. Incentive Policies and Impact Tables

Waiving or Reducing Fees

Fees associated with development include those for Land Use review and Building permits, System Development Charges, and taxes. Fee amounts are project specific. The specific policy under consideration is to reimburse developers for fees paid through the use of URA funds

Regulating, Reviewing and Permitting Development

Development can have both positive and negative impacts. Development is regulated at the local level to comply with state and federal requirements, to mitigate and control negative impacts of development on nearby existing uses and public infrastructure, ensure safe construction of structures and roadways, and to promote desirable development.

Based on the assumption that “development should pay for itself,” most permitting jurisdictions regulating development fund costs associated with permitting and reviewing development through fees collected for services, rather than general budget funds. These fees are set through the public budget process and adopted by local authorities. Typically, permitting and review fees are based on the cost of administering permits and providing services for review and inspection, and are therefore calculated based on project-specific features, such as the value of the project, the number of units, amount of square-footage, number of electrical or plumbing devices, etc. Tigard has been working on streamlining their development process through the [Community Development Efficiencies Initiative](#), future [sample projects](#) include: Planning Department Cost of Service Study, Electronic Building Division Document Review, and Standardizing Procedures for multiple residential review submittals.

System Development Charges and Utility Connection Fees

[System Development Charges](#) (or SDCs) are fees assessed to new development to access and use existing public systems such as roadways, [schools](#) and parks. Oregon Statute (ORS 223.297 to 223.314) guides how SDCs are calculated, administered and amended. Utility systems such as public water, sewer and the electric grid charge “hook-up” fees to connect to existing systems

APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

In addition to the fees for Land Use review and Building permits and SDCs for parks, schools, and transportation; Tigard also collects Clean Water Service and water service fees, and the Metro Construction Excise Tax.

Waiving or Reducing Development Fees

A 2013 League of Oregon Cities [survey](#) found that 39% of respondents reported some type of adjustment of SDCs to encourage development. The most common was a reduction, followed by phased or delayed payments. The survey comments indicated that jurisdictions target reductions for specific types of development (for example affordable housing or commercial uses that provide a guaranteed amount of jobs) and may consist of partial reductions.

Phased payments are also a common strategy. When a connection charge imposed by a local government is greater than the amount necessary to reimburse the local government for its costs of inspection and installing connections with system mains, [installment payments](#) are required to be available. The Bancroft Bonding Act (pursuant to ORS 223.205 through 223.785) is also used to authorize installment payments of the Transportation Development Tax in Washington County. When SDC or utility hook-up fees are waived or reduced below the cost of providing service, entities may respond by increasing user fees to off-set costs and maintain service levels.

Brookings offers a [program](#) that pays the difference in sewer System Development Charges (SDC) between a general commercial use and a restaurant use for existing properties in the Urban Renewal District for new start-ups, paid for by the redevelopment agency. Tigard could explore a targeted reimbursement program to facilitate desired development. Reimbursements can be limited to a set amount and/or cover differences between use types. Reimbursing developers for a portion of assessed SDCs or fees will have immediate costs and will need a funding mechanism. Reimbursements could be limited to specific function under conditions, for example reimbursing a portion of the Parks SDC when development is located within ¼ mile of existing park. When reimbursement facilitates development that would otherwise not occur, the future generated TIF revenue can be a source of repayment.

Benefits	Drawbacks
Reduces upfront developer costs	Funding mechanism needed
Target Desirable Development	Immediate Impact on URA budget
Various Options regarding Implementation	
Costs can be limited to set amount	
If in form of grant or loan- authorized by URA Plan	

Property Tax Abatement

Most tax abatement programs target specific types or classifications of property for partial abatement for a specific time period. A number of abatement programs currently operate within Tigard and any qualifying projects may request abatement. A clear and compelling public

benefit for property tax abatement for a specific project outside existing programs may deserve consider by decision makers as long as the fiduciary impacts are well understood.

Ad Valorem Real Property Taxes

A property tax (or millage tax) is a levy on real property that the owner is required to pay. [Real property](#) (also called real estate or realty) means the combination of land and improvements to land (immovable man-made objects, such as buildings). Real property is taxed based on its classification. Classification is the grouping of properties based on similar use. Properties in different classes are taxed at different rates. Examples of different classes of property are residential, commercial, industrial and vacant real property.

