



City of Tigard
Tigard Triangle

Joint Meeting

**Citizen Advisory Council &
Technical Advisory Committee**

Tigard Triangle Implementation Project

Date: August 22, 2016
Time: 6:00 pm – 8:00 pm
Location: Public Works Auditorium (8777 SW Burnham St, Tigard)

Meeting Agenda:

6:00 p.m.	I. Welcome
6:10 p.m.	II. Financial Analysis Presentation, Q&A, and Discussion a. Maximum Indebtedness b. Assessed Value Growth c. Borrowing Capacity d. Taxing District Impacts e. Project Funding (allocation & timing)
7:50 p.m.	III. Next Steps and Meeting Schedule
8:00 p.m.	IV. Meeting Close

Meeting Materials:

- Project Memo
- Proposed Goals and Objectives (redline and clean copies)
- Proposed Project List (with funding allocations)
- State of Place Analysis
- Mtg #2 Summary





City of Tigard

Memorandum

To: Tigard Triangle Urban Renewal Technical Advisory Committee (TAC) and Citizen Advisory Council (CAC)

From: Susan P. Shanks, Project Manager

Subject: Summary of Changes to Project List and Goals & Objectives

Date: August 16, 2016

Please see attached for revised drafts of the Project List and the Goals & Objectives for the Tigard Triangle Urban Renewal Plan. I have attached a clean and redline version of the Goals & Objectives document so you can more easily track what changes were made. These documents were revised based on your input, responses from the follow-up survey, and application of the State of Place analysis, which is attached.

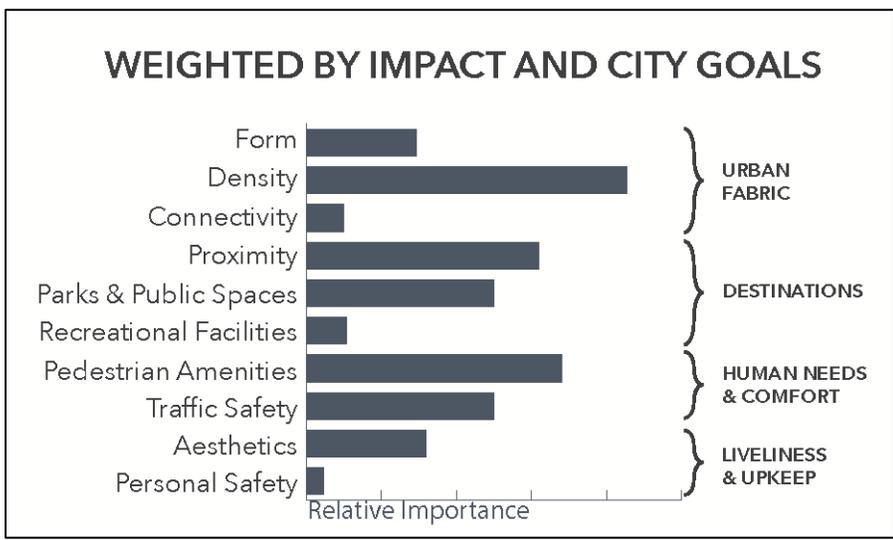
Project List – Summary of Changes

- **Plan Duration.** Based on survey results from TAC and CAC members, which are included at the end of this memo, the current proposal assumes a 35-year urban renewal district, with a growth assumption of 4.5%, allowing \$94.5M to be borrowed over the life of the district. The project team supports a 35-year district given the existing deficiencies in the Triangle and the complexity and multi-year nature of many of the projects.
- **Project Category Funding Allocation.** Based on survey results from TAC and CAC members and utilizing the State of Place quantitative analysis, the current proposal allocates funding as shown in the table below. Since survey responses varied quite widely, all of the TAC and CAC responses were compiled and then averaged.

Project Category	Funding Allocation Proposal
Plan Administration	4.75%
Transportation (Goal 2)	40%
Utilities (Goal 3)	14.25%
Identity (Goal 4)	18%
Development Assistance (Goal 5)	23%

The State of Place analysis for the Triangle is based on 20,000 data points that were collected block-by-block by a team of trained graduate students in 2016. This quantitative assessment provides a snapshot of the quality of the built environment and, more importantly, what kinds of improvements would have the greatest positive impact on the area, both in terms of walkability and a return on public and private investment.

