



City of Tigard
City Center Development Agency Board - Agenda

TIGARD CITY CENTER DEVELOPMENT AGENCY BOARD

MEETING DATE AND TIME: December 1, 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.

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SEE ATTACHED AGENDA



City of Tigard
City Center Development Agency Board - Agenda

TIGARD CITY CENTER DEVELOPMENT AGENCY BOARD

MEETING DATE AND TIME: December 1, 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- City Center Development Agency
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Call to Board and Staff for Non-Agenda Items
2. UPDATE ON THE FUTURE OF THE SAXONY SITE - **6:35 p.m. estimated time**
3. UPDATE ON THE DOWNTOWN PARKING - **7:00 p.m. estimated time**
4. UPDATE ON THE BROWNFIELD INITIATIVE - **7:25 p.m. estimated time**
5. CONSIDER APPROVING A RESOLUTION AUTHORIZING AN EPA BROWNFIELD CLEANUP GRANT APPLICATION - **7:45 p.m. estimated time**
6. ANNUAL REPORT ON THE URBAN RENEWAL DISTRICT - **7:55 p.m. estimated time**
7. NON AGENDA ITEMS
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

AIS-2127

2.

CCDA Agenda

Meeting Date: 12/01/2015

Length (in minutes): 25 Minutes

Agenda Title: Future of Saxony Site - 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

Future of Saxony Site - Update

STAFF RECOMMENDATION / ACTION REQUEST

The Board of the CCDA is requested to share their opinions and ideas on the design plans.

KEY FACTS AND INFORMATION SUMMARY

The city has engaged Resolve Architecture and Planning to prepare the Saxony site for development over the next twelve months. Their scope of work includes site and building design, economic feasibility, taking the design through land use approval, and public involvement. The first phase of the project will be to determine what type of development can be built on the site. The site has constraints in that all of the property is in the 100-year floodplain, with portions in the floodway and vegetated corridor. Resolve Architecture, working with staff, will determine what can be built within the limitations of Clean Water Services (CWS), Federal Emergency Management Administration (FEMA), Army Corps of Engineers, Oregon Department of State Lands, and National Marine Fisheries Service (NMFS) regulations and those of the Tigard Development Code.

Resolve has studied the site and worked through a number of designs. On November 16, city staff and consultants met with staff from Clean Water Services to collaborate on a design for the potential public space. Resolve will revise their plans to reflect the direction of the discussion, likely a smaller public space to limit encroachment into the Fanno Creek vegetated corridor.

At the December 1st CCDA meeting staff will present the latest design concepts and discuss issues related to site redevelopment.

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

City Center Urban Renewal Plan

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

Goal 5: Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments.

Tigard Comprehensive Plan

Special Planning Areas- Downtown

Goal 15.2 Facilitate the development of an urban village.

Tigard Strategic Plan

Goal 2: Ensure development advances the vision

DATES OF PREVIOUS COUNCIL CONSIDERATION

August 18, 2015: Discussion on Saxony Property Redevelopment Study

May 26, 2015, Authorize Purchase of Saxony Pacific Site

May 5, 2015, Discussion of Prospective Purchaser Agreement

April 8, 2014, Authorize CCDA Executive Director to negotiate voluntary property acquisitions

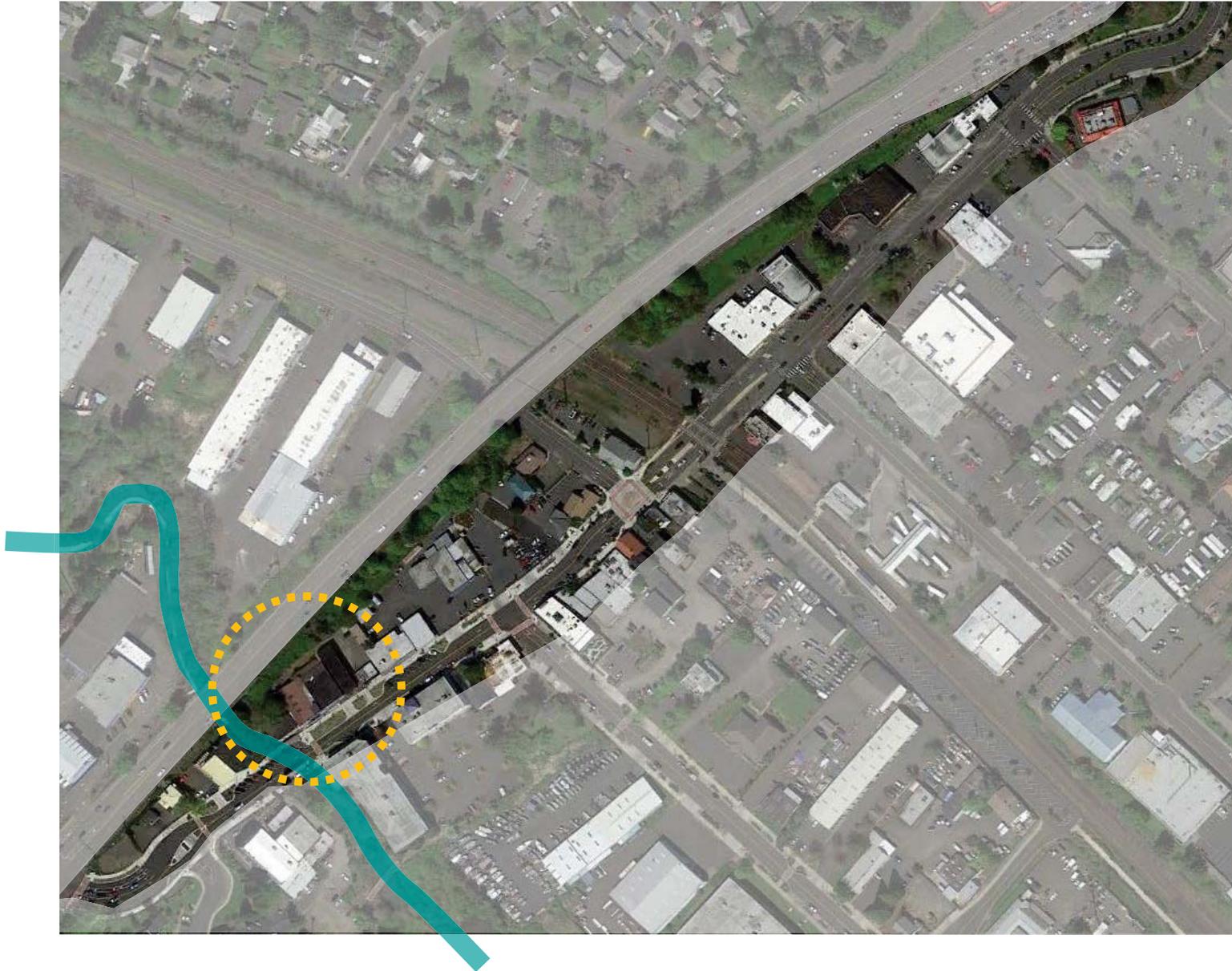
The purchase of the Saxony property was discussed in a number of Executive Sessions including:

2014: December 2, October 28, September 2, January 7

2013: December 3, November 5, October 1, September 3, August 20

Attachments

No file(s) attached.

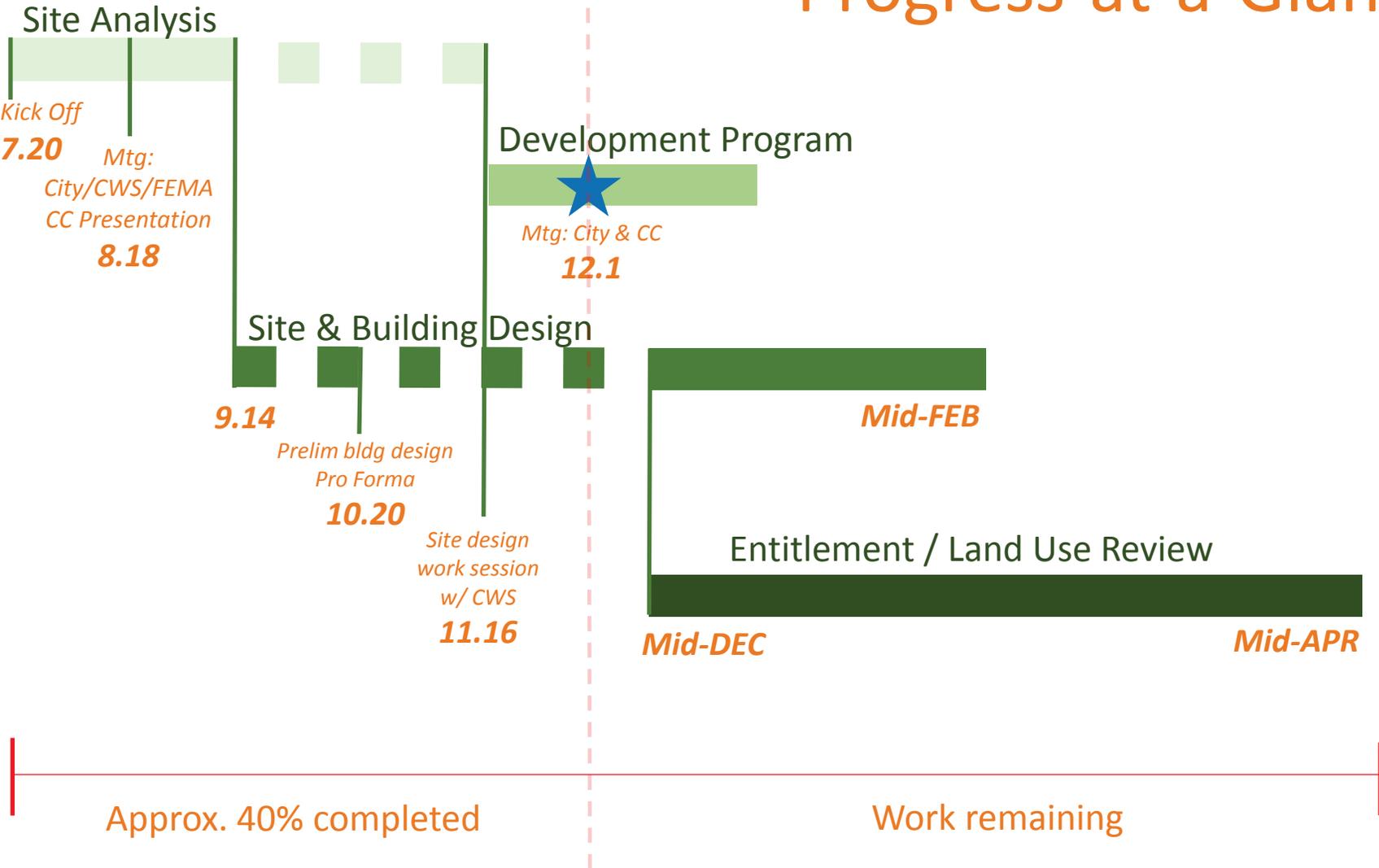


Saxony Property Redevelopment Study
A Tigard Mixed Use / Public Space Design

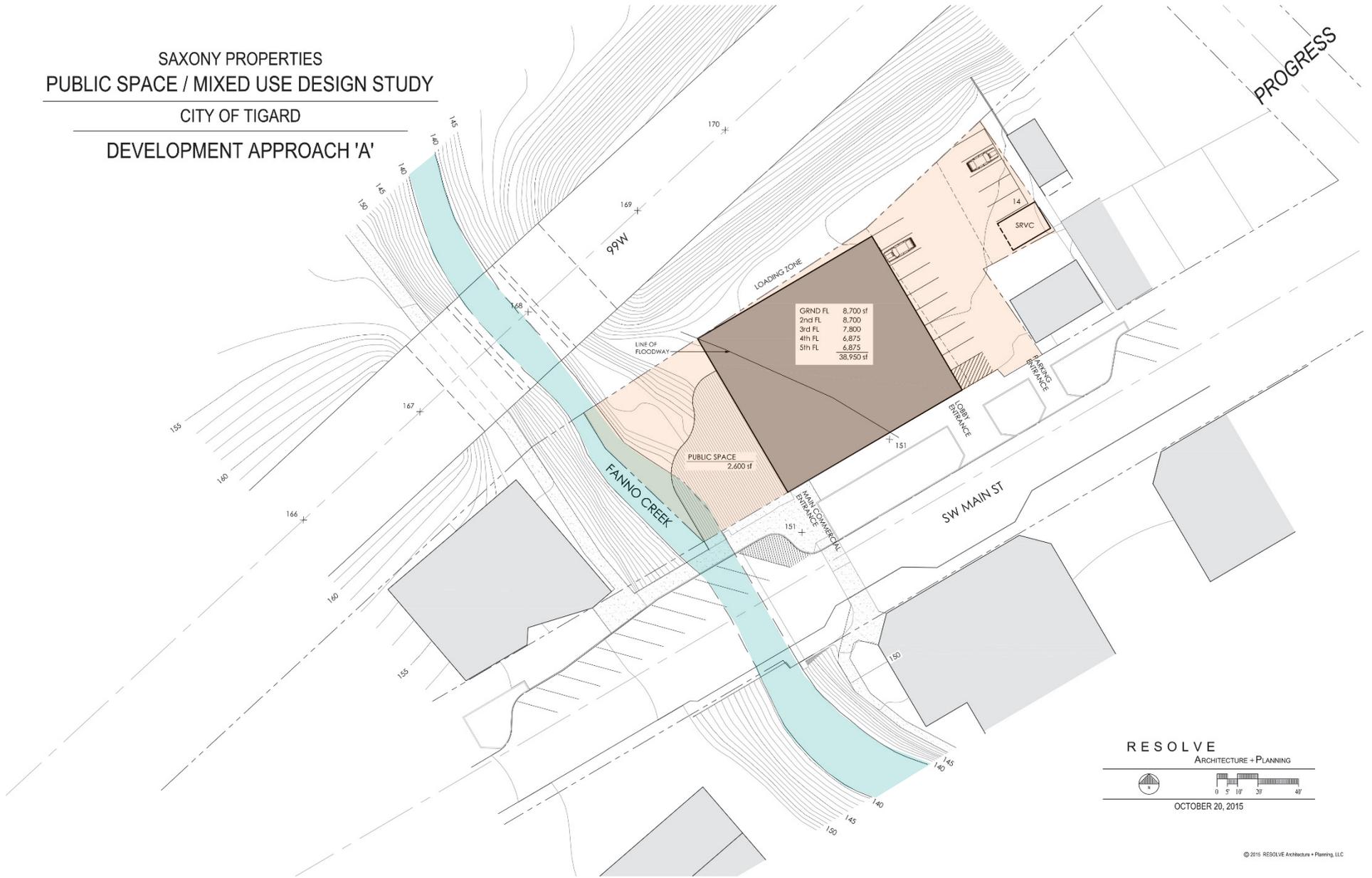
Progress Report
12 . 1 . 2015

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Progress-at-a-Glance



SAXONY PROPERTIES
 PUBLIC SPACE / MIXED USE DESIGN STUDY
 CITY OF TIGARD
 DEVELOPMENT APPROACH 'A'