Tigard's permanent property tax rate of \$2.5131 per thousand (as of [2012](#)) is applied to the assessed value (AV) of property in the city each year. This permanent tax rate produces revenues to support General Fund operating costs such as Police, Library and Parks, and made up 13% of Tigard's budgeted [2014-15](#) revenue. Bonds and levys collected through the assessment of property taxes are dedicated to specific activities (i.g. the city's Parks Bond, Tigard-Tualatin School District Levy, and the Tualatin Valley Fire and Rescue levy). For many existing property tax abatement programs, enabling legislation is adopted by the state Legislature and then cities/counties adopt by ordinance.

Existing Programs for Property Tax Abatement

[For Commercial Uses](#)

Strategic Investment Program (SIP) Property Tax Abatement

Oregon's [Strategic Investment Program](#) exempts a portion of very large capital investments (in excess of \$25- \$100 million in urban areas) from property taxes for 15 years. The program is available statewide.

Enterprise Zones

Projects locating in the designated Enterprise Zones are eligible to receive a three year, 100% property tax abatement that create jobs with salaries at or above 150% of the average county wage. Requires sponsoring jurisdiction. Tigard has recently adopted an Enterprise Zone, however only a very small portion of the URD is located within the Enterprise Zone.

- See also City of Beaverton [enterprise zone](#)

[For Historic Properties](#)

Federal Tax Credit and Special Assessment

The Oregon State Historic Preservation Office currently has two tax incentive programs to encourage the appropriate rehabilitation and maintenance of historic properties, limited to properties that are listed in the [National Register of Historic Places](#). The [Federal Tax Credit](#) program is for income-producing buildings only (commercial and residential rental). It saves the property owner 20 percent of the cost of rehabilitation through a federal income tax credit. Oregon's [Special Assessment of Historic Properties](#) program offers a 10-year "freeze" of a property's assessed value for buildings that will be significantly but appropriately rehabilitated and maintained. Applications are accepted year-round.

[For Housing](#)

Vertical Housing Development Zone

APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

The state enabled [partial property tax exemption](#) (of 20%) applies to new construction on the first four floors of residential development built above a non-residential ground floor for in a “zone” designated by local authority. The maximum tax exemption on the new construction is 80% per year over the first ten years of the project. The Oregon Housing and Community Services Division has prepared [an Excel workbook](#) for calculating site specific benefits. A key component of the program is the commercial uses on the ground floor, projects with limited non-residential ground floor use will receive little benefit. Tigard adopted this zone in 2014. One project in the Tigard Triangle has applied for the exemption and the Burnham and Ash project will also apply.

- The [North Main](#) multi-family housing in downtown Milwaukie

Property Tax Exemption for Affordable Housing

The [Oregon legislature](#) has authorized cities and counties to create tax exemption programs, Multi Unit Housing Tax Exemption (formerly the Transit Orientated Tax Exemption), cities/counties adopt by ordinance.

- [Portland Limited Tax Exemption Programs](#)
- [Crossings at Gresham Station](#)
- [Beaverton](#) adopted ordinance implement for two year “test” period
- Washington County [Multiunit Rental Housing Special Assessment](#) available depending on financing

Implementing Property Tax Abatement for Multiple Unit Housing

Oregon cities typically utilize a state sanctioned property tax abatement program. Tigard has implemented the VHDZ, while other tax abatement programs for housing typically target affordable housing projects and are available to all qualifying applicants. A clear and compelling public benefit for property tax abatement outside existing programs for a specific project may deserve consider by decision makers as long as the fiduciary impacts are well understood.

Benefits	Drawbacks
Targets Desirable Development	Decrease in TIF revenue in short term (depends on length of abatement)
Long term increase in increment	Aside from VHDZ no existing programs for Market Rate Multi-Unit programs exist
Existing programs for VHDZ	VHDZ limited to development with ground floor non-residential use
Reduces development overall costs	

Land Assembly and Subsidized Land

Larger properties are typically more attractive to developers. More area allows for a greater range of uses and increases project financing. In addition, larger parcels facilitate the construction of new streets by allowing more options for the street connections to be integrated into the site plan. The sale of publicly-owned land below market value (or “subsidized land”)

may occur as part of a developer agreement to facilitate desired development and provides enhanced public control over the development process. Examples below include the partial retention of public ownership, which may provide a revenue stream.