Of the ten urban design dimensions measured and shown on the bar graph below, the analysis strongly suggests that we focus on improving the area’s **density**, **proximity**, **parks/public spaces**, **pedestrian/bike amenities**, and **traffic safety**. Density refers to the presence of developed land (as opposed to vacant land), multifamily housing, and vertical mixed-use buildings. Proximity refers to the presence of a mix of commercial uses (such as grocery stores, restaurants, retail stores, etc.) within walking distance of housing and employment. See Attachment 4 for more detailed information about these urban design dimensions.



In summary, the State of Place analysis provides us with guidance for making decisions about the kinds of investments to make in the Triangle that support its transformation into a thriving mixed-use and pedestrian-oriented district. Based on this analysis, the city needs to encourage a range of investments and interactions. Transportation improvements, particularly those that address traffic safety and provide pedestrian/bike amenities, are important, but so is creating parks and public spaces and helping businesses and developers improve the area’s density and proximity score.

On an additional note, completing one or several transportation projects may indirectly support new development, but funding projects and programs that directly support a diverse mix of businesses and housing is more likely to result in this type of new development. The latter also has the added and needed benefit of increasing the assessed value of the Triangle over time, which contributes to the area's ability to raise funds through urban renewal and meet the plan's goals and objectives.

For all these reasons, the project team proposes that slightly less funding go to Transportation (Goal 2) and Utilities (Goal 3) and slightly more funding go to Identity (Goal 4) and Development Assistance (Goal 5) than the averaged survey responses, which are included at the end of this memo.

- **Transportation Project Funding.** The overall transportation budget was revised to be consistent with the proposed plan duration and project category funding allocation, i.e. 40% of \$94.5M or \$38M. Funding assumptions for specific projects were then adjusted to fit within this \$38M budget. Proposed funding amounts took the State of Place analysis and the number of transportation objectives met by each project into consideration. Generally speaking, projects that met more transportation objectives and improved one of the five State of Place urban design dimensions described above received more funding than other projects.
- **Transportation Project Additions/Deletions.** Since there was no clear consensus from survey respondents to delete any one project, no transportation projects were deleted. However, one project was added (Project 9) to more specifically implement Objective 1 (streetscape improvements). Generally speaking, urban renewal best practices would have us include more rather than fewer projects to allow for greater flexibility in plan implementation.

Goals & Objectives – Summary of Changes

The most substantive changes were made to Goals 2, 4, and 5.

- **Goal 2** (Transportation) objectives were edited to improve clarity and conciseness, eliminate jargon, and fill gaps. The objectives and the transportation projects on the Project List were also edited to more clearly and effectively tie these two documents together.
- **Goal 4** (Identity) was edited to include “fun” and “diverse” as important aspects of the area's future identity.

- **Goal 5** (Development Assistance) and its corresponding objectives were edited to more clearly support new and existing businesses and housing developments, especially those that contribute to the diversity and vitality of the area.

Survey Results

Table 1: Plan Duration

Committee	35 Years 1st Choice (Number in Support)	35 Years 2nd Choice (Number in Support)
CAC (8 responses total)	4	3
TAC (7 responses total)	3	2
Summary	12 out of 15 survey responders chose 35 years as their first or second choice. The survey included 20, 25, 30, 35, and 40 years as options.	

Table 2: Funding Allocation

Project Category	Survey Response Funding Allocation (Average of All Scores)	Difference in Percentage Points (Between Proposal and Survey Responses)
Plan Administration	NA ¹	NA
Transportation (Goal 2)	46%	-6
Utilities (Goal 3)	21.5%	-7.25
Identity (Goal 4)	14%	+4
Development Assistance (Goal 5)	18.5%	+4.5

Attachments

- Attachment 1 – Revised Goals & Objectives (Clean Copy)
- Attachment 2 – Revised Goals & Objectives (Redline Copy)
- Attachment 3 – Revised Project List
- Attachment 4 – State of Place Analysis

¹ Survey respondents were not asked to assign a percentage to project administration.