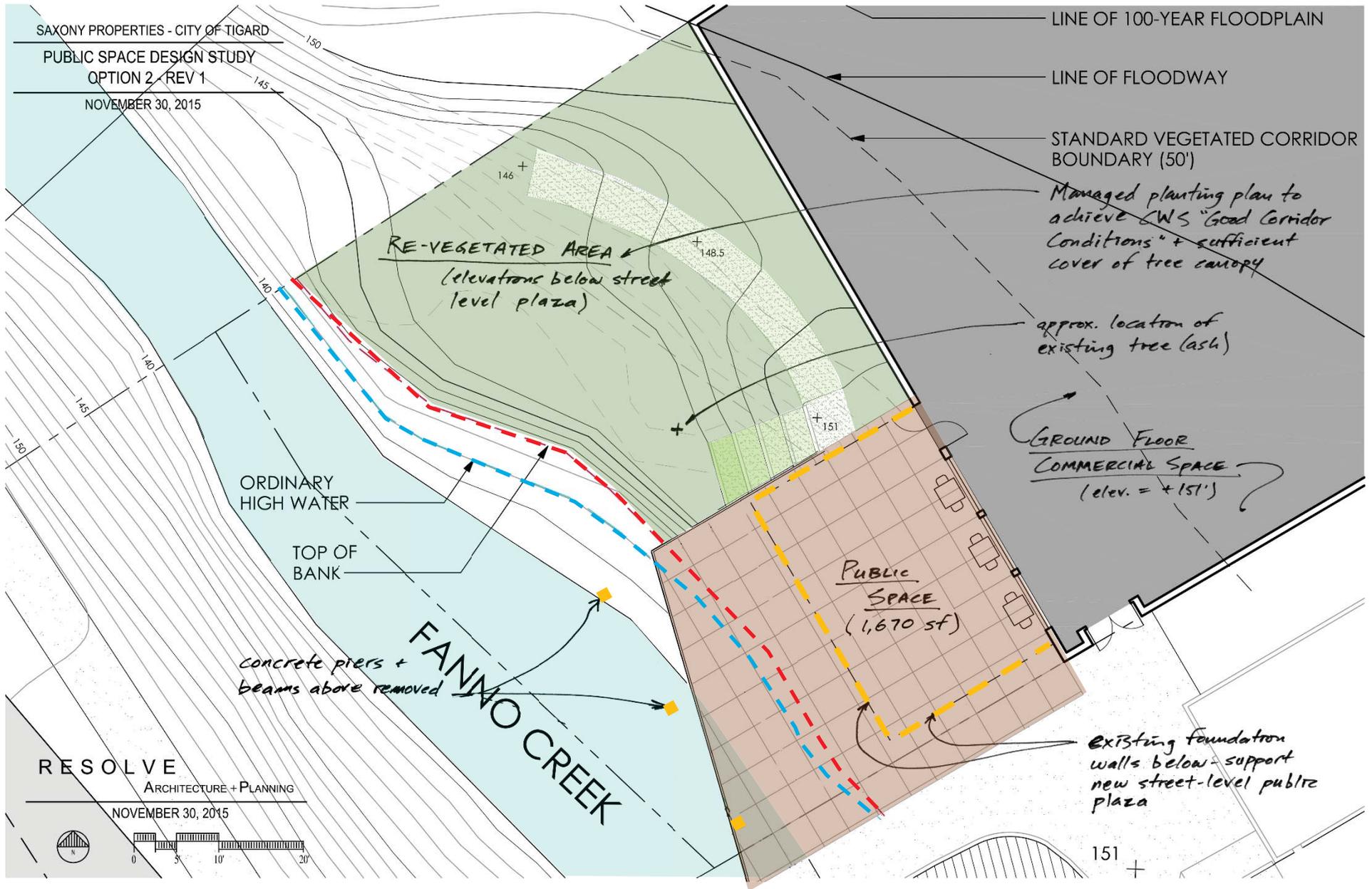


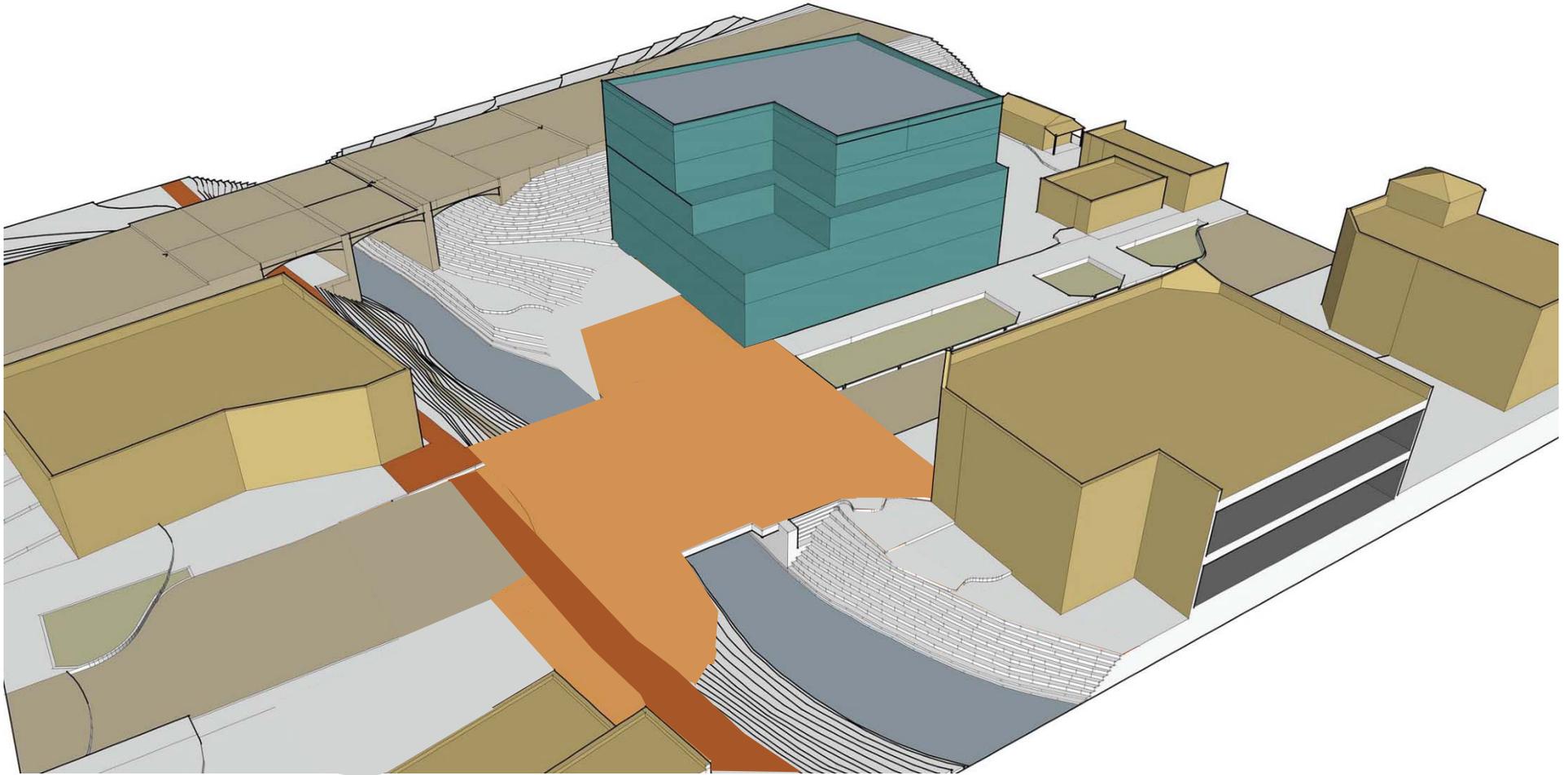
PROGRESS

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OCTOBER 20, 2015

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Saxony Property Redevelopment Study
A Tigard Mixed Use / Public Space Design

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Saxony Property Redevelopment Study
A Tigard Mixed Use / Public Space Design

Progress Report
12 . 1 . 2015

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AIS-2393

3.

CCDA Agenda

Meeting Date: 12/01/2015

Length (in minutes): 25 Minutes

Agenda Title: Update on Downtown Parking

Prepared For: Sean Farrelly, Community Development

Submitted By: Norma Alley, Central Services

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

Public Hearing: No

Publication Date:

Information

ISSUE

Downtown Parking Plan Update

STAFF RECOMMENDATION / ACTION REQUEST

The Board is requested to provide feedback on the downtown parking management work to date.

KEY FACTS AND INFORMATION SUMMARY

While the city has only a small piece of the Downtown parking supply (126 on-street spaces and 35 spaces in two public parking lots versus 877 private off-street parking spaces), staff recognizes the importance of parking management for an economically healthy downtown.

Data collectors from Rick Williams Consulting completed a downtown parking inventory on Thursday, June 4, 2015. A supplemental survey on Burnham Street was completed on Wednesday, July 8, 2015. They surveyed on and off street parking in the survey area and compiled a report detailing the results.

Key data:

On-street parking utilization

- Tigard's downtown on-street supply totals just 126 stalls. At the peak hour (noon – 1:00 PM) 65.1% of these stalls are occupied, leaving 44 stalls empty and available.
- Parking turnover is healthy: stays in 2-Hour stalls average 1 hour and 50 minutes; average stays in "No Limit" on-street stalls are 2 hours and 24 minutes.
- Time stay violations are high by industry standards (10.7%). 13 of the 18 vehicles exceeding the 2-Hour time stay limit in on-street stalls were parked for 5 or more hours.
- In the smaller "nodal area" south of the railroad tracks (38 stalls), occupancies are

much higher, reaching a constrained level of 89.5% in the peak hour. However, occupancies drop to unconstrained levels in all succeeding hours.

Off-street parking utilization

· Overall, the off-street supply is underutilized. Peak hour occupancy for the off-street supply reaches 53.4% between noon and 1:00 PM. At the peak hour, there are 404 empty off-street stalls in the study zone.

Burnham Street lot:

· Most of the cars parked in the city's Burnham lot are likely employees as their cars were observed in the stall or lot over several hours.

2010 survey versus 2015

· Overall use of downtown's on and off-street systems has grown between 2010 and 2015. The growth in the on- and off-street system, for all stalls is 10.1 and 12.4 percentage points respectively.

Consultant's Report Recommendations:

1. The findings of the report indicate that some level of parking enforcement is needed in the public Burnham lot as the majority of the spaces in the lot are occupied by the same cars for several hours of the day.
2. The report notes that the current parking supply is adequate for the volume of cars visiting downtown; however, efforts to increase the use of private lots (for short or long-term parking) should be considered, through shared parking agreements.
3. The current mix of 2 hour and no limit stalls along Burnham Street should be reviewed in light of the new Ash/Burnham apartment building being built.

The TDA Parking subcommittee reviewed the report and gave comments on its contents. Staff will continue to work with the subcommittee and TDA members to address downtown parking needs.

OTHER ALTERNATIVES

The CCDA Board could direct staff to investigate additional parking management policies.

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

City Center Urban Renewal Plan

Project F.2. Public Parking Facilities

Tigard Comprehensive Plan

Downtown Goal 15.4 Develop comprehensive street and circulation improvements for pedestrians, automobiles, bicycles, and transit.

Tigard Downtown Streetscape Design Plan
Main Street and Burnham Street Design Plans

DATES OF PREVIOUS COUNCIL CONSIDERATION

Downtown Parking Updates:

June 2, 2015

December 2, 2014

December 3, 2013

Attachments

Parking Technical Memo

RICK WILLIAMS CONSULTING

Parking & Transportation

PO Box 12546

Portland, OR 97212

Phone: (503) 459-7638

E-mail: rick@rickwilliamsconsulting.com

MEMORANDUM

TO: Sean Farrelly, City of Tigard
FROM: Rick Williams, RWC
Owen Ronchelli, RWC
Pete Collins, RWC
DATE: August 7, 2015, 2015 (3)

RE: **Technical Memorandum: Downtown Tigard Parking Occupancy/Utilization Study**

This Technical Memorandum summarizes the findings of the Downtown Parking Occupancy/Utilization Study, which evaluated parking activity in the on and off-street supply in downtown Tigard, Oregon.

I. BACKGROUND

The City of Tigard is interested in developing a clear and objective understanding of the dynamics of use within the downtown parking supply. Usage data related to occupancy, turnover, duration of stay and hourly patterns of activity are examples of industry “best practices” metrics used for evaluating municipal parking systems, both on and off-street. This type of data can assist the City in near-term decision-making relative to existing parking supplies; as a means to understand where parking constraints and surpluses exist, and whether factors such as abuse of time limits is an issue that might adversely affect access. Similarly, this type of data will aid in longer-term city planning efforts to meeting future parking needs related to growth and development in the downtown; providing insight into such issues such as shared parking opportunities and/or future absorption related to planned and future development.

II. ELEMENTS OF THE PARKING INVENTORY ANALYSIS

The purpose of a parking utilization study is to derive a comprehensive and detailed understanding of actual use dynamics and access characteristics associated with parking in the downtown. Important elements of the analysis include:

- (1) Development of a data template for all parking in the study area, denoting all parking stalls, by time stay type, for on and off-street facilities.
- (2) A complete survey of parking use on a “typical day” -- a single Thursday on June 4, 2015.¹
- (3) Analysis of parking utilization and turnover that included:

¹ This date was chosen in consultation with the City of Tigard.

- a. Quantification of total study area parking inventory.
- b. Hourly occupancy counts (9 AM – 7 PM) for on and off-street inventory.
- c. Parking turnover analysis (on-street).
- d. Parking duration of stay analysis (on-street).

(4) Identification of parking surpluses and constraints in the parking supply.

In short, the purpose of the parking utilization study was to produce a succinct analysis of existing parking dynamics in downtown Tigard that can be employed over time to support and inform decision-making related to development and parking.²

III. STUDY AREA

The parking inventory study area was determined in the initial project scoping process and in consultation with the City of Tigard. The study zone represents the City's definition of the "downtown" and areas immediately adjacent that can serve as parking resources to the downtown. The limits of the study area includes SW Main Street from the intersection SW Pacific Hwy/SW Johnson Street to SW Pacific Hwy/SW Greenburg Road and includes up to 300 feet along the side streets. The study area includes on-street parking within the public right-of-way, off-street parking for properties that front SW Main Street, and the TriMet park and ride lot at the Tigard Transit Center.

Figure A (page 3) illustrates the study area examined during the data collection process; the boundary is outlined in purple.

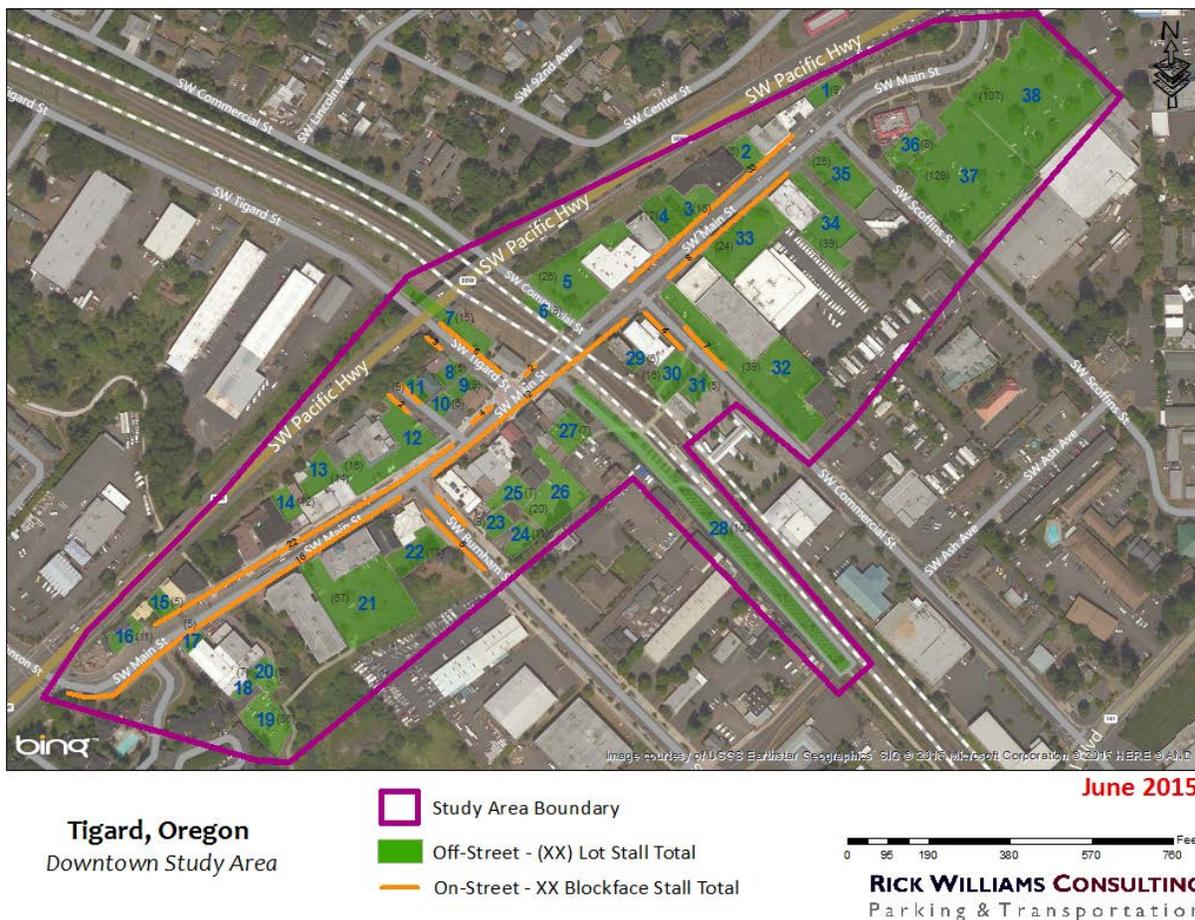
IV. METHODOLOGY

Rick Williams Consulting (RWC) conducted the capacity/utilization and turnover study for the on and off-street supply on Thursday, June 4, 2015. The survey day was selected in consultation with the City of Tigard and was reflective of the initial scoping process. Overall, the survey day was sunny and warm/hot (low 80s) with moderate to strong parking activity in all sectors of the downtown.

The consultant team was able to inventory all on and off-street parking in the study zone. In total, there are 1,003 stalls within the study area. Our approach for each type of supply (on and off-street) is described below.

² Copies of all data templates will be provided to the City of Tigard for future use. The data templates incorporate hourly parking counts for every stall, by block face and public lot, in the study area.

**Figure A
Downtown Parking Study Area**



A. On-Street Supply

The project team’s methodological approach to gathering parking utilization/capacity/turnover data began with a physical compilation of all public on-street parking assets within the study area. This assessment was primarily facilitated through the City’s provision of a detailed inventory map of the study area. All on-street stalls were identified by type of stall (i.e., time or use restriction), block number and block face. This information was used to create a data template necessary to conduct the capacity/utilization assessment. In total 126 on-street parking stalls are located within the study zone. A breakout of the on-street inventory is provided in **Table 1** (page 4).

The surveys involved hourly counts of each occupied on-street parking stall in the study area, recording the vehicle’s license plate. Surveyors collected license plate data at each on-street parking stall located in the study area for every hour over a ten-hour period (9:00 AM – 7:00 PM). All 126 on-street stalls were surveyed, representing a 100% sample size for the on-street inventory.

B. Off-street Supply

As with the on-street system, a data collection template was developed for each off-street facility in advance of the June 4, 2015 survey day. The inventory of off-street stalls, both public and private, was categorized by block number and identified by tenant/operator. As **Figure A** above indicates, each off-street site is assigned a unique number. A total of 877 off-street stalls were documented in 38 off-street surface lots. **Table 2** (page 5) provides a combined summary of the off-street supply.

On the survey day all stalls in the off-street supply were physically surveyed in each of the 38 facilities. As with the on-street system, this represents a 100% sample size of off-street stalls. Similar to the on-street study, each lot was surveyed for occupancy every hour between 9:00 AM – 7:00 PM.

In all, a combined on/off-street sample size of 100% was completed, which provides an accurate and comprehensive picture for measuring the operation, performance and activity associated with parking in this area of Tigard.

V. GENERAL CHARACTERISTICS OF THE INVENTORY - STUDY AREA

A. Inventory: On-street parking

A total of **126** on-street parking stalls were surveyed within the study area boundaries. Parking in the public supply is provided in the form of free parking. **Table 1** presents a breakout of all the on-street parking surveyed in the Downtown Study Zone. As indicated the majority of on-street stalls (73% or 92 spaces) are 2-Hour time limited stalls. The remainder is formatted as No Limit stalls (25% or 32 stalls) or 15-Minute parking (1.6% or 2 stalls).

In general, the number of on-street stalls downtown (126) is a small and finite supply. The high mix of 2-Hour parking is conducive to customer access and turnover. Nonetheless, the majority of parking in the overall supply is off-street (877 stalls); with on-street representing just 12.6% of the total supply of parking downtown.

Table 1
2015 Downtown Parking Inventory: On-street

Stalls by Type	All	% of Total
0.25 Hr	2	1.6%
2.0 Hrs	92	73.0%
No Limit	32	25.4%
On-Street Total	126	100.0%

B. Inventory: Off-street parking

A total of **877** off-street parking stalls were surveyed on 38 lots within the study area boundaries. Parking in the off-street supply is provided in the form of free parking. Only two facilities (Lots 7 and 24) are time limited. **Table 2** presents a breakout of all the off-street parking surveyed in the Downtown Study Zone. Lot sizes ranged from as low as 5 stalls (e.g., Lots 8 and 15) to a high of 103 (Lot 28 – TriMet Park and Ride).