Land Subsidies

The sale of publicly-owned land below market value (or “subsidized land”) may occur as part of a developer agreement to facilitate desired development and may enhance control over development outcomes. Publically owned land is exempt from property tax assessment and does not generate TIF revenue. Sales of publically owned land in the URA generates revenue, and when sold for redevelopment, will generate TIF revenue.

Publically Owned Land and [Land Assembly](#)

Local governments own and purchase land for a number of reasons. Land may support current or future public uses or may be held for the purposes of land assembly. Acquiring two or more adjoining properties and piecing them together in some fashion to create a development can be done for residential or commercial land usage, depending on the purpose. Land assemblage is a common activity by Urban Renewal entities. The process might take place over a period of months or years and as a result, can be quite costly and is an investment over the long term.

[Eugene Broadway Place](#)

Broadway Place

Summary: The Eugene Urban Renewal Agency (URA) assembled the two half-blocks that were used to develop the Broadway Place mixed-use project. URA funds in the amount of \$2.6 million were contributed to the parking structure construction costs. The City sold development rights for housing to be constructed on top of the parking structures.

Outcome: The Broadway Place mixed-use project includes 170 apartment units, ground floor commercial space, and 740 structured parking spaces. It has become a major anchor for the west end of downtown and a popular residential destination with very low vacancy rates. The Broadway Place development received the 1999 Governor’s Livability Award.

[Lake View Village](#)

- 100K sq ft mixed retail and office w/i six commercial buildings.
- 366 parking spaces on four levels (two are public)
- City retained ownership of parking lot
- LORA: \$4.6 M for the garage (\$.3 M funded w/ bonds)
- Gramor and Tenants: Approximately \$27-28 M
- Properties assemble 1989 to 1996
- RFP in 1996 – Development agreement in 2001
- [Constructed in 2002](#)

This block is bounded by State Street, “A” Avenue, First Street and Union Pacific railroad tracks. The project was initiated by the Lake Oswego Renewal Agency (LORA) through a process that included land acquisition, partial resale to a private developer, a binding development agreement, and public assistance to construct the parking structure. The parking structure remains in public ownership. The development agreement defines areas of private and public parking, and it requires the project developer to maintain the public parking structure.

APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

Construction was completed in November of 2003. The commercial buildings are privately owned. The ground floors are exclusively retail or restaurant uses, and the upper floors are predominantly offices. The retail spaces are accessed from the sidewalks, unlike a mall with interior access. This creates active sidewalks and public spaces, promoting an enjoyable pedestrian experience.

Benefits	Drawbacks
Retain public control of development	Land costs
Development likely to increase TIF revenue	
Possible increased street circulation	
Supports URA Plan Goal 5	

Public-Private Partnerships

The specific policy under consideration is the public provision of facility improvements with development. Facility improvements typically required for new development include streets, sanitary sewer and storm drainage and water utilities. Projects identified in the Tigard Conceptual Connectivity Plan and Transportation System Plan could be providing through the expenditure of both public and private resources directly through the construction process or indirectly through a credit system.

Coordinating Public Improvements with Development

Required improvements include streets, sanitary sewer and storm drainage and water utilities. Land Use Review identifies required street improvements/construction when redevelopment occurs. Local street construction and utility improvements can be quite costly. Incentives to a developer could offset the costs of the dedication of ROW and constructing street improvements. Urban renewal funded low-interest loans or direct subsidy of developments that include the desired street improvements. The use of public-private partnerships ([P3s](#)) in the development of transportation improvements have increased but are not standard practice. Considerations include setting precedent for future development and [proportionality](#)⁷.

[Tigard Street Connectivity Plan](#)

The Downtown Tigard Conceptual Connectivity Plan identifies desired connections to be implemented with new development over the next 50 years. It establishes desired basic system characteristics of circulation, connectivity, and capacity. The [Downtown Conceptual Connectivity Plan Implementation Map](#) classifies roads as various types and identifies proposed new streets.