Tigard Triangle Urban Renewal Plan

Draft Goals and Objectives | August 2016

The following goals and objectives are not listed in order of importance or priority.

Goal 1 – Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the urban renewal district to ensure that it reflects the community’s values and priorities.

Objectives:

1. Invite citizens both within and outside of the boundaries of the Area, interested parties, and affected agencies to participate on urban renewal advisory committees and task forces.
2. Invite public comment at all Development Agency meetings.
3. Hold a public vote as required by the City Charter for the use of tax increment financing as a method of funding projects in the Area.

Goal 2 – Provide a safe and effective multimodal transportation network that provides access to, from, and within the Area and supports mixed-use and pedestrian-oriented development.

Objectives:

1. Develop comfortable, interesting, and attractive streetscapes—especially along designated pedestrian streets—that build upon the Area’s existing assets, improve the pedestrian experience, and support a variety of commercial and social activities, e.g. cafe seating, outdoor displays, etc.
2. Create more connections within the Area by building new streets and trails so that people of all ages and abilities can enjoy healthy and interconnected lives.
3. Create more access points into and out of the Area by building new overpasses and/or undercrossings and by modifying existing intersections and/or interchanges so that the Area is more connected to downtown Tigard, Portland Community College, and other neighboring areas and businesses.
4. Provide transportation choices for all modes of travel, as appropriate, and on-street parking and vegetative stormwater facilities, where feasible, when building new streets and extending and/or modifying existing streets, including but not limited to the following:
 - a. Shared bicycle and vehicle travel lanes along low volume streets.
 - b. Separate bicycle and vehicle travel lanes along high volume streets.
 - c. Sidewalks and pedestrian crossings that connect to transit (e.g. bus) stops.
5. Allow transitional street improvements (i.e. temporary or partial improvements) that further the Area’s transportation goals and objectives and support small, incremental development when construction of all permanent street elements is not practicable at the time of development.

6. Provide a reliable transportation system that effectively manages vehicle congestion and safely moves people, goods, and services to, from, and through the Area, with special consideration for the following:
 - a. Pedestrian crossings of high volume streets.
 - b. Freight trucks to, from, and through the Area.
 - c. Transit service (e.g. buses) to, from, and through the Area.
7. Build a multi-use trail for pedestrians and bicyclists along Red Rock Creek that provides an off-street east-west connection parallel to Highway 99W and facilitates the transformation of this natural corridor into a greenway. Identify and build other off-street multi-use trails and connections as opportunities arise.
8. Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.

Goal 3 – Provide utility improvements to support desired development.

Objectives:

1. Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek. Build regional stormwater facilities where practicable.
2. Extend the public sewer system to areas served by private septic systems.
3. Permanently fix compromised sewer lines in Red Rock Creek.
4. Ensure new water mains are constructed as needed.
5. Encourage sustainable utility and energy usage practices.
6. Coordinate with new and existing private utilities and service providers, including but not limited to information and communication technology businesses.

Goal 4 – Create a clear identity for the Area as a fun and diverse place to live, work, shop, eat, and play by building upon existing unique and desirable characteristics.

Objectives:

1. Build public facilities that support the Triangle's identity as a mixed-use, multi-modal and pedestrian-oriented district, including but not limited to parks, plazas, public restrooms, parking solutions, recreational facilities, and non-vehicular infrastructure, e.g. bike racks, bike lockers, pedestrian shelters, and wayfinding signage.
2. Use parks, trails, stormwater facilities, and existing natural features—such as wetlands, creeks, trees/tree groves, and view corridors—to create focal points that reinforce the Area's identity as a unique and special place.
3. Apply distinctive and consistent sign, art, gateway, and streetscape treatments to visually distinguish the Area from surrounding areas.
4. Relocate or underground existing utilities as practicable to provide a more aesthetically pleasing pedestrian environment.