Table 2
2015 Parking Inventory: Off-street

Lot Number	Lot Descriptor	All	% of Total
1	Tigard Cleaners	9	1.0%
2	Car Quest	6	0.7%
3	Smoke Shop/12215 SW Main	16	1.8%
4	Main Street Stamp & Stationery	12	1.4%
5	State Farm Insurance, Orient Pearl, PC Repair	26	3.0%
6	Private Parking	9	1.0%
7	Symposium/Public Lot (2 HR parking)	15	1.7%
8	Attorney Office	5	0.6%
9	Tigard Chiropractic	9	1.0%
10	Sherrie's Jewelry Box	6	0.7%
11	Office	9	1.0%
12	Tyler's Automotive/Kiss Car Wash	16	1.8%
13	Parking behind Tigard Cleaners/Keppler's	14	1.6%
14	Oregon Drive Axle	12	1.4%
15	Aves Laboratory	5	0.6%
16	Wei Li Acupuncture Clinic	11	1.3%
17	Karate on Main (Front lot)	5	0.6%
18	12564 SW Main/Diamond(Back lot)	7	0.8%
19	12564 SW Main/Diamond Gravel Lot	36	4.1%
20	Max's Fanno Creek Brew Pub	9	1.0%
21	Pacific Paint Supply/Fish Field	67	7.6%
22	Tigard Liquor Store	18	2.1%
23/24	2 HR. Public Parking	20	2.3%

25	Computer Skills/Salon	7	0.8%
26	Café Allegro	20	2.3%
27	Tigardville Station Pub & Grill	7	0.8%
28	TriMet Park and Ride	103	11.7%
29	Barber Shop	6	0.7%
30	12260 SW Main- vacant (former Frame Central)	16	1.8%
31	Transit Center TriMet Building	5	0.6%
32	Crown Carpet/ Live Laugh Love Glass	39	4.4%
33	Post Office	24	2.7%
34	Bead Bullies/LaFuente	39	4.4%
35	U.S. Bank	25	2.9%
36	McDonalds	8	0.9%
37	Rite Aid	129	14.7%
38	Value Village	107	12.2%
Total Off-Street Parking Stalls (38 sites)		877	100.0%

VI. FINDINGS

A. Hourly and Peak Occupancy: On-street

The peak hour for the on-street public inventory is between noon and 1:00 PM. At this hour, 65.1% of the 126 parking stalls in the study area are occupied. **Table 3** (page 7) summarizes occupancies by hour of day and parked vehicles versus empty spaces. **Figure B** (page 7) illustrates public and private occupancies for each hour of the ten-hour survey day. *A “heat map” of the peak hour (for on and off-street parking) is provided in **Attachment A** at the end of this document.* The heat map displays occupancy using color to provide a visual illustration of how the combined occupancy of a parking system is distributed by on-street block face (and by lot for off-street supply).³ Heat maps for each hour surveyed are available from the City of Tigard.

³Red indicates constrained parking with orange, yellow and green indicating, in descending order, lower levels of parking use. Heat maps for each hour of the survey day are available from the City of Tigard.

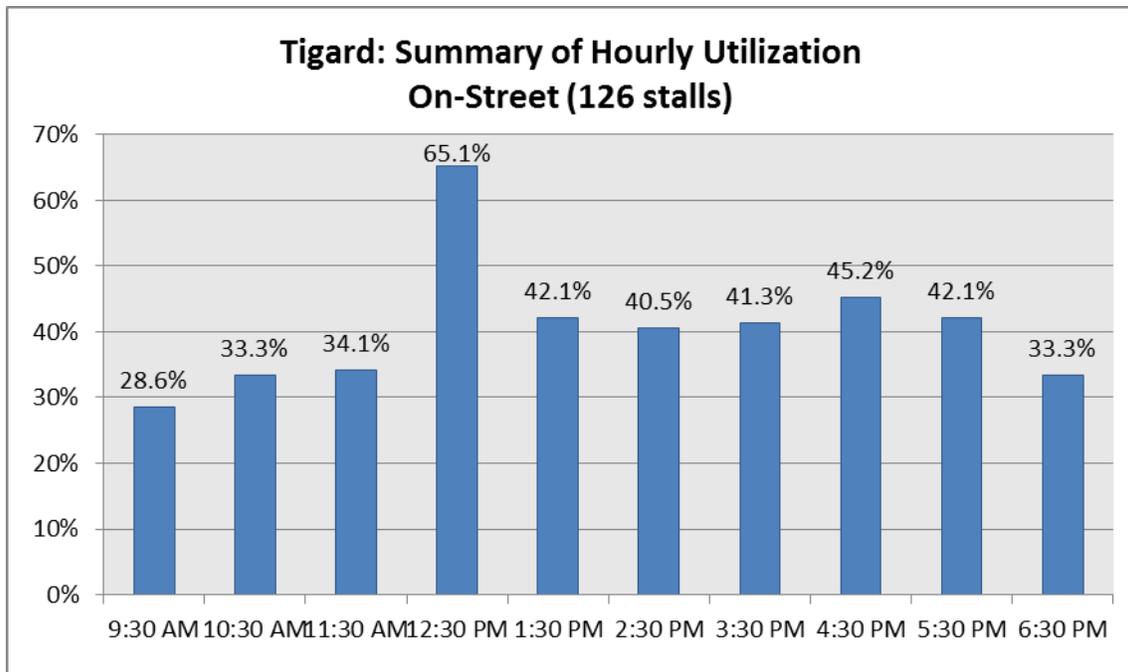
Table 3
On-Street: Occupancy by Hour of Day - Vehicles Parked versus Empty Stalls

On-Street	9 - 10 AM	10 - 11 AM	11 AM - Noon	12- 1 PM	1 - 2 PM	2 -3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
Vehicles Parked	36	42	43	82	53	51	52	57	53	42
Percentage Occupied	28.6%	33.3%	34.1%	65.1%	42.1%	40.5%	41.3%	45.2%	42.1%	33.3%
Empty Stalls	90	84	83	44	73	75	74	69	73	84

As the table and figure illustrate, there is a surplus of on-street parking empty and available throughout the day. At the peak hour (noon – 1:00 PM) 82 vehicles are parked on-street, leaving 44 stalls unoccupied. Also, the peak hour is a very prominent and short lived spike lasting an hour. Occupancies in the hour preceding and following the peak are just 34.1% and 42.1%, respectively. All hours following the peak never exceed 46%. Occupancies drop again between 6:00 PM and 7:00 PM to 33.3%.

Given this pattern, it is unlikely that patrons or employees accessing the downtown cannot find an on-street stall conveniently and within reasonable proximity to their destinations for most hours of the day.

Figure B



B. On-street: General Characteristics of Use

Because data was assembled through hourly recording of license plates (i.e., unique vehicle) a number of informative use metrics can be derived. **Table 4** summarizes those metrics. The table is followed by a summary of several of the more important use factors.

**Table 4
General Characteristics of Use – On-Street Parking Stalls**

	Use Characteristic	2015
DURATION OF STAY per unique vehicle ⁴	All Stall Types	2 hours/0 minutes
	2-Hour stalls	1 hour/50 minutes
	No Limit stalls	2 hours/24 minutes
VOLUME	Unique vehicles observed	255
TURNOVER	Rate of cars able to use a parking stall over a 10 hour operating day	5.0
EXCEEDING TIME STAYS	% of vehicles violating the posted time stay	10.7%
	Vehicles parked 5+hours in time limited stalls	13 (5.1% of unique vehicles)

Duration of Stay

The average duration of stay at downtown on-street spaces is 2 hours exactly, which includes those using 2-Hour and No Limit stalls. Those using 2-Hour stalls average 1 hour and 50 minutes, those using No Limit stalls average 2 hours and 24 minutes.⁵ Overall, on-street stays in the downtown are relatively short stays. Similarly, the 2-Hour allowance in time limited stalls appears to provide adequate time for users of the downtown.

⁴A “unique vehicle” represents a distinct license plate number.

⁵ 15-minute stalls are not tracked given that the circuit a surveyor makes to observe stalls is every hour. Given that there were only two 15-Minute stalls in the inventory, it is safe to assume that the use of these stalls has a marginal (if any) impact on the statistical findings presented here.

Volume

On the survey day, 255 unique license plate numbers were recorded parking in the on-street system between the hours of 9 AM and 7 PM.⁶ At this level, the on-street system is accommodating an average of about 26 cars an hour.

Turnover: Efficiency of the Parking System

In most cities, the primary time limit will allow for calculation of an *intended turnover rate*. For example, if the intended use for a stall is two hours (which is a very “retail friendly” rate of turnover), then the stall should be expected to turn 5.0 times over a ten-hour period. As such, if turnover were demonstrated to be at a rate of less than 5.0, the system would be deemed inefficient. As rates exceed 5.0, the more efficient the system is operating and the more supportive of ground level retail/business activity.

In the Tigard downtown the on-street parking system has an average turnover rate of 5.0 turns per stall over a 10 hour period. This indicates a system that is operating at the minimum standard the industry would recommend for an efficient system that is supportive of retail business. To this end, this is good news for the downtown.

As land use begins to develop and diversify within this area -- and as demand for access increases in the hours preceding and following the current peak hour -- it will be important to initiate measures that support higher turnover rates to accommodate growing demand for parking. This may involve decreasing the current number of No Limit on-street stalls or creating more 2-Hour parking off-street. Nonetheless, at this time it appears that Tigard’s on-street system meets the minimum standard for efficient for customer access.

Exceeding time stays

Approximately 11% of unique vehicles parked in 2-Hour stalls downtown exceed the posted time stay. On the survey day, 18 vehicles exceeded 2 hours of parking while parked in a 2-Hour stall. The industry “best practice” standard for time stay violations is between 4% and 9%. Tigard’s total is above the high side of the standard, but should not be viewed as troublesome at this time as occupancies are so low. Enhanced enforcement would only be recommended in situations where the rate of violation exceeds the industry standard in a constrained parking environment, where high rates of violation result in less access for patrons. This is not the case at this time in Tigard.

⁶ It is important to note that this does not represent all vehicles in the downtown on June 4, 2015, as license plate numbers were not recorded in off-street facilities. The unique vehicle total allows us to calculate turnover for the on-street system.

Table 5 (next page) provides a breakout of the on-street block faces where the violations occurred. As the table indicates, 33.3% of all observed violations (6) occurred on the block face located on the north side of Main Street, between SW Electric and SW Maplewood Drive. The second most common location for violations of time limited stalls was four vehicles (22.2%) that were located on the west side of Burnham Street.

Table 5
Location of Violations at 2 HR Stalls

Cross-street (Location)	# of Cars in Violation Of 2hr Time stay	% of Total
North side of Main St, Between SW Scoffins St and SW Commercial St	3	16.7%
North side of Main St, Between SW Electric and SW Maplewood Drive	6	33.3%
South side of Main St, Between SW Maplewood Drive and SW Burnham St	2	11.1%
West side of SW Burnham St, South of Main St	4	22.2%
South side of Main St, Between SW Burnham St and SW Commercial St	2	11.1%
South side of Main St, Between SW Commercial St and SW Scoffins St	1	5.5%
Total # of Cars in Violation	18	100.0%

Another interesting metric related to time stay violations include the fact that 13 of the 18 vehicles exceeding the 2-Hour time stay limit were parked for 5 or more hours. In most cases, vehicles parked for longer than 5 hours are employees. These vehicles were located on the same two block faces noted above, with four vehicles parked over 5 hours on each block face.

Also, three vehicle license plates were documented to have moved their vehicles from one spot to another over the course of the day.

C. Hourly and Peak Occupancy: Off-street

The peak hour for the off-street inventory is between noon and 1:00 PM; the same as the on-street system. At this hour, 53.4% of the 877 parking stalls in the 38 lots within the study area are occupied. **Table 6** summarizes occupancies by hour of day and parked vehicles versus empty spaces. **Figure C** (page 11) illustrates occupancies for each hour of the ten-hour survey

day for the combined supply. A detailed table of each of the 38 off-street lots, with its specific peak hour is provided in **Attachment B** at the end of this document.

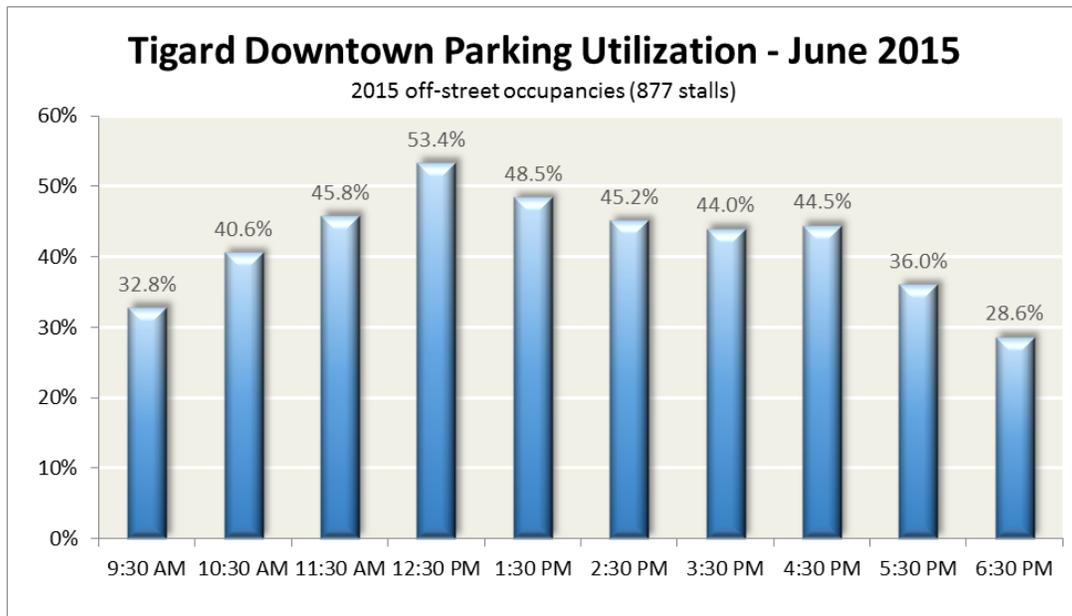
Table 6
Combined Off-street Supply: Occupancy by Hour of Day – Vehicles Parked versus Empty Stalls

Off-street	9 - 10 AM	10 - 11 AM	11 - 12 PM	12 - 1 PM	1 - 2 PM	2 - 3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
Vehicles Parked	288	356	402	468	425	396	386	390	316	251
Percentage Occupied	32.8%	40.6%	45.8%	53.4%	48.5%	45.2%	44.0%	44.5%	36.0%	28.6%
Empty Stalls	589	521	475	409	452	481	491	487	561	626

Key findings include:

- The combined supply performs similarly to the on-street supply.
- There is a one hour spike between noon and 1:00 PM.
- Occupancies in the hour preceding and immediately after the peak are much lower.
- Parking in all hours after the peak does not exceed 49%, dropping rapidly beginning at 5:00 PM.
- At the peak hour, 468 vehicles are parked, leaving 409 stalls empty.
- Individual lots maintain higher peak occupancies (see **Attachment B**), though many of those lots are smaller sized lots (e.g., Lots 2, 13, 15, and 17). Larger lots (excluding the TriMet Park & Ride Lot 28) are underutilized at the peak hour (e.g., Lots 5, 21, 32, 34, 35, 37 & 38).
- The initial data for the off-street system indicates that there is a significant supply of stalls that are unused throughout the day.

Figure C



D. Nodal Analysis: Area of Highest Occupancy

When evaluating the combined system in the larger study area, constraints in localized areas can often be understated. An evaluation of the peak hour heat map illustration located in **Attachment A** indicates that there is a clear divide between areas denoted in red (constrained) and those denoted in green (low occupancies). To this end, a “nodal analysis” was conducted for parking located in the parking area outlined in **Figure D**. The supply located in this area totals 255 stalls; with 38 located on street and 217 located in 12 off-street parking facilities. This is summarized in **Table 7**.

Table 7
Area of Highest Occupancy: Inventory Summary

Stalls by Type	All	% of Total
0.25 Hr	1	2.6%
2.0 Hrs	14	36.8%
No Limit	23	60.5%
Sub-Total: On-street Stalls	38	100%
Sub-Total: Off-Street Stalls	217	100%
Total Supply Surveyed	255	100.0%

Figure D
Nodal Analysis: Area of Highest Occupancy (Main Street between Burnham and Rail)

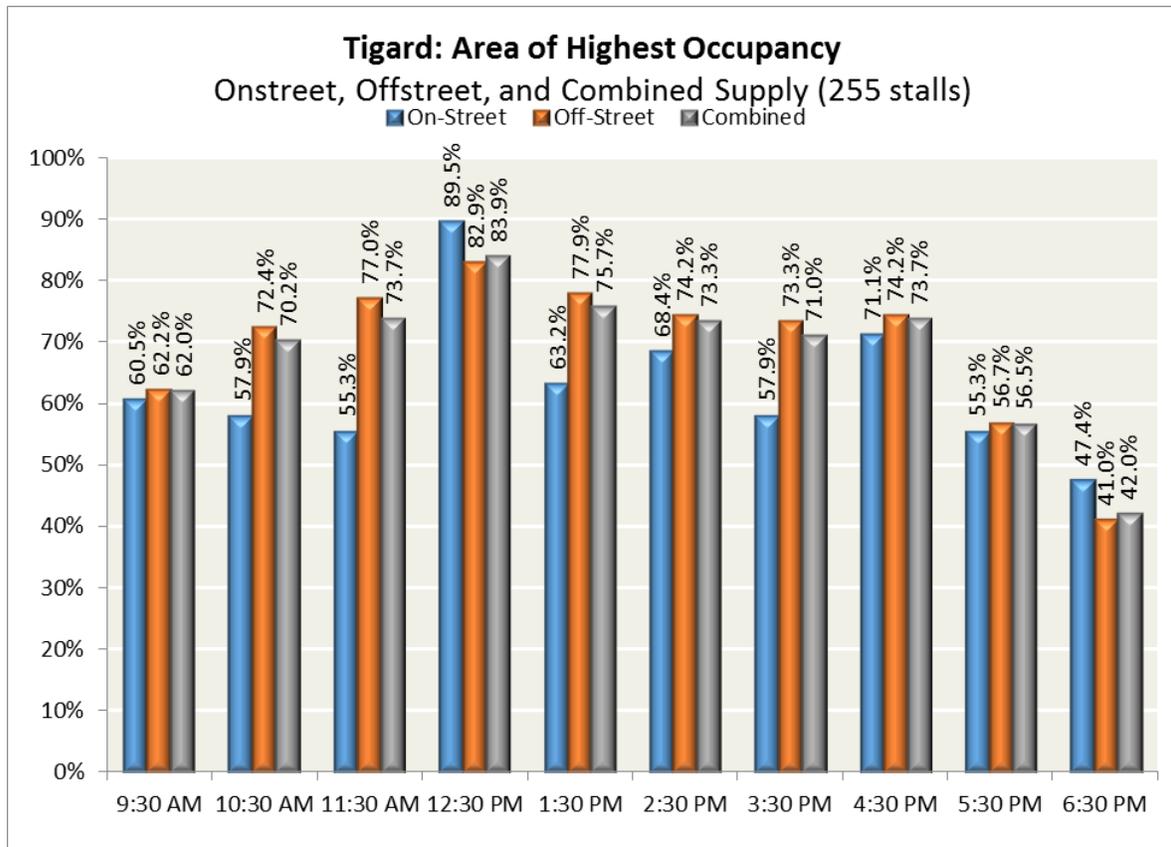


As **Figure D** illustrates, six of 12 lots have peak hour occupancies of 85% or more. On-street parking is also constrained on SW Burnham Street and along the majority of SW Main Street. As **Figure E** indicates, the peak hour for parking in this node reaches 83.9% between noon and 1:00 PM for the combined supply. During this hour, the on-street supply (38 stalls) reaches 89.5% and the off-street supply reaches 82.9%. Overall, parking in this area is constrained during this peak hour.