[Tigard Transportation Plan](#)

Tigard 2035 Transportation System Plan

In December 2010, the Tigard City Council adopted the 2035 Transportation System Plan (TSP) that links expected growth with transportation needs. The 2035 TSP sets the policy framework for the city's transportation system. It includes a list of strategies and projects that will guide future investments. Transportation funds are limited and highly competitive for large expensive

⁷ Proportionality references to the practices of exactions, when a condition for development is imposed on a parcel of land that requires the developer to mitigate anticipated negative impacts of the development. The exaction should be proportional to the impact. Street improvements, such as requiring construction of a new street may or may not be proportional to the impact of the development on the transportation system.

APPENDIX C- DEVELOPMENT INCENTIVES BACKGROUND RESEARCH

projects. For this reason, a major theme of the 2035 TSP update is the need to make the most out of the existing transportation system.

See LORA examples for street improvements

<http://www.ci.oswego.or.us/lora/avenue>

<http://www.ci.oswego.or.us/lora/first-street-phase-i>

<http://www.ci.oswego.or.us/lora/2nd-street-and-b-avenue-0>

[City of San Antonio](#) adopted Public-Private Partnership (P3) Guidelines in accordance with the Texas Legislature enacting the Public and Private Facilities and Infrastructure Act of 2011 under Chapter 2267 of the Texas Government Code. The P3 Guidelines are an additional tool for developing qualified capital improvement projects, using the Design-Build contract method. Under said [guidelines](#), the City and a private entity (comprised of a single operator or a team) enter into a contractual agreement where the skills and assets of each sector (public and private) are shared in delivering a service or facility.

Benefits	Drawbacks
Can be included in developer agreement and reduce upfront developer costs	Cost
Can serve to catalyze additional development	Setting precedent
Possible increased street circulation	May take time to develop mechanism and/or improvement eligibility criteria
Meets URA Plan Goals 3 & 4	
Street Improvements may be identified in URA Plan	
May address concerns/perceptions regarding proportionality	

AIS-2130

4.

CCDA Agenda

Meeting Date: 10/06/2015

Length (in minutes): 40 Minutes

Agenda Title: Meet with TDA Board of Directors and Report on Downtown Events

Submitted By: Sean Farrelly, Community
Development

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

Public Hearing: No

Publication Date:

Information

ISSUE

Meet with the Tigard Downtown Alliance (TDA) Board of Directors

STAFF RECOMMENDATION / ACTION REQUEST

Discuss downtown vision, goals, projects and performance measures with TDA.

KEY FACTS AND INFORMATION SUMMARY

The TDA organizes property owners, business owners and other downtown stakeholders into volunteer teams that work to help revitalize downtown Tigard. Tigard's economic development team has been working to build the capacity of the TDA so that TDA projects and volunteers are partners in the city's downtown focused economic development efforts. The city recognizes that downtown should continue to mature as a gathering place for Tigard residents and actively encourages continued improvement of downtown events and programs. By partnering with the TDA, the city is investing with a local partner to ensure downtown programs and events enrich our community.

The TDA has been following the National Trust for Historic Preservation's 4-Point approach to downtown revitalization. This approach acts as a "business model" that helps guide volunteer efforts with private sector partners.

Over the last two years, the TDA has grown into an effective partner in downtown revitalization. The evolution of this organization includes increasingly complex projects and the inclusion of more partners to help connect Tigard residents to downtown Tigard.

This year, the TDA has taken responsibility for production of downtown projects, marketing and promotions previously managed by the Chamber of Commerce over the preceding three years. The TDA is in charge of producing the annual downtown Art Walk, Street Fair, Trick

or Treat, and Holiday Tree Lighting events. The 2015 Tigard Street Fair on September 12th exceeded expectations with more than 88 vendors, increased attendance from previous years (more than 3,000), and a partnership with the Tigard Tour de Parks event.

The TDA's Downtown Art Walk in May 2015 exemplifies the organization's ability to successfully produce special events downtown. The first art walk in 2014 occurred during the Main Street/Green Street construction project -- proving that a community led special event could be produced in the middle of construction chaos. The second 2015 Downtown Art Walk exceeded expectations with an urban art exhibit, a temporary pop-up art gallery, 22 tour stops inside downtown businesses, and a public art "test drive" of *Mobius* located at 12345 Main Street and 10 urban art panels located along the Tigard Street Trail as a temporary art exhibit.