Goal 5 – Provide financial and technical assistance to new and existing businesses and housing developments that contribute to the Area’s diversity and vitality and help it transform into a mixed-use and pedestrian-oriented district.

Objectives:

1. Support new and existing businesses by providing a variety of financial and technical assistance programs that increase the diversity of goods and services available in the Area and/or contribute to the Area’s liveliness and upkeep, including but not limited to façade improvement grants, streetscape improvements, site preparation, fee assistance, and business development incentives.
2. Form public-private partnerships and use public investment in infrastructure and public spaces/facilities to spur private development.
3. Support the development of mixed-use buildings that provide a variety of housing types and storefront spaces for a range of community and commercial needs.
4. Assist in the development of affordable and workforce housing.
5. Assemble parcels to enhance development opportunities.
6. Encourage low impact and environmentally sustainable building practices.

Tigard Triangle Urban Renewal Plan

Draft Goals and Objectives | ~~July~~August 2016

The following goals and objectives are not listed in order of importance or priority.

Goal 1 – Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the urban renewal district to ensure that it reflects the community’s values and priorities.

Objectives:

1. Invite citizens both within and outside of the boundaries of the Area, interested parties, and affected agencies to participate on urban renewal advisory committees and task forces.
2. Invite public comment at all Development Agency meetings.
3. Hold a public vote as required by the City Charter for the use of tax increment financing as a method of funding projects in the Area.

Goal 2 – Provide a safe and effective multimodal transportation network that provides access to, from, and within the Area and supports mixed-use and pedestrian-oriented development.

Objectives:

1. ~~Create a vibrant pedestrian district that is safe,~~Develop comfortable, interesting, and attractive and builds streetscapes—especially along designated pedestrian streets—that build upon the Triangle’s Area’s existing transportation assets, improve the pedestrian experience, and support a variety of commercial and social activities, e.g. cafe seating, outdoor displays, etc.
2. Create ~~a more~~ connected transportation network where connections within the Area by building new streets and trails so that people of all ages and abilities can enjoy healthy and interconnected lives ~~that:~~
 - ~~a. supports mixed-use development.~~
 - ~~b. reduces the number of vehicle trips.~~
 - ~~c. provides better multimodal connections.~~
 - ~~d. increases the active transportation mode share.~~
3. Create more access points into and out of the Area by building new overpasses and/or undercrossings and by modifying existing intersections and/or interchanges so that the Area is more connected to downtown Tigard, Portland Community College, and other neighboring areas and businesses.
4. Build complete streets that include: Provide transportation choices for all modes of travel, as appropriate, and on-street parking and vegetative stormwater facilities, where feasible, when building new streets and extending and/or modifying existing streets, including but not limited to the following:
 - a. ~~s~~Shared bicycle and vehicle travel lanes along low volume streets.
 - b. ~~bike~~Separate bicycle and vehicle travel lanes along high volume streets.
 - ~~c. on-street parking and stormwater facilities where feasible.~~

- ~~c. Where complete streets are not practicable, build Sidewalks and pedestrian crossings that connect to transit (e.g. bus) stops.~~
- ~~3.5. Allow transitional streetsstreet improvements (i.e. temporary or partial improvements) that further the Triangle's Area's transportation goals and objectives and support small, incremental development. when construction of all permanent street elements is not practicable at the time of development.~~
- ~~6. Provide a reliable transportation system that effectively manages vehicle congestion and safely moves people, goods, and services to, from, and through the Area, with special consideration for the following:~~
- ~~a. Pedestrian crossings of high volume streets.~~
 - ~~b. Freight trucks to, from, and through the Area.~~
 - ~~c. Transit service (e.g. buses) to, from, and through the Area.~~
- ~~4.7. Build a multi-use trail for pedestrians and bicyclists along Red Rock Creek that provides a low stress an off-street east-west connection parallel to Highway 99W and facilitates the transformation of this natural corridor into a greenway. Identify and build other off-street multi-use trails and connections as opportunities arise.~~
- ~~1. Identify and build other multi-use trails and pedestrian connections as development occurs.~~
 - ~~2. Identify and improve key pedestrian crossings along high volume streets, including but not limited to 72nd Avenue, Dartmouth Street, and Hwy 99W.~~
 - ~~3. Improve highway crossings over Interstate 5 and Hwy 217 for all travel modes, including but not limited to connections to the regional bike and pedestrian system east of Interstate 5 to Portland, Portland Community College and Lake Oswego, and west of Hwy 217 to downtown Tigard and the Fanno Creek Trail system.~~
- ~~4.8. Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.~~

Goal 3 – Provide utility improvements to support desired development.