As was demonstrated in the analysis of the larger study area, parking in this node is generally constrained for about an hour. During the hour following the peak (1:00 – 2:00 PM), the on-street supply drops significantly from 89.5% to 63.2%, gradually working back to 71.1% between 4:00 and 5:00 PM. The off-street supply drops in the hour following the peak from 82.9% to 77.9%; then staying in the mid 70% range until 5:00 PM. After 5:00 PM, both the on and off-street supplies drop rapidly.

What the nodal analysis does provide us is insight into how the south end of downtown performs as contrasted to the north end. Parking in this area is constrained; at least for the one hour period between noon and 1:00 PM. Efforts to move employees currently parking in the node to other areas/lots where abundant parking is available should be explored to ensure that customer access is maintained.

Figure E
Combined Parking Supply: Summary of Hourly Utilization



E. Analysis: Areas North and South of the Railroad

Data was sorted to provide a summary of parking performance for each of the areas that lie to north and south of the railroad. **Tables 8** and **9** summarize the inventory break out for these two areas.

Parking in these two areas is about evenly distributed, with the north inventory totaling 52.8% of all downtown parking (530 stalls) and the south 47.2% (473 stalls). The distribution of on-street stalls is different, with all stalls in the north area being comprised of 2-Hour stalls (54 total); the south area having a more diverse mix of 15-minute (2 stalls), 2-Hour stalls (38 stalls) and No-Limit stalls (32 stalls). Based on the inventory, the north area on-street system is more focused on customer stalls. Both areas have over 400 off-street stalls located on 16 sites (476 stalls) in the north area and 22 sites (401 stalls) in the south area.

Table 8
2015 Tigard Downtown Parking Inventory – North of Railroad

Stalls by Type	All	% of Total
2.0 Hrs	54	100.0%
On-Street Parking Total	54	10.2%
Off-Street Parking Stalls (16 sites)	476	89.8%
Total Supply Surveyed (North) % of Actual Total Stalls (1,003)	530	52.8%

Table 9
2015 Tigard Downtown Parking Inventory – South of Railroad

Stalls by Type	All	% of Total
0.25 Hr	2	2.8%
2.0 Hrs	38	52.8%
No Limit	32	44.4%
On-Street Parking Total	72	15.2%
Off-Street Parking Stalls (22 sites)	401	84.8%
Total Supply Surveyed (South) % of Actual Total Stalls (1,003)	473	47.2%

As the nodal analysis of the area of highest occupancy intimates, the south end of the downtown operates at a higher level of occupancy than the north. **Figures F and G** (next page) provide hour by hour summaries of occupancy in each area for on-street, off-street and combined parking systems.

Occupancies: North Area

The highest combined occupancy achieved in the north area is less than forty percent, which is true for both the on-street system (37%) and off-street (36.3%). The peak occurs between noon and 1:00 PM. Interestingly, other than the peak hour, on-street parking in the north area never exceeds 15% in any other surveyed hour of the day. The off-street system does not see as significant occupancy drops in the hours preceding or following the peak, but remain underutilized in every hour of the survey day.

Figure F
North Area: Summary of Hourly Utilization

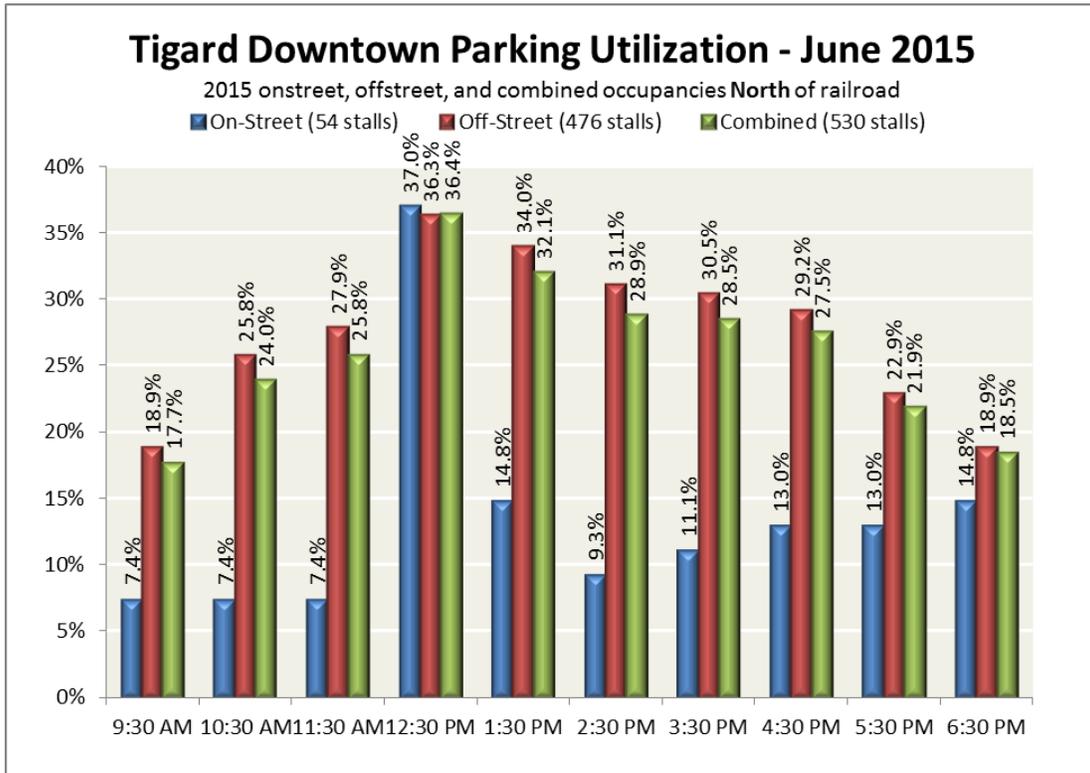
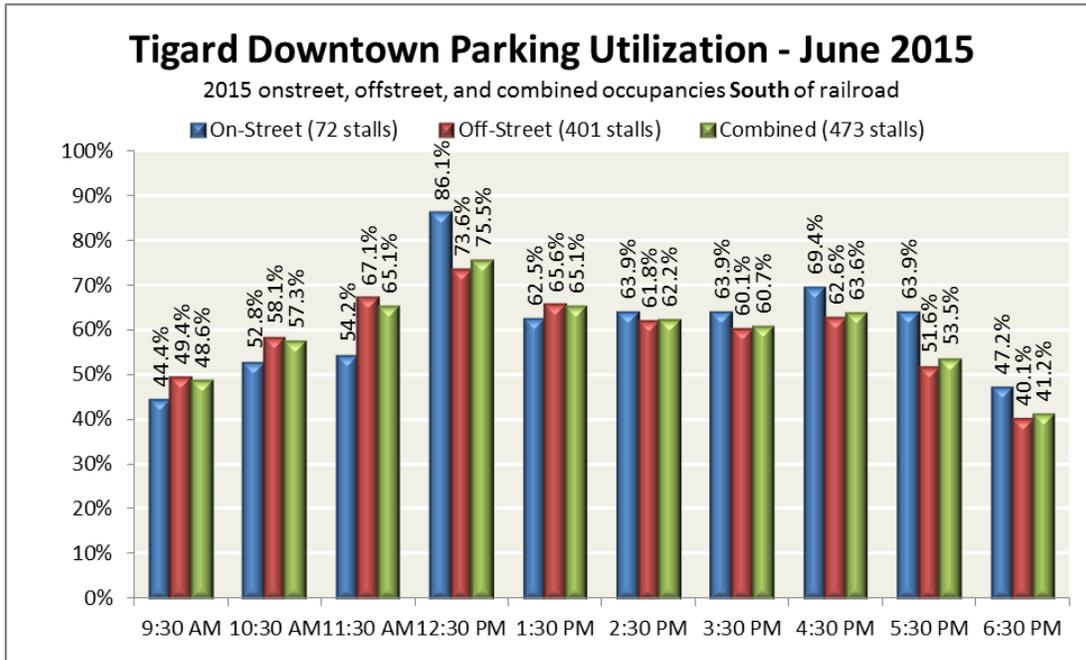


Figure G
South Area: Summary of Hourly Utilization



Occupancies: South Area

The highest combined occupancy achieved in the south area is 75.5%. The peak hour occurs between noon and 1:00 PM. At the peak hour, the on-street system reaches 86.1%, which indicates a constrained supply. In the same hour, off-street parking reaches 73.6%, which is robust and (when combined with the on-street supply) likely creates a situation that users find congested. As with the larger study area, the peak hour is short-lived. Occupancies drop significantly in the hours following the peak, averaging in the mid-60% range for the remainder of the day.

VII. COMPARISON 2010 TO 2015

In 2010, DKS & Associates conducted parking counts within the same study area as were recently completed in June 2015. The following tables provide comparative summaries by hour of occupancy levels by survey year.⁷

⁷ Hourly occupancy totals on the DKS data graphs were not labeled. RWC estimated to the best of our abilities hourly occupancies. DKS's graphs were of high quality and we believe our estimates are accurate for purposes of comparing the two different survey years.

A. On-street: All Stalls

In 2015 use of the on-street system is up in all but one surveyed hour when compared to data derived from the 2010 downtown parking study. At the peak hour (noon – 1:00 PM) use is up 10.1 percentage points. This is summarized in **Table 10**.

Table 10
2010 to 2015 Comparison: On-street (All Stalls)

On-Street	9 - 10 AM	10 - 11 AM	11 AM - Noon	12- 1 PM	1 - 2 PM	2 -3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	22%	27%	39%	55%	41%	29%	27%	32%	35%	N/A
2015 Occupancies	28.6%	33.3%	34.1%	65.1%	42.1%	40.5%	41.3%	45.2%	42.1%	33.3%
Change + or <->	6.6%	6.3%	<4.9%>	10.1%	1.1%	11.5%	13.3%	13.2%	7.1%	N/A

B. Off-street: All Stalls

In 2015 use of the off-street system is up in all surveyed hours when compared to data derived from the 2010 downtown parking study. At the peak hour (noon – 1:00 PM) use is up 12.4 percentage points. This is summarized in **Table 11**.

Table 11
2010 to 2015 Comparison: Off-street (All Stalls)

Off-street	9 - 10 AM	10 - 11 AM	11 - 12 PM	12 - 1 PM	1 - 2 PM	2 - 3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	25%	30%	34%	41%	39%	33%	30%	28%	21%	N/A
2015 Occupancies	32.8%	40.6%	45.8%	53.4%	48.5%	45.2%	44.0%	44.5%	36.0%	28.6%
Change + or <->	7.8%	10.6%	11.8%	12.4%	9.5%	12.2%	14%	16.5%	15%	N/A

C: On-street: North of Railroad

In 2015 use of the on-street system in the north area is down in all surveyed hours when compared to data derived from the 2010 downtown parking study. At the peak hour (noon – 1:00 PM) use is down 5 percentage points. This is summarized in **Table 12**.

Table 12
2010 to 2015 Comparison: On-street (North of Railroad)

On-Street	9 - 10 AM	10 - 11 AM	11 AM - Noon	12- 1 PM	1 - 2 PM	2 -3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	11%	12%	15%	42%	27%	15%	15%	15%	19%	N/A
2015 Occupancies	7.4%	7.4%	7.4%	37%	14.8%	9.3%	11.1%	13%	13%	14.8%
Change + or <->	<3.6%>	<4.6%>	<4.9%>	<5.0%>	<12.2%>	<5.7%>	<4.9%>	<2.0%>	<6.0%>	N/A

D: Off-street: North of Railroad

In 2015 use of the off-street system in the north area is up in seven of the nine comparative hours when contrasted with 2010. At the peak hour (noon – 1:00 PM) use is up 3.3 percentage points. This is summarized in **Table 13**.

Table 13
2010 to 2015 Comparison: Off-street (North of Railroad)

Off-street	9 - 10 AM	10 - 11 AM	11 - 12 PM	12 - 1 PM	1 - 2 PM	2 - 3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	20%	25%	30%	33%	32%	30%	22%	23%	20%	N/A
2015 Occupancies	18.9%	25.8%	27.9%	36.3%	34%	31.1%	30.5%	29.2%	22.9%	18.9%
Change + or <->	<1.1%>	0.8%	<2.1%>	3.3%	2.0%	1.1%	8.5%	1.2%	22.9%	N/A

E: On-street: South of Railroad

In 2015 use of the on-street system in the south area is up in all nine comparative hours when contrasted to 2010. At the peak hour (noon – 1:00 PM) use is up 21.1 percentage points. All hours show significant growth. This is summarized in **Table 14**.

Table 14
2010 to 2015 Comparison: On-street (South of Railroad)

On-Street	9 - 10 AM	10 - 11 AM	11 AM - Noon	12- 1 PM	1 - 2 PM	2 -3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	30%	35%	52%	65%	49%	35%	32%	42%	48%	N/A
2015 Occupancies	44.4%	52.8%	54.2%	86.1%	62.5%	63.9%	63.9%	69.4%	63.9%	47.2%
Change + or <->	14.4%	17.8%	2.2%	21.1%	13.5%	28.9%	31.9%	27.4%	15.9%	N/A

D: Off-street: South of Railroad

In 2015 use of the off-street system in the south area is up significantly in all nine comparative hours when contrasted to 2010. At the peak hour (noon – 1:00 PM) use is up significantly by 21.6% percentage points. All survey hours show significant growth. This is summarized in **Table 15**.

Table 15
2010 to 2015 Comparison: Off-street (South of Railroad)

Off-street	9 - 10 AM	10 - 11 AM	11 - 12 PM	12 - 1 PM	1 - 2 PM	2 - 3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
2010 Occupancies	33%	39%	43%	52%	46%	40%	42%	33%	29%	N/A
2015 Occupancies	49.4%	58.1%	67.1%	73.6%	65.6%	61.8%	60.1%	62.6%	51.6%	40.1%
Change + or <->	16.4%	18.1%	24.1%	21.6%	19.6%	21.8%	18.1%	29.6%	22.6%	N/A

VIII. SUPPLEMENTAL STUDY AREA

Subsequent to the June 4, 2015 data collection effort summarized in Sections I – VII above, the City asked that Rick Williams Consulting gather data in a small study area located just to the south and west of the downtown study zone. This area is illustrated in **Figure H** and, for purposes of this analysis is called the Burnham Study area.

Figure H
Supplemental Data Collection: Burnham Study Area



A. Inventory (Supplemental Burnham Study Area)

The supplemental area is comprised of nine off-street parking sites and 15 on-street parking stalls located on SW Burnham Street. In addition, the 2HR Public Parking Lot (site 23/24 in Table 2, page 5) was reevaluated with license plate data to assess users. The entire inventory associated with the supplemental study area is summarized in **Tables 16** and **17** below. Each off-street lot is assigned a lot number, lot descriptor and stall total to remain consistent with the larger downtown study method for data collection (**Table 17**).

Overall, a total of 187 stalls were sampled; 15 on-street and 172 off-street in 10 lots.

**Table 16
Burnham Study Area: Inventory of Stalls**

Stalls by Type	All	% of Total
No Limit (on Burnham Street)	15	100.0%
On-Street Parking Stalls	15	8.0%
Off-Street Parking Stalls (10 sites)	172	92.0%
Total Supply Surveyed	187	100.0%

**Table 17
Burnham Study Area: Inventory of Stalls**

Lot Number	Lot Descriptor	All	% of Total
23/24	2 HR Public Parking (Burnham Lot)	20	11.6%
39	Stevens Marine	8	4.7%
40	Ferguson	12	7.0%
41	B & B Print Source	9	5.2%
42	Mannings Auto	14	8.1%
43	Henderson Auto	41	23.8%
44	Wyatt Fire Protection	9	5.2%
45	Tigard Vision Center (Visitor/Front Lot)	22	12.8%
46	Tigard Vision Center (Employee/Back Lot)	27	15.7%
47	Scott Hookland LLP	10	5.8%
	Total Off-Street Parking Stalls (10 sites)	172	100.0%

B. Methodology

The Burnham Study Area was surveyed on Wednesday, July 8, 2015. The survey was conducted in four hourly counts taken between 11:30 AM and 2:30 PM. The hourly time increments were correlated to the larger Downtown study to assure that the peak hour for the downtown study zone was captured in the supplemental data update. The peak hour for the downtown was found to occur between noon and 1:00 PM (12:30PM).

Occupancy counts were taken each hour over the four hour study period in all off-street lots. License plate data was collected each hour for all on-street parking on SW Burnham Street and in Lot 23/24, the Burnham Public Parking Lot where parking is limited to 2 hours.

C. Findings: Occupancy

Figure I summarizes peak occupancies for the on-street, off-street and combined study inventory. As the table indicates, combined occupancies are low, reaching 56.1% at 2:30 PM. On-street occupancies peak at 73.3% at 12:30 PM and 2:30 PM. Overall off-street occupancies are just over 50%, reaching a peak of 54.7% at 2:30 PM. **Figure J** (page 22) provides a “heat map” illustration of parking activity at the peak hour.