In the next year, the TDA will operate under the Main Street 4-Point Approach, as endorsed by the State of Oregon's Main Street program, and actively manage projects in four service areas:

1. Organization & Capacity Building

- Downtown Dialogue
- Bus Tour

2. Marketing & Promotion

- Art Walk
- Street Festival
- Trick or Treat Downtown
- Tree Lighting

3. Design & Beautification

- Public Art
- Activating Tigard Street Trail Plaza

4. Economic Restructuring

- Vacant Property Open House
- Meetings with Property Owners

The TDA will also submit a work plan to the city. This work plan will include an annual budget for programs and operations, a measure of volunteer effort and time, an explanation for how TDA-led projects connect to the city's strategic vision, and a list of stakeholders the TDA has partnered with to grow their ability to improve downtown.

The TDA leadership team will provide an overview of these existing, planned and future events and projects during a presentation to the CCDA.

OTHER ALTERNATIVES

No alternative for consideration at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Tigard City Council 2015-17 Goals and Milestones

Goal #2. Make Downtown Tigard a Place Where People Want to Be

Tigard Comprehensive Plan

Special Planning Areas- Downtown

Goal 15.2 Facilitate the development of an urban village.

Tigard Strategic Plan

Goal 3: Engage the community through dynamic communication.

DATES OF PREVIOUS COUNCIL CONSIDERATION

June 2, 2015 met with TDA Board of Directors

Attachments

No file(s) attached.

AIS-2124

5.

CCDA Agenda

Meeting Date: 10/06/2015

Length (in minutes): 10 Minutes

Agenda Title: Fanno Creek Re-meander Presentation

Submitted By: Sean Farrelly, Community Development

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

Public Hearing: No

Publication Date:

Information

ISSUE

Fanno Creek Re-meander Presentation

STAFF RECOMMENDATION / ACTION REQUEST

The CCDA Board will receive an update on the Fanno Creek Re-meander project and is requested to share ideas and opinions.

KEY FACTS AND INFORMATION SUMMARY

The Fanno Creek Re-meander is a joint project between the city and Clean Water Services (CWS). The project includes the “re-meandering” of a previously straightened portion of Fanno Creek, creation and improvement of wildlife habitat and wetlands, placement of boulders and large wood for improved channel function and habitat complexity, repair of the eroded banks to protect bridge and sanitary sewer infrastructure, and the establishment of native plant communities.

The project will require the removal and replacement of the Ash Avenue pedestrian bridge because the current bridge deck is below the 2-year flood elevation which obstructs the creek flow and collects debris during these events. The new bridge will have the deck above the 2-year flood elevation. This will also result in reconstructing a segment of Fanno Creek Trail. The project is in the city’s FY 2016-20 Capital Improvement Plan and is expected to commence construction in summer 2017.

Clean Water Services’ project responsibilities include pre-construction items such as survey, a wetland delineation, a natural resource assessment, a biological assessment, and geotechnical analysis; obtaining necessary permits from regulatory agencies; completing construction documents for their portion of the project; administering the bid process and the contract for both CWS and the city’s portions of the project; and constructing the project.

The city's project responsibilities include developing plans and construction documents for the trail and bridge; provide public involvement for the project; securing additional lands or easements adjoining the Park as required for implementation of the project; designing and purchasing the replacement bridge; and reimbursing CWS for the costs of installing the bridge and most of the trail reconstruction.

The estimated costs for the project are \$943,000 for Clean Water Services and \$1.2 million for the city. Of the city's portion approximately \$846,000 will be funded by the Parks SDC fund, and \$336,000 from the Park Bond fund.

The project had previously been scheduled to be constructed in 2012, however the city had not identified a funding source for its portion of the costs, and CWS deferred the project.

An Intergovernmental Agreement (IGA) between the city and CWS is currently being negotiated and will be brought to the City Council for their review and consideration at a later date.

OTHER ALTERNATIVES

No alternative for consideration at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Tigard Strategic Plan

In 2014, the City of Tigard adopted a strategic vision focused on making this city the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives. The Fanno Creek Re-meander will improve the quality of walking along the Fanno Creek Trail.