Objectives:

1. Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek. Build regional stormwater facilities where practicable.
2. Extend the public sewer system to areas served by private septic systems ~~and permanently fix compromised sewer lines in Red Rock Creek.~~
- ~~3. Install~~Permanently fix compromised sewer lines in Red Rock Creek.
- ~~3.4. Ensure~~ new water mains are constructed as needed.
- ~~4.5. Encourage~~ sustainable utility and energy usage practices ~~in the Area.~~
6. Coordinate with new and existing private utilities and service providers, including but not limited to information and communication technology businesses.

Goal 4 – Create a clear identity for the Area as a fun and diverse place to live, work, shop, eat, and play by building upon existing unique and desirable characteristics.

Objectives:

1. Build public facilities that support the Triangle's identity as a mixed-use, multi-modal and pedestrian-oriented district, including but not limited to parks, plazas, public restrooms, parking solutions, recreational facilities, and bicyclenon-vehicular infrastructure, e.g. bike racks, bike lockers, pedestrian shelters, and parking facilitieswayfinding signage.
2. Use parks, trails, stormwater facilities, and existing natural features—such as wetlands, creeks, trees/tree groves, and view corridors—to create focal points that reinforce the Triangle's Area's identity as a unique and special place.
3. Apply distinctive and consistent sign, art, gateway, and streetscape treatments to visually distinguish the Triangle Area from surrounding areas.
4. Relocate or underground existing utilities as practicable to provide a more aesthetically pleasing pedestrian environment.

Goal 5 – Provide financial and technical assistance to new and existing businesses and housing developments that supports contribute to the Area's transformation diversity and vitality and help it transform into a vibrant mixed-use and pedestrian-oriented district.

Objectives:

1. ProvideSupport new and existing businesses by providing a variety of financial and technical assistance to new and existing development, such as programs that increase the diversity of goods and services available in the Area and/or contribute to the Area's liveliness and upkeep, including but not limited to façade improvement grants, streetscape improvements, site preparation, fee assistance, and business development incentives.
2. Form public-private partnerships and use public investment in infrastructure and public spaces/facilities to spur private development.
3. EncourageSupport the development of mixed-use development and buildings that provide a variety of housing types to meet and storefront spaces for a range of housing community and commercial needs.
4. Assist in the development of affordable and workforce housing.
5. Assemble parcels to enhance development opportunities.
6. Encourage low impact and environmentally sustainable development building practices in the area.