Figure I
Burnham Study Area – Supplemental Data Collection

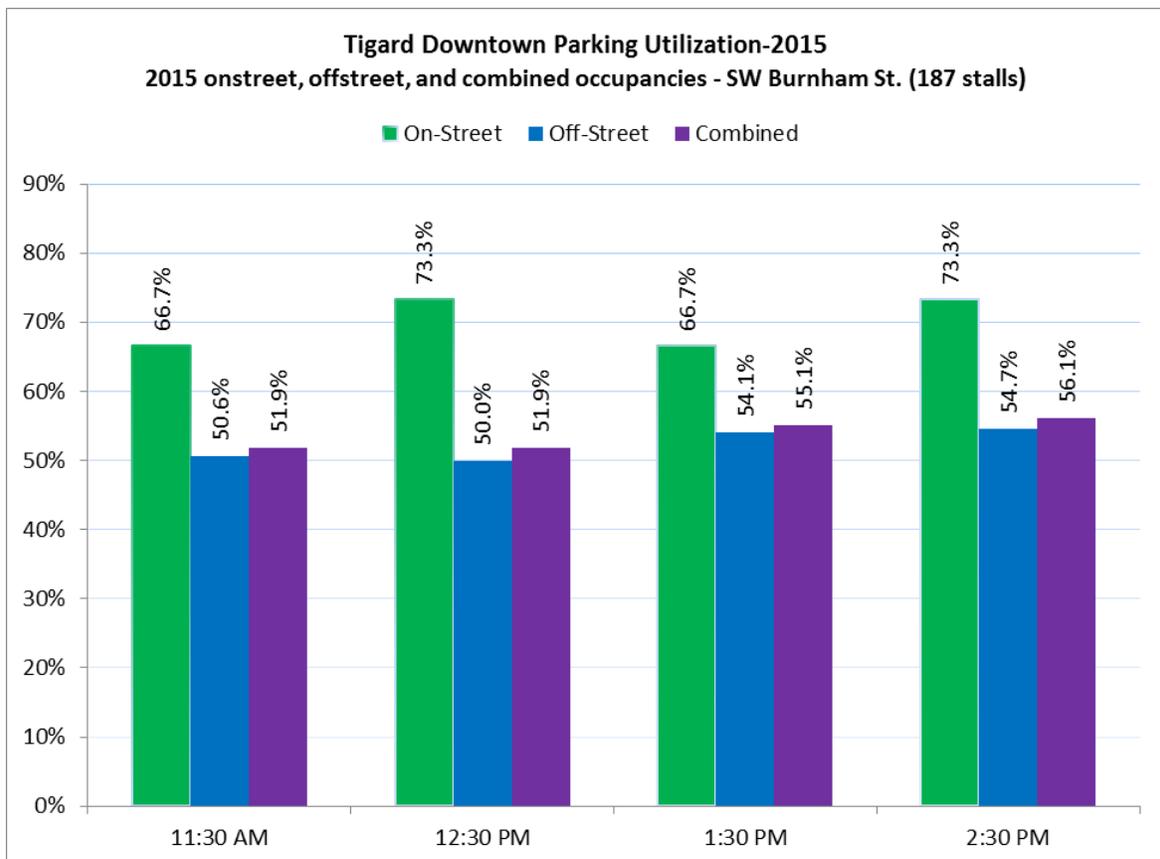


Figure J
Burnham Study Area – Peak Hour Occupancies (Heat Map)



Table 18 provides a lot by lot summary of peak hour use in the off-street supply within the Burnham Study Area. As the table indicates, lot use varies but there are no parking “constraints” off-street, with the exception of Lot 23/24, which is at 90% occupied and intended for short-term customer use.

These findings suggest that on-street parking in the study zone is operating moderately throughout the day, but the use of parking in off-street lots is low to moderate.

Table 18
Burnham Study Area – Occupancy and Peak Hour by Lot

Lot Number	Lot Descriptor	Total Stalls	Specific Site Peak Hour Occupancy	Peak Hour	# of Stalls Available at Peak
23/24	2hr Public Parking	20	90.0%	12:00 – 3:00 PM	2
39	Stevens Marine	8	62.5%	2:00 – 3:00 PM	3
40	Ferguson	12	50.0%	11:00 AM – 12:00 PM 1:00 – 3:00 PM	6
41	B & B Print Source	9	55.6%	1:00 – 2:00 PM	4
42	Mannings Auto	14	42.9%	11:00 AM – 12:00 PM 1:00 – 3:00 PM	8
43	Henderson Auto	41	80.5%	2:00 – 3:00 PM	8
44	Wyatt Fire Protection	9	44.4%	11:00 AM – 2:00 PM	5
45	Tigard Vision Center (Visitor/Front Lot)	22	13.6%	11:00 AM – 12:00 PM	19
46	Tigard Vision Center (Employee/Back Lot)	27	70.4%	1:00 – 3:00 PM	8
47	Scott Hookland LLP	10	10.0%	11:00 AM – 2:00 PM	9
<i>TOTAL – Combined Lots</i>		<i>172</i>	<i>54.7%</i>	<i>12:00 – 1:00 PM</i>	<i>78</i>

D. Findings: Utilization of Short-term Supply

On-street

As stated earlier, there are 15 on-street spaces located on SW Burnham Street in the supplemental study zone. All stalls are No Limit, which allows unlimited time stays. At the peak hour, 73.3% of these stalls are occupied (11), leaving 4 stalls empty.

Based on license plate data, it is clear that the majority of users are likely employees as unique license plate numbers were recorded in all hours of the survey parked in a single stall. **Table 19** (next page) illustrates this. For instance, stall numbers 6, 7, 8, 11, 13, 14 and 15 were fully parked by single vehicles over the course of the four hour survey. Stalls 2, 3, 5, 9 and 10 had cars returning to the street that were recorded earlier in the day or in another stall on the same street.

Overall, it appears that vehicles parked on SW Burnham Street are employees. If additional short-term parking for the larger downtown is desired, the City should consider time-limiting this section of SW Burnham to 2 HR signed parking.

Table 19
Burnham Study Area - License Plate Data on SW Burnham Street⁸

Stall #	Side of Street	11:30 AM	12:30 PM	1:30 PM	2:30 PM
1	West				
2	West		377HC		377HC
3	West	438FW	438FW		
4	West				
5	West	718DV	718DV	438FW	438FW
6	West	95440	95440	95440	95440
7	West	WWV2	WWV2	WWV2	WWV2
8	West	AKD18	AKD18	AKD18	AKD18
9	West	970GC	970GC	718DV	718DV
10	West			970GC	970GC
11	East	038EY	038EY	038EY	038EY
12	East				
13	East	189DK	189DK	189DK	189DK
14	East	O6283	O6283	O6283	O6283
15	East	255HE	255HE	255HE	255HE

Off-Street (Lot 23/24 Public 2 HR Lot)

A similar trend is in place at the City’s 2HR Public Parking Lot on SW Burnham Street (Lot 23/24). License plate data was collected over the four hour survey period in each stall in this lot. There were a total of 20 stalls on the lot. The posted time stay in 2 hours.

Table 20 summarizes the license plate data from Lot 23/24. It is clear that single vehicles are monopolizing the lot for long periods of the day. Only two stalls (# 19 and #20) showed use by more than one user throughout the data collection period. The handicap and EV stalls were not used during the data collection period.

As with parking on Burnham Street, it appears that this parking area is being predominantly by employees. The City may want to consider increasing enforcement at this lot to move long-term users to other (private) off-street parking facilities.

⁸ During the study, complete license plate numbers were recorded. To assure the anonymity of the parked vehicles, only partial plate numbers are displayed in **Tables 19 & 20**.

Table 20
Burnham Study Area - License Plate Data on Lot 23/24 (2 HR Public Parking)

Stall #	Stall Type	11:30 AM	12:30 PM	1:30 PM	2:30 PM
1	2.0	APZ549	APZ549	APZ549	APZ549
2	2.0	866GQ	866GQ	866GQ	866GQ
3	2.0	966DC	966DC	966DC	966DC
4	Handicap				
5	2.0		369DS	369DS	369DS
6	2.0	ZQX92	ZQX92	ZQX92	ZQX92
7	2.0	627FY	627FY	627FY	627FY
8	2.0	ASN183	ASN183	ASN183	ASN183
9	2.0	832EW	832EW	832EW	832EW
10	2.0	936FY	936FY	936FY	936FY
11	2.0	961FD	961FD	961FD	961FD
12	EV				
13	2.0	4671	4671	4671	4671
14	2.0	WQX05	WQX05	WQX05	WQX05
15	2.0	815DB	815DB	815DB	815DB
16	2.0	XEA65	XEA65	XEA65	XEA65
17	2.0	BRL17	BRL17	BRL17	BRL17
18	2.0	409EG	409EG	409EG	409EG
19	2.0	010HC	010HC	330HM	330HM
20	2.0	330HM	MCHD	MCHD	MCHD

IX. SUMMARY

On-street

Tigard’s downtown on-street supply totals just 126 stalls. At the peak hour (noon – 1:00 PM) 65.1% of these stalls are occupied, leaving 44 stalls empty and available. The peak hour lasts for about an hour, with occupancies dropping significantly in succeeding hours. In the smaller “nodal area” south of the railroad tracks (38 stalls), occupancies are much higher, reaching a constrained level of 89.5% in the peak hour. This pattern is replicated between the larger north and south areas separated by the railroad tracks (a peak hour of 86.1%), with the south area operating at about double the occupancy contrasted to the north area. However, as with the larger on-street supply, the peak lasts for an hour and occupancies drop to unconstrained levels in all succeeding hours. This is not to downplay the constraint in these south areas but rather to encourage exploration of opportunities to move users (particularly employees) to areas outside of this “node” where parking appears to be plentiful, especially off-street. This could quickly mitigate the constraint in this node.

Also, on-street parking is turning over at an efficient rate (5.0) which is supportive of ground level business. The 2-Hour time limit is very workable given that the average stay at a 2-hour stall is 1 hour/50 minutes. Time stay violations are high by industry standards (10.7%) but increased enforcement does not seem warranted at this time given the lower overall occupancies. Two block faces tend to have the most violators of posted time stays and the vehicles violating these time stays appear to be employees (see **Table 5**, page 10). A better approach would be to consider decreasing the number of No Limit stalls and finding off-street space for employees who might be parking on-street and/or in the high occupancy node.

Off-street

Overall, the off-street supply (as a combined system) is underutilized. Peak hour occupancy for the off-street supply reaches 53.4% between noon and 1:00 PM. At the peak hour, there are 404 empty off-street stalls in the study zone. The ability to capture these unused stalls more effectively to manage parking access for all users (visitors and employees) presents a challenge and significant opportunity. Trends between occupancies in the north and south areas of the downtown parallel those for the on-street system, with much higher utilizations in the south area.

The challenge for the off-street system is that the vast majority of these stalls are in private ownership, which means working toward shared use agreements with owners of lots with stall capacity is a necessary first step. The summary of each lot's occupancy and stall capacity (**Attachment B**) can serve as a discussion piece to identify potential stall availability and initiate discussion between downtown stakeholders.

The opportunity of course is that the stalls are already built and could become available quickly through shared partnerships. At 404 stalls, this supply actually equals a virtual parking garage. The same 404 stalls in a garage would cost in the range of \$14 million to construct. Using portions of this supply as a shared resource for parking would create significant efficiencies and cost benefits to the downtown community.

2010 vs 2015

Overall use of downtown's on and off-street systems has grown between 2010 and 2015. The growth in the on- and off-street system, for all stalls is 10.1 and 12.4 percentage points respectively. Significantly higher occupancy growth has occurred in the area south of the railroad, with the on- and off-street systems up 21.1 and 21.6 percentage points respectively. The north area has shown moderate growth in the off-street system since 2010, but on-street occupancies have fallen in every surveyed hour since the 2010 study.

Supplemental Data Collection (Burnham Study Area)

Off-street parking in the supplemental data collection area (Burnham Study Area) is only moderately used. At the peak hour, approximately 78 off-street stalls are empty. As with findings in the larger downtown study area, these stalls are on private properties and may not be “available” unless shared use arrangements were made to allow other users to access them.

On-street parking on SW Burnham is currently No Limit parking. License plate data indicates that the parking is being used predominantly by employees. There is little turnover on this segment of SW Burnham. Moving forward the City may want to consider time limiting these 15 stalls to better meet customer need.

License plate data at the 2HR Public Lot (Lot 23/24) is almost completely dominated by employee users. Only two stalls showed any turnover during the four hour data collection period. The City should consider increased enforcement of this lot to ensure that its short-term user intent is honored.

**ATTACHMENT A
PEAK HOUR HEAT MAP (NOON – 1 PM)**



Tigard, Oregon
Downtown On-Street and Off-Street
Parking Occupancies
12:00 - 1:00 PM
Peak Hour

- | | | | |
|--|------------|--|-----------|
| | > 85% | | > 85% |
| | 84% - 70% | | 84% - 70% |
| | 69% - 55% | | 69% - 55% |
| | < 55% | | < 55% |
| | No Parking | | < 55% |

Study Area Boundary

June 2015

0 95 190 380 570 760 Feet

RICK WILLIAMS CONSULTING
Parking & Transportation

**ATTACHMENT B
LOT BY LOT OCCUPANCIES AND PEAK HOUR**

Lot Number	Lot Descriptor	Total Stalls	Specific Site Peak Hour Occupancy	Peak Hour	# of Stalls Available at Peak
1	Tigard Cleaners	9	22.2%	9:00 – 1:00 PM 4:00 – 5:00 PM	7
2	Car Quest	6	83.3%	11:00 AM – 1:00 PM	1
3	Smoke Shop/12215 SW Main	16	18.8%	5:00 – 6:00 PM	13
4	Main Street Stamp & Stationery	12	33.3%	12:00 – 2:00 PM	8
5	State Farm Insurance, Orient Pearl, PC Repair	26	30.8%	12:00 – 1:00 PM	18
6	Private Parking	9	22.2%	9:00 – 10:00 AM	7
7	Symposium/Public Lot (2 HR parking)	15	86.7%	10:00 – 11:00 AM 4:00 – 5:00 PM	2
8	Attorney Office	5	80.0%	12:00 – 6:00 PM	1
9	Tigard Chiropractic	9	44.4%	10:00 – 11:00 AM 4:00 – 5:00 PM	5
10	Sherrie's Jewelry Box	6	66.7%	11:00 AM – 1:00 PM	2
11	Office	9	44.4%	3:00 – 4:00 PM	5
12	Tyler's Automotive/Kiss Car Wash	16	93.8%	11:00 AM – 12:00 PM	1
13	Parking behind Tigard Cleaners/Keppler's	14	100.0%	9:00 AM – 7:00 PM	0
14	Oregon Drive Axle	12	58.3%	10:00 AM – 5:00 PM	5
15	Aves Laboratory	5	100.0%	9:00AM – 12:00 PM	0
16	Wei Li Acupuncture Clinic	11	27.3%	2:00 – 3:00 PM	8
17	Karate on Main (Front lot)	5	100.0%	5:00 – 6:00 PM	0
18	12564 SW Main/Diamond (Back lot)	7	71.4%	4:00 – 6:00 PM	2
19	12564 SW Main/Diamond Gravel Lot	36	97.2%	12:00 – 1:00 PM	1
20	Max's Fanno Creek Brew Pub	9	100.0%	12:00 – 1:00 PM	0
21	Pacific Paint Supply/Fish Field	67	50.8%	12:00 – 1:00 PM	33
22	Tigard Liquor Store	18	38.9%	12:00 – 1:00 PM 4:00 – 5:00 PM	11
23/24	2 HR Public Parking (Burnham)	20	95.0%	12:00 – 1:00 PM	1
25	Computer Skills/Salon	7	100.0%	11:00 AM – 2:00 PM	0
26	Café Allegro	20	95.0%	12:00 – 1:00 PM	1
27	Tigardville Station Pub & Grill	7	42.9%	4:00 – 5:00 PM	4
28	TriMet Park and Ride	103	94.2%	12:00 – 1:00 PM	6

29	Barber Shop	6	50.0%	10:00 – 11:00 AM	3
30	12260 SW Main – vacant (former Frame Central)	16	31.3%	1:00 – 2:00 PM	11
31	Tigard Transit Center Building	5	40.0%	9:00 – 10:00 AM	3
32	Crown Carpet / Live Laugh Love Glass	39	46.2%	11:00 AM – 12:00 PM	21
33	Post Office	24	79.2%	3:00 – 4:00 PM 5:00 – 6:00 PM	5
34	Bead Bullies/La Fuentes	39	61.5%	2:00 – 3:00 PM	15
35	U.S. Bank	25	56.0%	12:00 – 1:00 PM	11
36	McDonalds	8	62.5%	6:00 – 7:00 PM	3
37	Rite Aid	129	38.8%	4:00 – 5:00 PM	79
38	Value Village	107	33.6%	2:00 – 3:00 PM	71
TOTAL – Combined Lots		877	53.4%	12:00 – 1:00 PM	409

***Tigard Downtown Parking Update
2015 Data Occupancy/Utilization Study***



Presentation to Tigard City Council

Rick Williams

RICK WILLIAMS CONSULTING
Parking & Transportation

— DECEMBER 1, 2015 —

Study Area



Tigard, Oregon
Downtown Study Area

-  Study Area Boundary
-  Off-Street - (XX) Lot Stall Total
-  On-Street - XX Blockface Stall Total

June 2015



RICK WILLIAMS CONSULTING
Parking & Transportation

38 off-street
lots (877
stalls)

126 on-
street stalls

On-Street: Occupancy by Hour of Day - Vehicles Parked versus Empty Stalls (all stalls)