Tigard City Council Goals and Milestones 2015-17

Goal #2 Make Downtown Tigard a Place Where People Want to Be

Increase walkable access to open space by advancing plans for new downtown open space including the Tigard Street Trail plaza, the Fanno Creek Overlook, and a Main Street plaza, including programming.

City Center Urban Renewal Plan

Goal 1: Revitalization of the Downtown should recognize the value of natural resources as amenities contributing to the special sense of place.

Projects

D. Parks

1. Fanno Creek Park Improvements

Fanno Creek Park and Plaza Master Plan

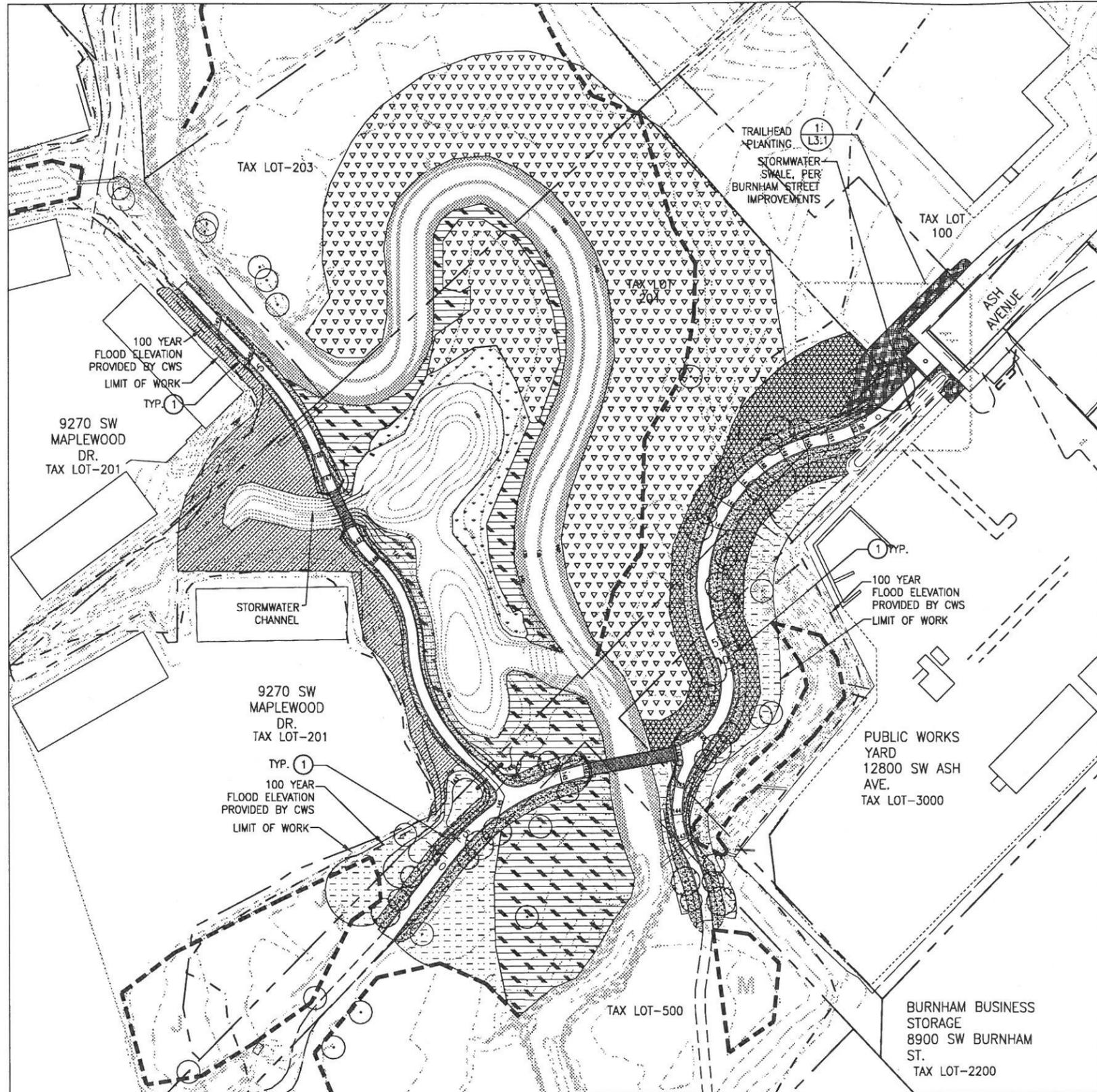
DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

Re-meander Project Area

Re-meander Planting Plan



RESTORATION PLANT SCHEDULE

PLANTING TO BE BASED ON THE FOLLOWING PLANT COMMUNITIES, SUBJECT TO REVIEW BY CWS. COMMUNITIES ARE DESCRIBED BY REPRESENTATIVE DOMINANT PLANT SPECIES, ACTUAL SPECIES COMPOSITION, QUANTITIES, AND SIZE AT INSTALLATION TO BE DETERMINED BY CWS.

SHRUB/SCRUB

COMMON NAME	SCIENTIFIC NAME
SCOUCLERS WILLOW	SALIX SCOUCLERIANA
BLACK HAWTHORN	CRATAEGUS DOUGLASII
DOUGLAS SPIREA	SPIRAEA DOUGLASII
NOOTKA ROSE	ROSA NUTKANA
CLUSTERED ROSE	ROSA PISOCARPUS
WESTERN SERVICEBERRY	AMELANCHIER ALNIFOLIA
SPIKE BENTGRASS	AGROSTIS EXARATA

OAK/ASH WOODLAND

COMMON NAME	SCIENTIFIC NAME
OREGON WHITE OAK	QUERCUS GARRYANA
OREGON ASH	FRAXINUS LATIFOLIA
OCEANSPRAY	HOLODISCUS DISCOLOR
RED FLOWERING CURRANT	RIBES SANGUINEUM
PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS
SNOWBERRY	SYMPHORICARPOS ALBUS
SPIKE BENTGRASS	AGROSTIS EXARATA
TUFTED HAIRGRASS	DESCHAMPSIA CAESPITOSA
CAMAS	CAMASSIA QUAMASH

ASH WOODLAND

COMMON NAME	SCIENTIFIC NAME
OREGON ASH	FRAXINUS LATIFOLIA
PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS
RED OSIER DOGWOOD	CORNUS SERICEA SP. SERICEA
SNOWBERRY	SYMPHORICARPOS ALBUS
SLOUGH SEDGE	CAREX OBNUPTA
DEWEY SEDGE	CAREX DEWEYANA
CAMAS	CAMASSIA QUAMASH

RIPARIAN FOREST

COMMON NAME	SCIENTIFIC NAME
OREGON ASH	FRAXINUS LATIFOLIA
OREGON WHITE OAK	QUERCUS GARRYANA
RED ALDER	ALNUS RUBRA
BLACK HAWTHORN	CRATAEGUS DOUGLASII
VINE MAPLE	ACER CIRCINATUM
RED OSIER DOGWOOD	CORNUS SERICEA SP. SERICEA
PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS
SNOWBERRY	SYMPHORICARPOS ALBUS
SPIKE BENTGRASS	AGROSTIS EXARATA

TRAIL SAFETY CORRIDOR

COMMON NAME	SCIENTIFIC NAME
CALIFORNIA OATGRASS	DANTHONIA CALIFORNICA
BLUE WILD RYE	ELYMUS GLAUCUS
ROEMER'S FESCUE	FESTUCA IDAHOENSIS SSP. ROEMERI
MEADOW BARLEY	HORDEUM BRACHYANTHERUM
CHEWING FESCUE*	FESTUCA RUBRA SSP. COMMUTATE
RED FESCUE*	FESTUCA RUBRA SSP. RUBRA

NATIVE WILDFLOWERS, TO BE SELECTED BY CWS.
*NON NATIVE, USE IF MORE COMPLETE GROUND COVERAGE IS DESIRED

WET MEADOW/SEdge MEAD

COMMON NAME	SCIENTIFIC NAME
TUFTED HAIRGRASS	DESCHAMPSIA CAESPITOSA
SPIKE BENTGRASS	AGROSTIS EXARATA
MANNAGRASS	GLYCERIA SPP.
CAMAS	CAMASSIA QUAMASH
BLUE-EYED GRASS	SISYRINCHIUM IDAHOENSE
CREEPING SPIKERUSH	ELEOCHARIS PALUSTRIS
SLOUGH SEDGE	CAREX OBNUPTA