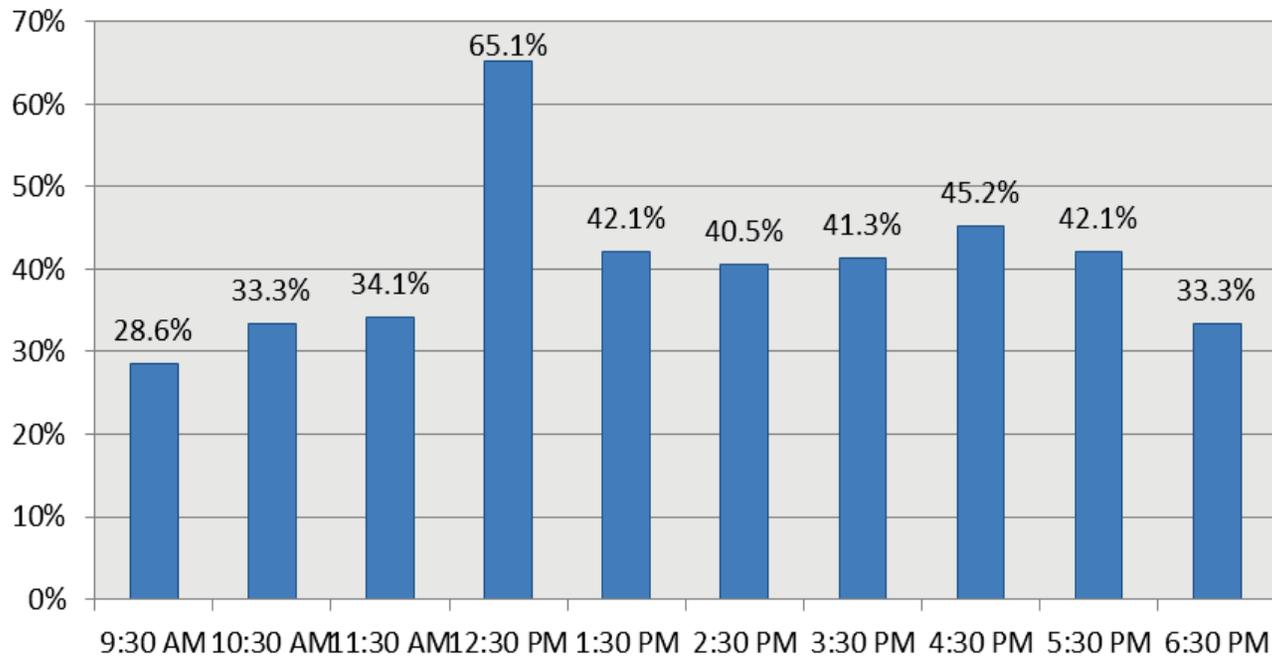
On-Street	9 - 10 AM	10 - 11 AM	11 AM - Noon	12- 1 PM	1 - 2 PM	2 -3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
Vehicles Parked	36	42	43	82	53	51	52	57	53	42
Percentage Occupied	28.6%	33.3%	34.1%	65.1%	42.1%	40.5%	41.3%	45.2%	42.1%	33.3%
Empty Stalls	90	84	83	44	73	75	74	69	73	84

Note: Short peak

On-street Hourly Occupancy



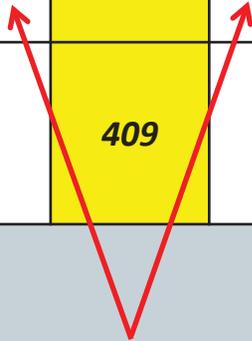
**Tigard: Summary of Hourly Utilization
On-Street (126 stalls)**



Off-street Supply: Occupancy by Hour of Day – Vehicles Parked versus Empty Stalls (all stalls)



Off-street	9 - 10 AM	10 - 11 AM	11 - 12 PM	12 - 1 PM	1 - 2 PM	2 - 3 PM	3 - 4 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM
Vehicles Parked	288	356	402	468	425	396	386	390	316	251
Percentage Occupied	32.8%	40.6%	45.8%	53.4%	48.5%	45.2%	44.0%	44.5%	36.0%	28.6%
Empty Stalls	589	521	475	409	452	481	491	487	561	626

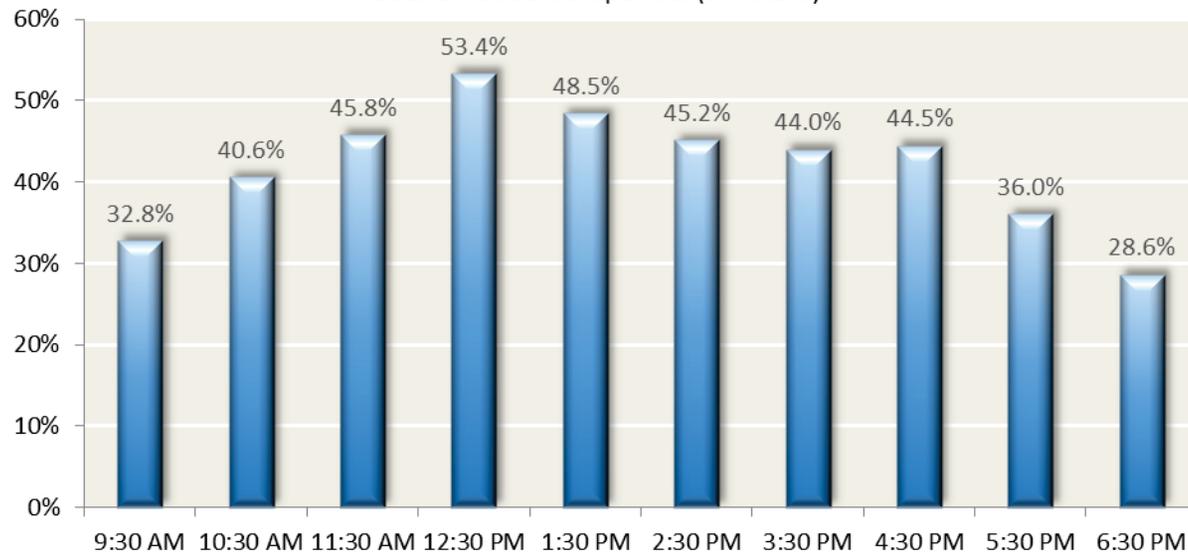


Off-street Hourly Occupancy

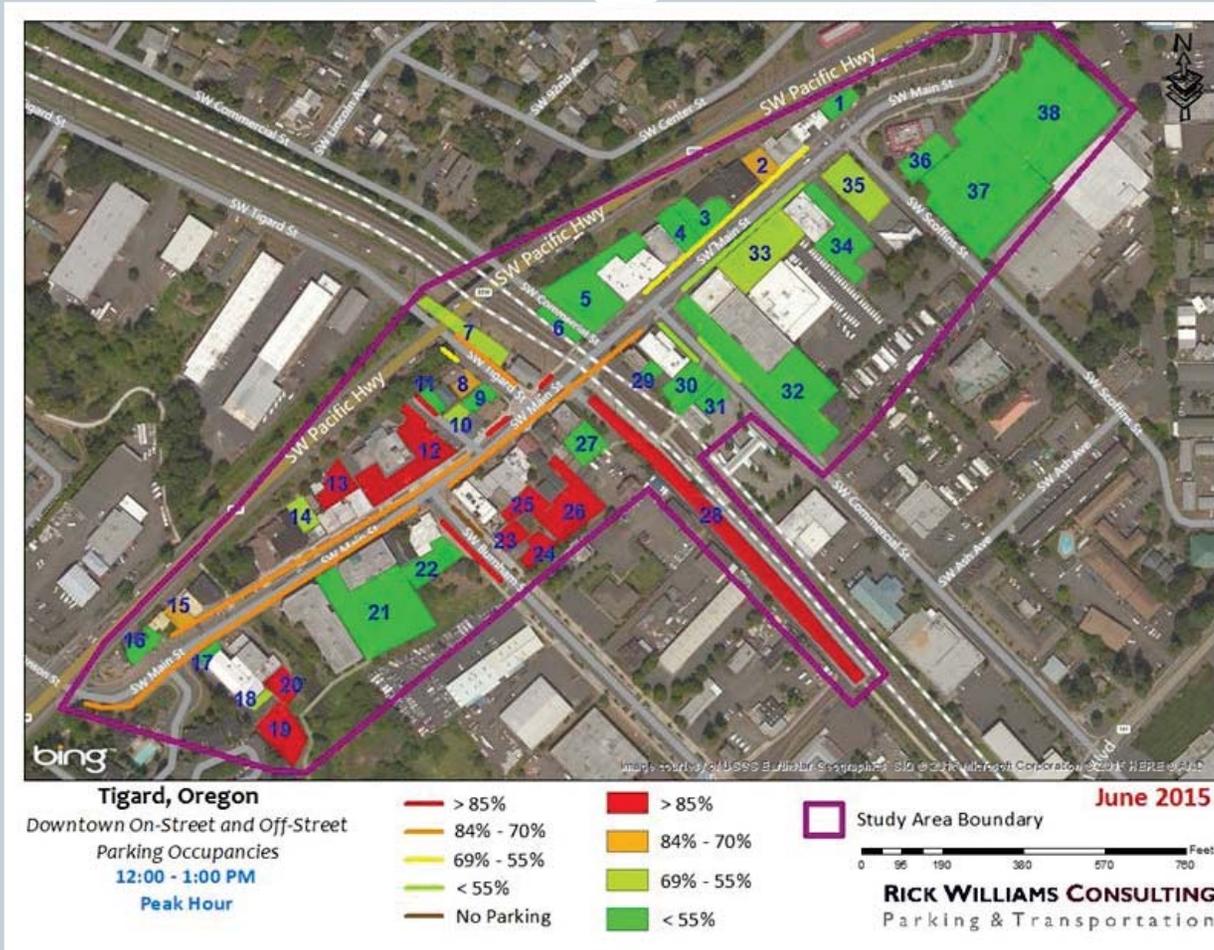


Tigard Downtown Parking Utilization - June 2015

2015 off-street occupancies (877 stalls)



Peak Hour: On/Off-street – North/South



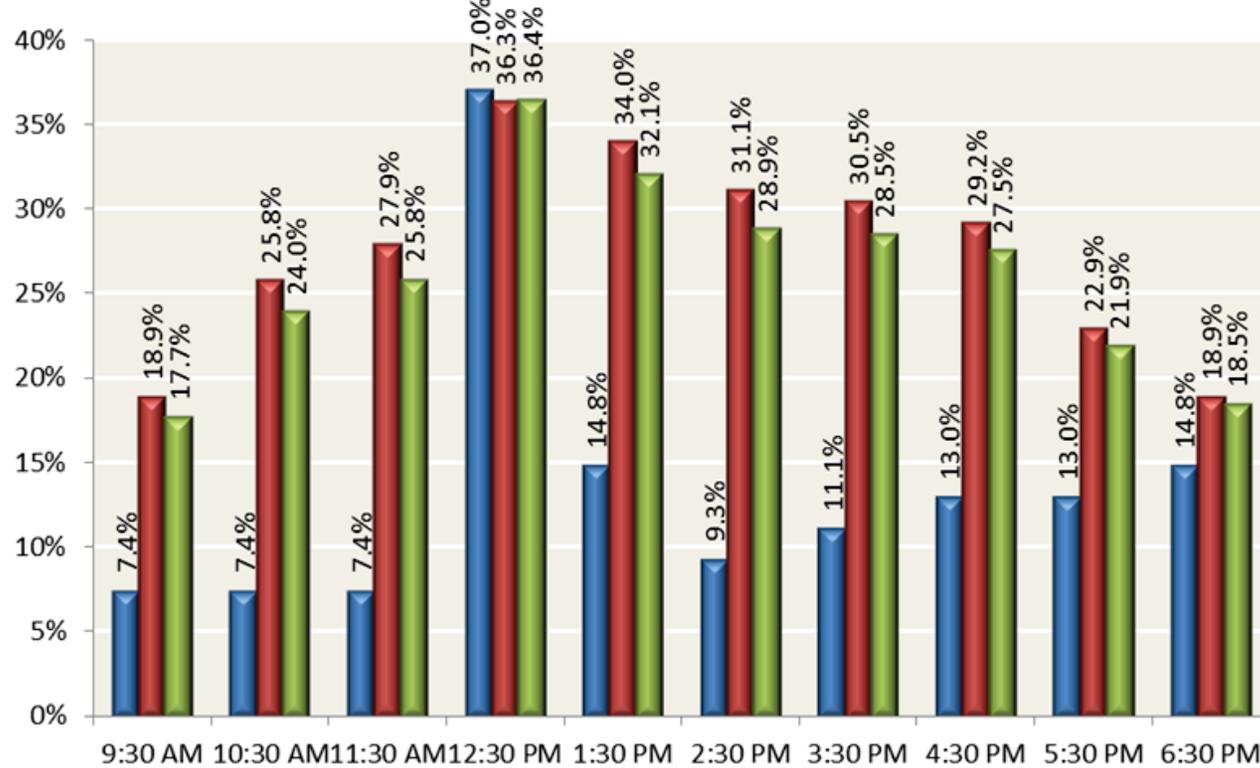
North of Railroad



Tigard Downtown Parking Utilization - June 2015

2015 onstreet, offstreet, and combined occupancies North of railroad

■ On-Street (54 stalls) ■ Off-Street (476 stalls) ■ Combined (530 stalls)



Very low
use on
and off-
street

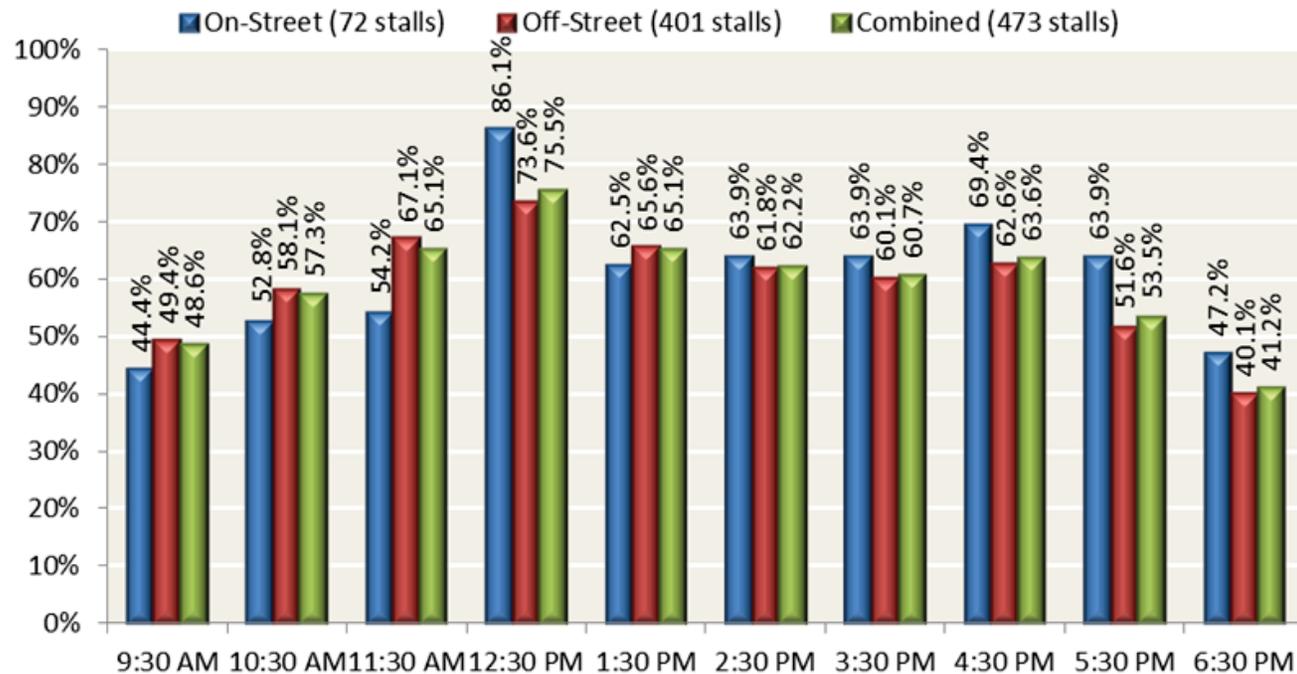
Max 37%

South of Railroad



Tigard Downtown Parking Utilization - June 2015

2015 onstreet, offstreet, and combined occupancies South of railroad



Higher use than North

86% peak on-street for one hour

Off street is moderately used (74% peak hour)

Supplemental Area

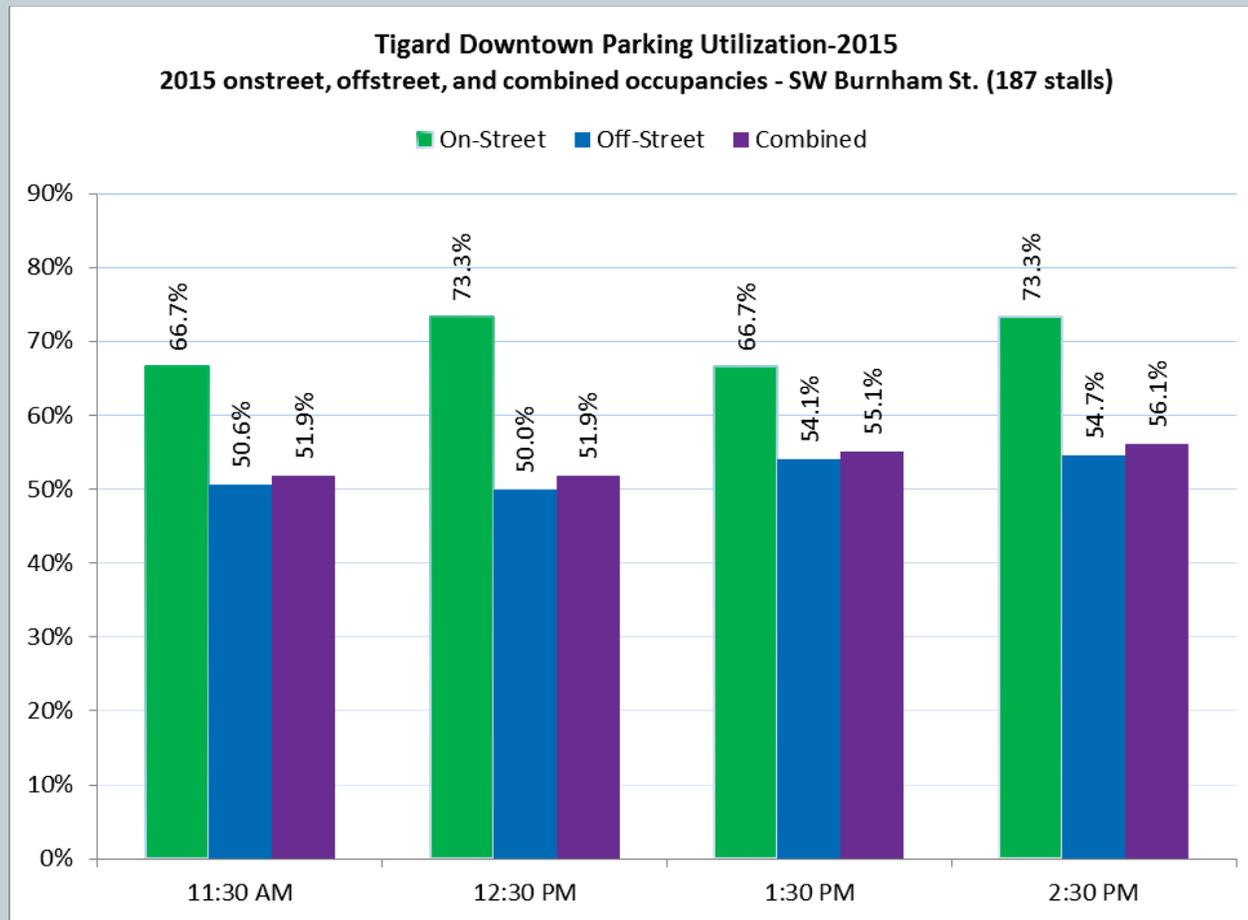


Ten off-
street lots
(172 stalls)

Includes
Burnham
lot

15 on-
street stalls

Supplemental Area



Off-street is under-utilized

56% combined peak hour

18/20 users in Burnham lot are employees

Majority of on-street are employees

Recommendations



- 2 Hour parking on Burnham Street
- Some level of enforcement in Burnham public parking lot (possibly a pay station)
- Encourage shared parking arrangements on private lots (preferably through partnership with TDA)
- Continue to routinely monitor the parking supply

AIS-2133

4.