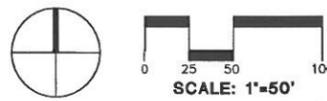
SHRUB THICKET

COMMON NAME	SCIENTIFIC NAME
NOOTKA ROSE	ROSA NUTKANA
CLUSTERED ROSE	ROSA PISOCARPUS
OCEANSPRAY	HOLODISCUS DISCOLOR
RED FLOWERING CURRANT	RIBES SANGUINEUM
DOUGLAS SPIREA	SPIRAEA DOUGLASII

KEY NOTES

- ① TREE EXCLUSION LINE. NO TREES TO BE PLANTED BETWEEN THIS LINE AND TRAIL. BETWEEN LINE AND RESTORATION PLANTING, TREES WILL BE PLANTED ACCORDING TO ADJACENT VEGETATION TYPE.

NOTE: SEE SHEET L0.0 FOR LIMIT OF WORK LINE



F:\WORK\0833\Draw\Plots\Tigard - Sensitive Lands\0833_CWS_L3-0-PLANT 9/2/2010 4:14 PM

Planning
Urban Design
Landscape Architecture
WALKER MACY
111 S.W. Oak Suite 200
Portland, Oregon 97204
Phone 503-228-3122
Fax 503-273-8878

ISSUE	DATE	DESCRIPTION
#1	2.26.10	Clean Water Services - SPL Review
#2	4.07.10	City of Tigard - Sensitive Lands Review
#3	7.01.10	Sensitive Lands Review Responses
#4	8.20.10	Sensitive Lands Review Responses

CITY OF TIGARD
13125 SW HALL BLVD
TIGARD, OR 97223
503-639-4171



FANNO CREEK IMPROVEMENTS
PROJECT NUMBER 6200



PLANTING PLAN

FILENAME: _____ SHEET **L3.0**
SCALE: _____

NOT FOR CONSTRUCTION

AIS-2132

6.

CCDA Agenda

Meeting Date: 10/06/2015

Length (in minutes): 10 Minutes

Agenda Title: Strolling Street Program Update

Submitted By: Sean Farrelly, Community Development

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

Public Hearing: No

Publication Date:

Information

ISSUE

Strolling Street Program Update

STAFF RECOMMENDATION / ACTION REQUEST

The Board of the CCDA is requested to receive the presentation and provide feedback.

KEY FACTS AND INFORMATION SUMMARY

In March, 2014 the Board of the CCDA approved the creation of the Strolling Street matching grant program. The goal of the program is to improve privately owned areas between the sidewalk and building façade to improve the pedestrian experience of the street. This program supports the Tigard Strategic Plan and complements the investment in the Main Street Green Street.

In September 2014, the Urban Renewal Improvement Programs Joint Committee awarded two Strolling Street grants: 12430-12442 SW Main (Maki Sushi, Tigard Wine Crafters, and Elvia’s Studio) and 12405 SW Main (Tigard Chiropractic). It took 3-4 months to finalize the plans and another six months interim for grant recipients to get bids and/or commence the projects.

The 12430-12442 SW Main Street project will be a significant project, with 1,100 square foot site of new paving, landscaping, a new pergola, a water feature, lighting and a seat wall. The estimated project cost is \$44,244 with the CCDA reimbursing \$35,395. This project is nearing completion, with the flatwork and seat walls poured.

The Tigard Chiropractic project (12405 SW Main) will include new landscaping and an irrigation system. The estimated project cost is \$14,920 with the CCDA reimbursing \$10,475.

The property owner has selected a contractor who will complete the work this fall.

The second round of Strolling Street applications will be solicited in spring 2016, for construction in FY 2016-17.

OTHER ALTERNATIVES

No alternatives for consideration at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Tigard City Council 2015-17 Goals and Milestones

Goal #2. Make Downtown Tigard a Place Where People Want to Be
- Support walkability by completing two Strolling Street projects.

Tigard Strategic Plan

Goal 2: Ensure development advances the vision

City Center Urban Renewal Plan

Goal 4: Downtown's streetscape and public spaces should be pedestrian-friendly and not visually dominated by the automobile.

DATES OF PREVIOUS COUNCIL CONSIDERATION

May 5, 2015: Strolling Street Update

Attachments

No file(s) attached.