CCDA Agenda

Meeting Date: 12/01/2015

Length (in minutes): 20 Minutes

Agenda Title: Brownfield Initiative 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

Brownfield Initiative Update

STAFF RECOMMENDATION / ACTION REQUEST

The Board is requested to provide feedback on the project.

KEY FACTS AND INFORMATION SUMMARY

In May 2014, the U.S. Environmental Protection Agency Brownfields program funded the citywide Brownfields Grant proposal for Community-Wide Assessment. Two assessment grants were awarded in the amount of \$400,000: \$200,000 for hazardous substances contamination, and \$200,000 for petroleum contamination. The grant funds are scheduled to be expended by July 6, 2017.

This grant funds the city's Brownfield Initiative. Brownfield redevelopment is necessary for Tigard to become a more livable, walkable and economically resilient community with fewer environmental health risks. The EPA Community-Wide Assessment grant funding will accelerate Tigard's goal of working with business and property owners to clean up occupied, vacant, and/or underutilized brownfields for redevelopment. The city will focus this resource on its downtown urban renewal district, the Vertical Housing Development Zone, the Enterprise Zone, and sites within Tigard's approximately 1,100 acres of employment land (industrial, commercial, and mixed use zones).

On February 10, 2015, the Local Contract Review Board awarded a \$310,000 contract to a consultant team led by Amec Foster Wheeler (the balance of the grant was allocated for environmental assessments on the Saxony Properties prior to their purchase and for partial reimbursement to the city for staff time).

City staff convened a Citizen Engagement Team (CET) for two meetings to provide public input in to the grant funded activities. Eleven members were recruited including representatives of Tigard immigrant communities, Tigard boards and committees (City Center Advisory Commission, Planning Commission, Neighborhood Involvement Committee) and members of the Tualatin Riverkeepers. Their main task was to determine the criteria which were used to prioritize potential brownfield sites within the city. Amec used the economic, environmental, and equity criteria to prioritize the approximately 200 “potential opportunity sites” into a ranked inventory

Extensive communication and community outreach has occurred through the creation of a brownfields page on the city’s website, business visits, and public meetings. A fact sheet was developed and translated into Spanish and Vietnamese.

On July 21, staff and a consultant from Amec held a lunch meeting with bankers, real estate brokers and architects to discuss how the program could benefit their clients who are involved in various aspects of real estate transactions.

Two public meetings were held in October. The October 7 meeting was a general overview of the brownfields program. A panel of guest speakers included representatives of the Oregon Department of Environmental Quality, Washington County Health and Human Services, and 1000 Friends of Oregon. About 25 community members attended. Among the feedback received was that brownfield redevelopment should help achieve goals such as:

- Community centers where diverse community members can gather (i.e. immigrant, refugees, people of color, low income community)
- Affordable housing
- Parks
- Small business development
- Protecting people who live around brownfields

The second meeting on October 28 was tailored more specifically to business and property owners. It focused on the nuts and bolts of accessing grant funding. A panel of guest speakers included an environmental law attorney and representatives of the Oregon Department of Environmental Quality and Business Oregon. There were about 15 attendees. One direct outcome of the meeting was a downtown property owner submitting an application for a Phase I Environmental Site Assessment in support of a potential future redevelopment. The application is currently being reviewed for eligibility by the EPA’s project manager.

Outreach will continue to market the assistance available from the grant funds to Tigard property owners, business owners and the community.

OTHER ALTERNATIVES

Not applicable.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Tigard Comprehensive Plan

Economic Development

Goal 9.1 Develop and maintain a strong, diversified, and sustainable local economy

Goal 9.3 Make Tigard a prosperous and desirable place to live and do business

Tigard Strategic Plan

Goal 2: Ensure development advances the vision

City Council 2015-17 Goals and Milestones

Make Downtown a Place Where People Want to Be

DATES OF PREVIOUS COUNCIL CONSIDERATION

June 2, 2015: Brownfield Initiative Update

February 10, 2015 Local Contract Review Board - Make contract award for Brownfields grant funded services

January 27, 2015 Local Contract Review Board- Consider contract award for Brownfields grant funded services

January 14, 2014 Consider a Resolution Approving an Application for an EPA Brownfields Assessment Grant

Attachments

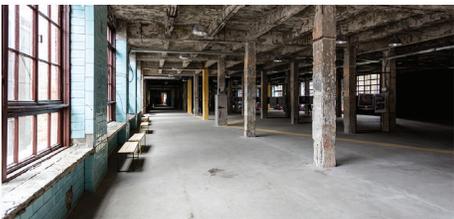
Brownfields Fact Sheet

PowerPoint

City of Tigard Brownfields Initiative



FACT SHEET



Brownfield redevelopment is an important strategy to implement Tigard's vision to be *"the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives."*

The Tigard Brownfields Initiative is a program to identify potentially contaminated sites in the city for development, cleanup and reuse. Brownfields are properties that are underutilized due to the presence or potential presence of contamination that makes reuse of the property more complicated.

Brownfields may make you think of dirty, blighted, abandoned industrial property, but that image is too narrow. Though some brownfields are old industrial sites, others are commercial buildings with little or no obvious environmental contamination. Brownfields could be former service stations, warehouses, abandoned rail rights of way or residential properties.

How can the Tigard Brownfields Initiative assist me?

If contamination is interfering with the property's reuse, an environmental site assessment (ESA) can provide information about the history and current condition of the property to help you make an informed economic investment decision.

The Tigard Brownfields Initiative can potentially provide technical and financial assistance to private businesses and landowners, prospective buyers, community members, and/or community-based and nonprofit organizations. Financial assistance can include assistance with ESAs. Low-interest loans for cleanup of eligible properties may be available through the state of Oregon.

This initiative is funded by a grant from the U.S. Environmental Protection Agency and builds on the work of a previous project funded by a grant from Business Oregon.



City of Tigard

COMMUNITY DEVELOPMENT

13125 SW Hall Blvd., Tigard, OR 97223

www.tigard-or.gov

Sean Farrelly

Redevelopment Project Manager

503-718-2420

sean@tigard-or.gov

What is a brownfield?

Contaminated sites, also known as Brownfields, can harm the environment, contribute to blight and hinder economic development. The Environmental Protection Agency defines brownfields as “abandoned, idled or underused industrial and commercial properties where expansion or redevelopment is complicated by real or perceived environmental contamination.”

What does the Tigard Brownfields Initiative do?

The Tigard Brownfields Initiative provides assistance to qualified private individuals, businesses, and nonprofit organizations to assess and clean up contaminated sites or brownfields.

How long does it take for the process to be completed?

A full environmental assessment can take several months depending on the situation. However it is well worth the investment of your time compared to the risk of buying a site with unknown contamination, or locating contamination on your property after construction has started.

What are the benefits of brownfield redevelopment to Tigard property owners?

In addition to providing benefits to surrounding communities, Tigard property owners that clean up and reuse their brownfield properties may benefit directly by:

- » Realizing an enhanced return from the property by making it more valuable and marketable.
- » Creating goodwill within the community.
- » Reducing the likelihood that contamination from the property will migrate off-site or into the groundwater.
- » Reducing the potential need to address liabilities associated with the property.

A variety of private and public sector guidance and incentives have been developed to encourage brownfield redevelopment. Brownfield redevelopment is seldom easy or risk-free. But if done right, redevelopment can bring rewards: jobs, peace of mind, income and a cleaner environment.

How does a community benefit from brownfield redevelopment?

Brownfield redevelopment can help Tigard residents and communities in many ways. Cleanup and redevelopment of the sites can encourage higher property values and create jobs, as well as positively impact the local economy by creating a safer, healthier place for businesses and residences. Community benefits include:

- » More community facilities like parks, trails and open space.
- » Bringing new jobs into the community.
- » Bringing new investment into the community.
- » Eliminating health and safety hazards.
- » Eliminating eyesores.
- » Enhanced public health.
- » Improved property values and increased business investment.
- » Increasing the productivity of the land.
- » More productive use of existing infrastructure.

When brownfields sit idle, everyone in Tigard loses. Neighbors face environmental worries and reduced property values. New businesses seek out pristine “greenfields” or undeveloped land, promoting sprawl, usually in less walkable areas.

To learn more about the services provided by this initiative for your property, contact Tigard Redevelopment Project Manager Sean Farrelly at 503-718-2420, sean@tigard-or.gov or visit <http://www.tigard-or.gov/brownfields>.

City
of
Tigard



Respect and Care | Do the Right Thing | Get it Done

Tigard Brownfields Initiative Update

City Center Development Agency Board

December 1, 2015





What is a Brownfield?

- A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.
–U.S. Environmental Protection Agency



Why did Tigard start a Brownfields initiative?

- Low supply of employment and industrial land
- Act as a problem-solver in readying private and public properties for redevelopment.
- Encourage implementation of strategic plan for a more walkable and interconnected city
- Create safer, healthier place for businesses and residences.

City of Tigard Brownfields Initiative



U.S. EPA Brownfields Assessment Grant

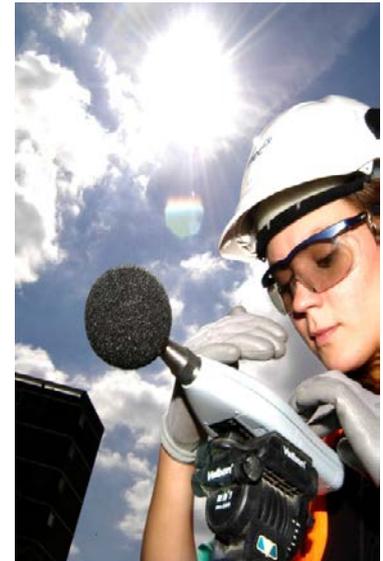
- Notified of \$400,000 award May, 2014
- 3 Year Work Plan
- \$200K for hazardous substances, \$200K for petroleum



Brownfields Assessment Process

(major components)

- Program Setup & Team Coordination
- Community Outreach
- Develop Inventory & Rank Sites
- Phase I ESA
- Phase 2 ESA
- Cleanup Planning
- Job Skills Training Opportunities



City of Tigard Brownfields Initiative



Outreach activities:

- Formed Community Engagement Team (CET) to develop ranking criteria for inventory
- Economic Development lunch meeting with bankers, builders and brokers



City of Tigard Brownfields Initiative



October 7th Meeting

- General overview
- Feedback- BF redevelopment should help achieve goals such as:
 - Community centers where diverse community members can gather (i.e. immigrant, refugees, people of color, low income community)
 - Affordable housing
 - Parks
 - Small business development
 - Protecting people who live around brownfields



City of Tigard Brownfields Initiative



October 28th Meeting

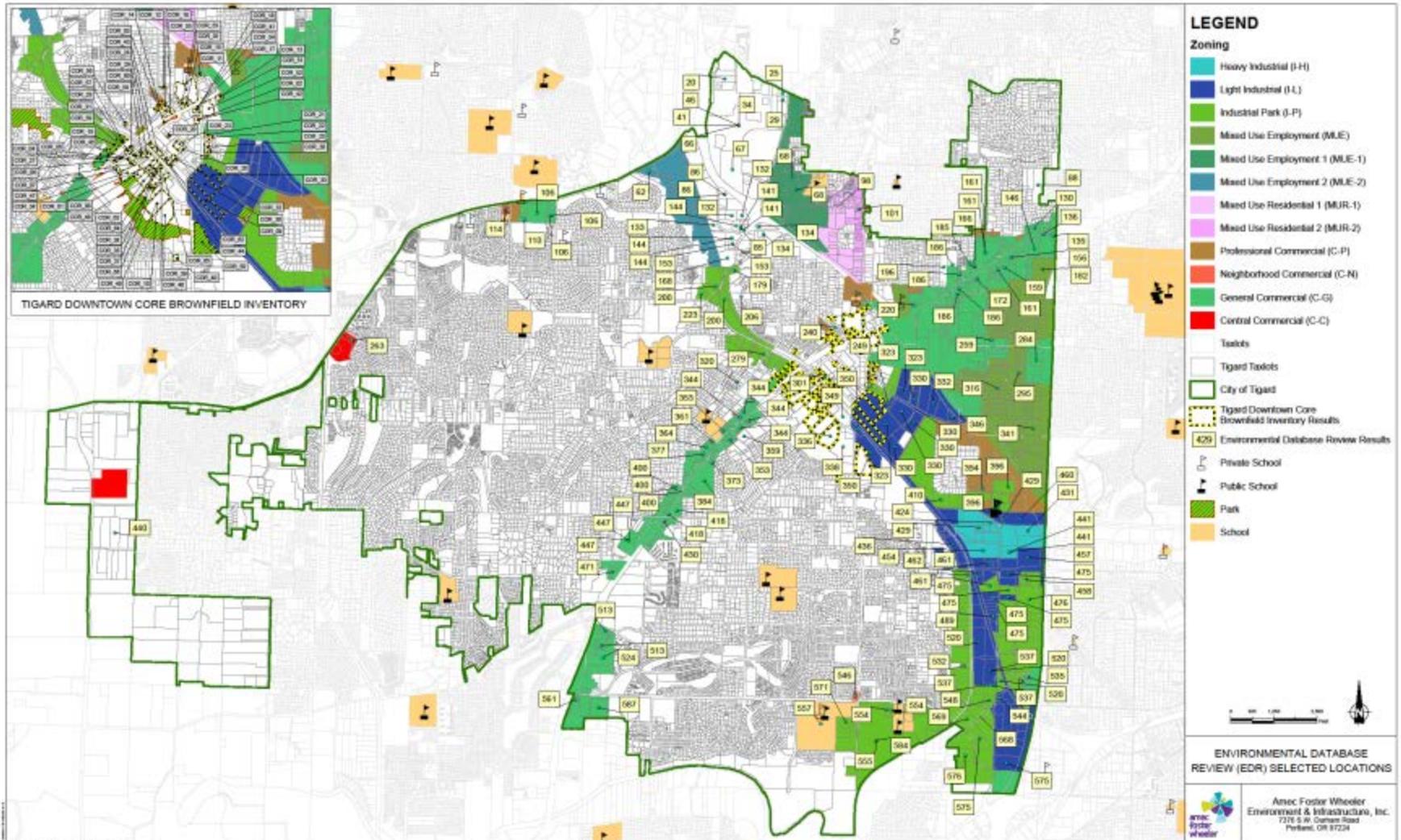
- Tailored more specifically to business and property owners. It focused on the nuts and bolts of accessing grant funding.
- One property owner applied for assistance



Develop Inventory and Rank Sites

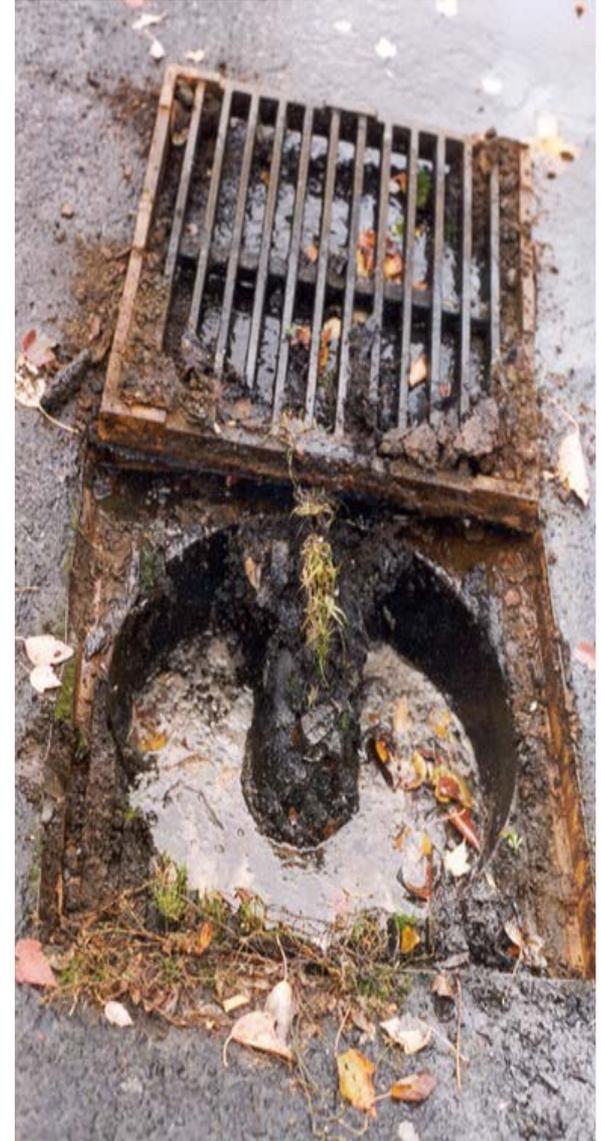
- Develop Site Inventory
 - Recently Completed
 - (200 potential sites; a work in progress)
 - GIS Based
 - Source Data
 - Environmental Data Bases
 - State: ECSI, Leaking UST, Landfills
 - Federal: RCRA, CERCLIS
- Ranking of Sites
 - City worked with Community Engagement Team (CET)
 - Attributes used in ranking sites
 - Three main categories: Economic, Environmental, and Equity
 - Relative weights applied. I.E. more critical = greater weight
 - Ranking is one tool for City to use in prioritizing sites

Site Inventory of Opportunity Sites



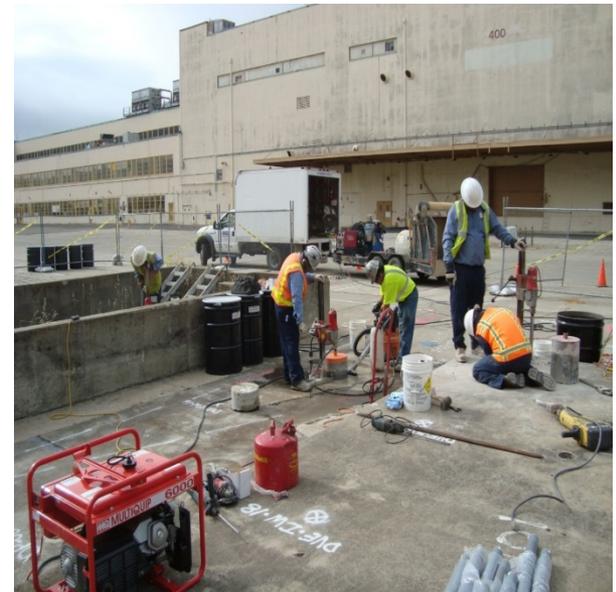
Phase I ESA

- Site Application from Interested Party
 - Determine
 - Inventory Ranking Score (high vs low)
- Complete Phase I ESA
 - Complete All Appropriate Inquiry for CERCLA Protection
 - Evaluate potential for significant contamination which may affect property value, occupational safety, ease of development
 - Required by most lenders
- Components Include:
 - Historical Review (Fire Insurance Maps, etc)
 - Interviews
 - Site Reconnaissance
 - Environmental Records Review
- Results:
 - Determine whether Recognized Environmental Conditions (RECs) associated with site



Phase II ESA

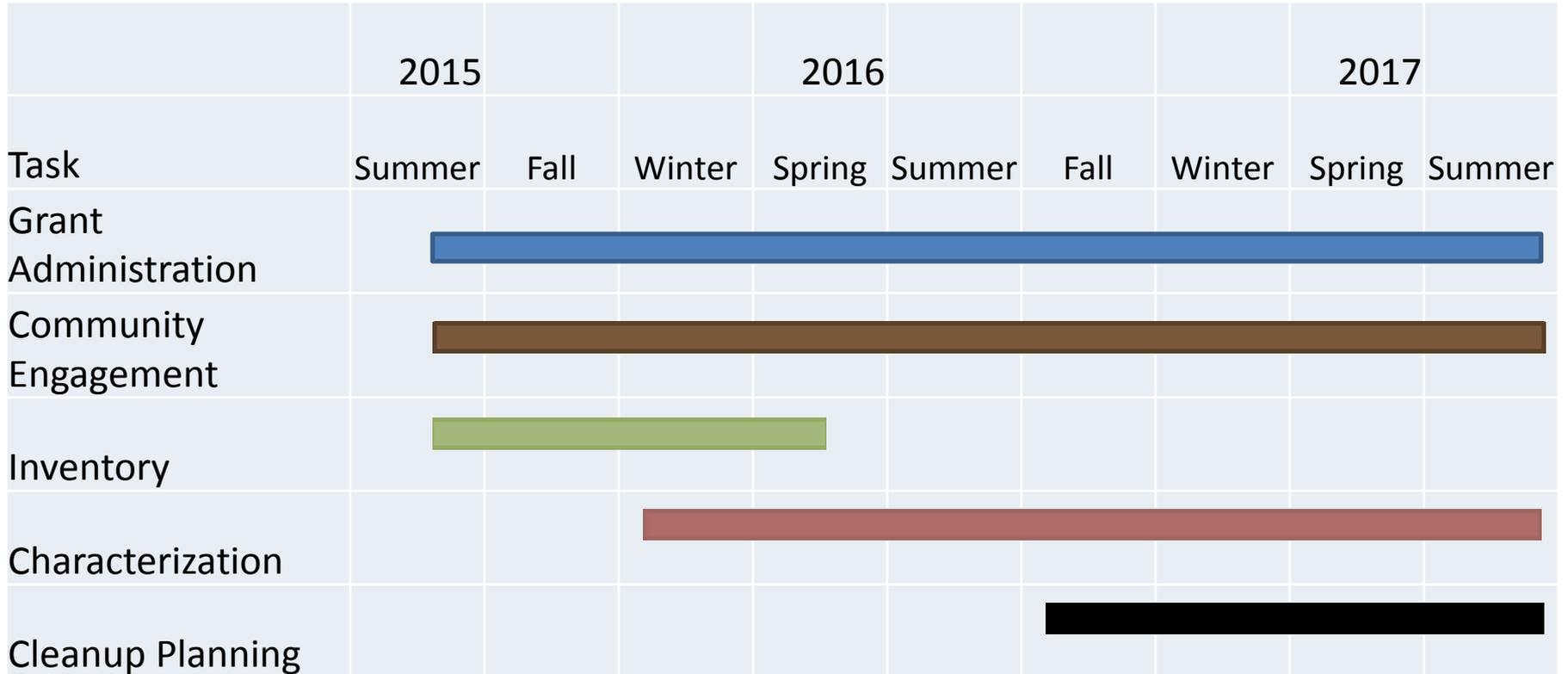
- Addresses Phase I RECs
- Sample Collection/Testing
 - Soil, surface water, groundwater, sediment, soil gas
 - Prepare Project Plans for Regulatory Approval
 - Comply with Endangered Species Act (ESA) and National Historic Preservation Act (NHPA)
 - Laboratory Analysis
- Report states if contamination exists, and if so, explains regulatory implications



EPA Cleanup Grant

- Application for \$400K to remediate the Saxony site on Main Street/Fanno Creek
- Draft ABCA prepared
- Public meeting to comment on December 9

Project Schedule



AIS-2412

5.

CCDA Agenda

Meeting Date: 12/01/2015
Length (in minutes): 10 Minutes
Agenda Title: Resolution Authorizing EPA Brownfield Cleanup Grant Application
Submitted By: Sean Farrelly, Community Development
Item Type: Resolution
Meeting Type: Council Business Meeting - Main

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Shall the Board of the City Center Development Agency adopt a resolution approving the submission of a grant application for an EPA Brownfields Cleanup grant?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Board adopt the resolution to demonstrate support for the grant application.

KEY FACTS AND INFORMATION SUMMARY

The United States Environmental Protection Agency (U.S. EPA) has grant funding available for local jurisdictions and non-profits to clean up contaminated properties whose redevelopment will benefit the community.

The City Center Development Agency recently acquired the Saxony Pacific properties which are planned to be redeveloped into a combination of public space and private redevelopment to further the revitalization of downtown. If awarded, the funds will be used to clean up contamination on the property and prepare the site for redevelopment.

EPA Cleanup grants awards are for \$200,000 for a site. Because the Saxony property consists of two tax lots where contamination is present, the Agency is eligible to apply for two grants, for a total of \$400,000. Grant guidelines require a cost share of 20% for the awardee. The cost share may be in the form of money, labor, material, or services.

Prior to grant submittal the applicant must undertake a community notification where a draft Analysis of Brownfields Alternatives report is publically presented for comment. This public meeting is scheduled for December 9 at 6 pm in Town Hall (prior to a scheduled City Center Advisory Commission meeting.)

The EPA Cleanup Grant program is highly competitive and sixty grants are expected to be awarded nationwide. The applications are due December 18.

OTHER ALTERNATIVES

Should the Board choose not to adopt this resolution, the grant application would not be submitted.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Tigard City Council 2015-17 Goals and Milestones

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 and as contributing to the special sense of place.

Goal 5: Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments.

Tigard Comprehensive Plan

Economic Development

Goal 9.1 Develop and maintain a strong, diversified, and sustainable local economy

Goal 9.3 Make Tigard a prosperous and desirable place to live and do business

Special Planning Areas- Downtown

Goal 15.2 Facilitate the development of an urban village.

Goal 15.3 Develop and improve the open space system and integrate natural features into downtown.

Tigard Strategic Plan

Goal 2. Ensure development advances the vision

DATES OF PREVIOUS CONSIDERATION

November 24, 2015 (CCDA authorization to acquire Saxony properties)

Fiscal Impact

Cost: 480,000

Budgeted (yes or no): no

Where Budgeted (department/program): CCDA

Additional Fiscal Notes:

If successful, the grant would provide \$400,000 in revenue. An 20% cost share is required. Estimated costs to clean up the property are \$199,000 to \$319,000. This does not include demolition of the structures.

Attachments

CCDA Resolution EPA Grant

CITY OF TIGARD, OREGON
CITY CENTER DEVELOPMENT AGENCY
RESOLUTION NO. 15-____

A RESOLUTION APPROVING SUBMITTAL OF AN EPA BROWNFIELDS
CLEANUP GRANT APPLICATION

WHEREAS, the U.S. Environmental Protection Agency Brownfields program has funds available for communities to cleanup potentially contaminated sites; and

WHEREAS, environmental contamination is a barrier to the redevelopment envisioned in the City Center Urban Renewal Plan; and

WHEREAS, the grant will enable the City Center Development Agency to address contamination on the recently purchased Saxony-Pacific property to address the issue.

NOW, THEREFORE, BE IT RESOLVED, by the Tigard City Center Development Agency that:

SECTION 1: The City Center Development Agency approves submittal of an application for an EPA Brownfields Cleanup Grant

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____, 2015.

Chair – City of Tigard
City Center Development Agency

ATTEST:

Recorder – City of Tigard City Center Development Agency

AIS-2136

6.

CCDA Agenda

Meeting Date: 12/01/2015

Length (in minutes): 30 Minutes

Agenda Title: Annual Report on the Urban Renewal District

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

Annual Report on the Urban Renewal District

STAFF RECOMMENDATION / ACTION REQUEST

The Board is requested to provide feedback to the presentation.

KEY FACTS AND INFORMATION SUMMARY

A PowerPoint presentation will be presented reviewing urban renewal projects in 2015. Among the topics will be:

- The \$31 million Burnham and Ash mixed use project, including activities that led to the November groundbreaking
- Acquisition of the Saxony property and current redevelopment design planning
- Completion of the Main Street gateways and public artwork
- Successful Metro Community Plan and Development Grant application for pre-development activities on the Tigard Transit Center and the Main Street Nicoli properties

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

City Center Urban Renewal Plan

DATES OF PREVIOUS COUNCIL CONSIDERATION

February 3, 2015: Joint meeting with the CCAC

Attachments

PowerPoint

City
of
Tigard



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Tigard City Center Development Agency 2015 Year in Review

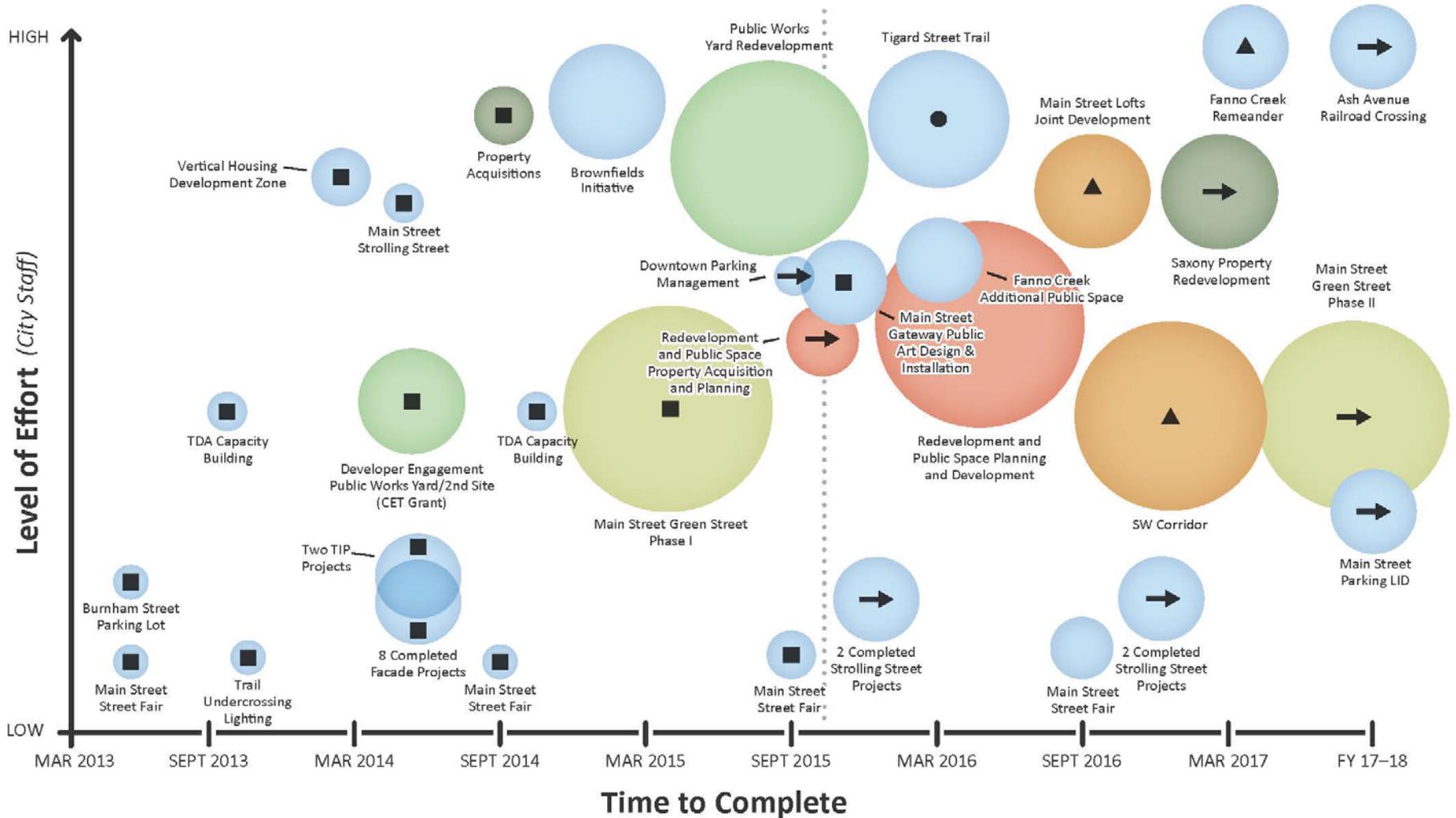
City Center Development Agency Board

December 1, 2015





Downtown URA Work Plan Bubble Chart



Burnham and Ash Redevelopment



Burnham and Ash Redevelopment

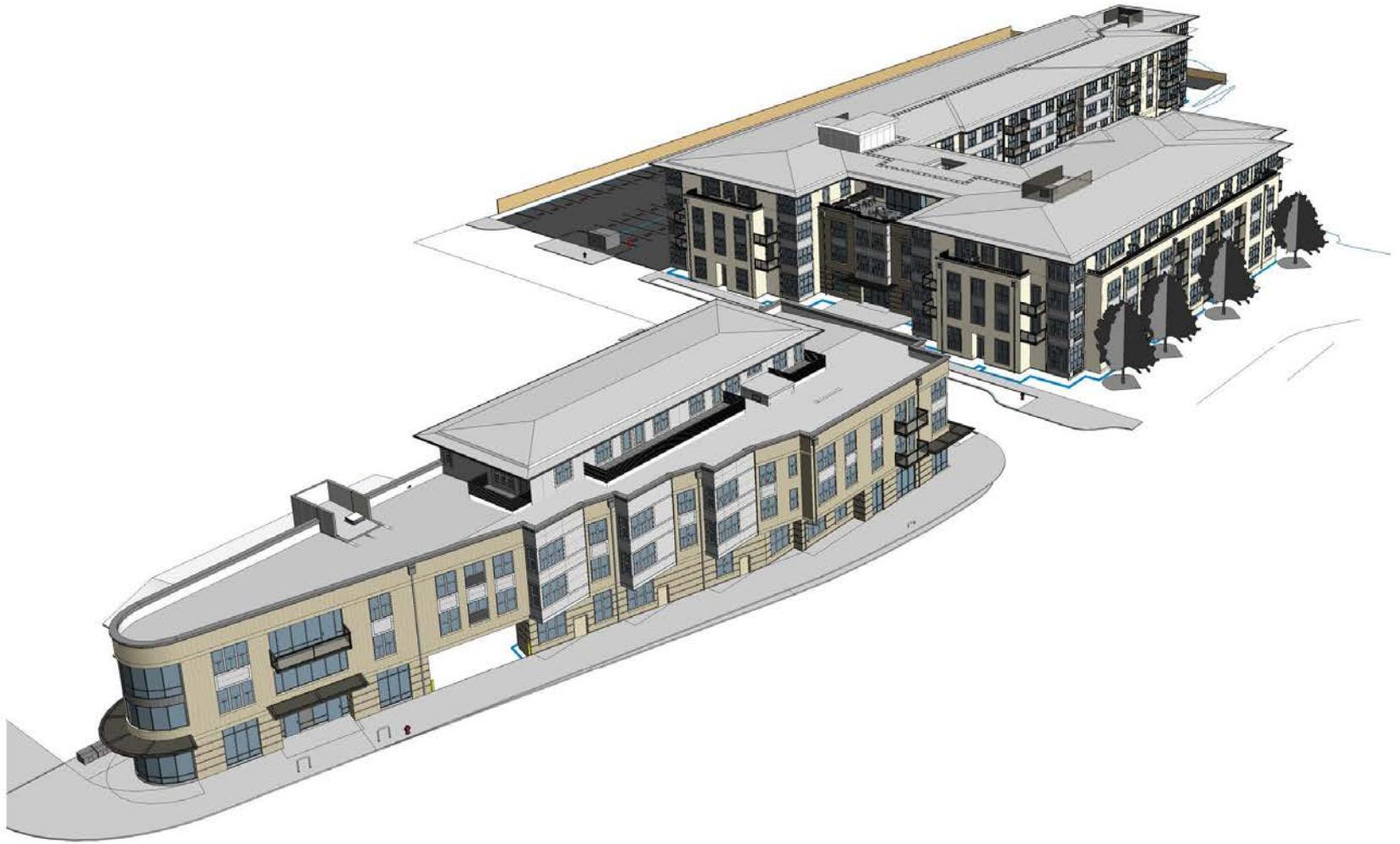


Burnham and Ash Redevelopment

Tasks that got us there



Burnham and Ash Redevelopment



Saxony Property Purchase and Redevelopment Planning



© RESOLVE Architecture + Planning, LLC

Tigard Saxony Properties - Development Approach B - Birdseye View
9.28.2015

RESOLVE
ARCHITECTURE + PLANNING

Gateways and Art



Main Street Lofts Joint Development Study



- \$100,000 Metro Community Planning and Development Grant notification in September
- Study 0.45 acre Nicoli site and 0.81 Tigard Transit Center for mixed use redevelopment
- Develop options for transit center reconfiguration

Strolling Street Program



Strolling Street Program



Tigard Street Trail



Tigard Street Trail



- 1 Event Space
- 2 Commons
- 3 Stage
- 4 Plaza

- A, B, C:
Connections to
Fanno Creek

- Art Objects
Beacons

- ⋯ Fanno Creek

- Unsafe to
connect

Main Street Transformation



2016: A Look Ahead

- Saxony site finalized plans and permitting
- Main/Fanno public space
- Main Street Lofts joint development study start up
- High Capacity Transit decisions- Downtown alignment and station location
- Strolling Street projects
- Burnham/Ash opens its doors