Tigard Triangle Urban Renewal Plan

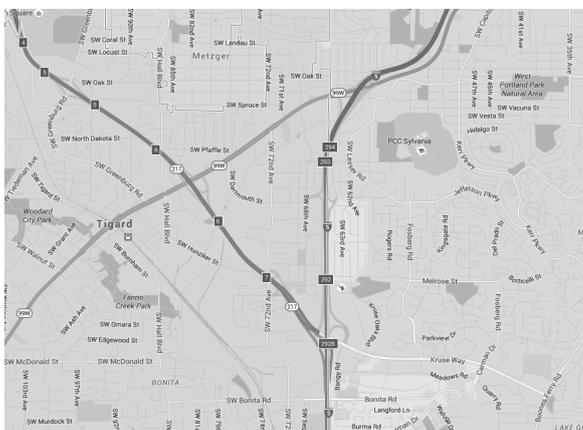
Draft Project List | August 2016

PROJECT CATEGORY (Project Goals & Objectives)	PROJECT NUMBER	PROJECT TYPE AND LOCATION	PROJECT DESCRIPTION	TOTAL COST ESTIMATE (in millions)	PROPOSED URD* FUNDING (in millions)
Debt Service and Project Administration	Summary: Allows for repayment of costs associated with implementation of the Tigard Triangle Urban Renewal Plan. Includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs, and other administrative costs.			\$3.5M	\$4.5M (4.75%)
Transportation (Goal 2)	Summary: Provides a safe and effective multimodal transportation network that support mixed-use and pedestrian-oriented development through improved internal connectivity, external access, and mobility; a variety of travel options, and; comfortable, interesting, and attractive streetscapes.			\$93 +	\$38M (40%)
(Objectives 3, 4, 6)	1	New Hwy 217 Overpass (Beveland)	Extend Beveland Rd south over Hwy 217 to Hunziker/Wall with car, ped, and bike facilities.	50	5
(Objectives 1, 2, 3, 4, 5, 6)	2	New Street (74th Ave)	Extend 74th Ave at 99W south to Hermoso/Beveland.	5	5
(Objectives 1, 2, 4, 5)	3	New Street (Atlanta St)	Extend Atlanta St west as far as possible toward Dartmouth with connection at Dartmouth or future 74th Ave.	4	3
(Objectives 3, 6)	4	New Intersection (Hwy 217/68th)	Extend 68th Ave south to Hwy 217 to provide right-in access to 68th from Hwy 217.	5	1
(Objectives 3, 6, 7)	5	New Hwy I-5 Overpass (Beveland)	Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr.	6	1
(Objectives 3, 6, 7)	6	New Hwy I-5 Overpass (Red Rock Creek)	Provide ped/bike bridge across Hwy I-5 between the Triangle and PCC Sylvania around location of Red Rock Creek.	6	1
(Objective 6)	7	Modified Intersection (Atlanta/68th)	Install traffic signal and turn lanes where needed.	0.5	0.5
(Objective 6)	8	Modified Intersection (99W/68th)	Add protected left turn at 68th and transit improvements.	4	1
(Objective 1)	9	Modified Streets (Various)	Develop comfortable, interesting, and attractive streetscapes, especially along designated pedestrian streets.	TBD	3.5
(Objectives 2, 3, 6, 7)	10	New Trail (Red Rock Creek)	Build new trail along Red Rock Creek parallel to and south of 99W.	3	3
(Objectives 1, 2, 4, 5)	11	New Streets (Various)	Improve connectivity, circulation, and access with new or extended local streets.	5	4
(Objectives 1, 2, 3, 4, 5, 6)	12	Modified Street (72nd Ave)	TBD. Improve 72nd Ave corridor, including intersections/interchanges. Dependent on 72nd Ave Corridor Study recommendations.	TBD	8
(Objectives 4, 6)	13	Modified Street (99W)	Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations.	TBD	0.6
(Objective 6)	14	Modified Interchange (99W/Hwy 217)	Add second left turn lane on Hwy 217 northbound ramp to 99W.	3	0.6
(Objective 6)	15	Modified Signals (Various)	Upgrade signals with adaptive signal coordination technology.	1.2	0.3
(Objective 8)	16	Transportation Study (Various)	Periodically evaluate the functioning of the transportation system to refine project scope and inform project prioritization.	0.5	0.5
Utilities (Goal 3)	Summary: Funds development of a stormwater master plan for the entire area and a greenway plan for Red Rock Creek that includes stormwater, sewer, and recreation components. Builds new stormwater facilities, repairs existing sewer lines, and extends water and sewer lines as needed to support desired development.			\$18.3	\$13M (14.25%)
(Objective 1)	1	Stormwater/Sewer	Develop a stormwater master plan for the Triangle and a greenway plan for Red Rock Creek that addresses stormwater, sewer, and recreational needs.	0.3	0.3
(Objective 1)	2	Stormwater	Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.	6	6
(Objective 2)	3	Sewer	Extend public sewer system to areas served by private septic systems.	5	3
(Objective 3)	4	Stormwater/Sewer	Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.	3	3
(Objective 4)	5	Water	Install new water mains as needed.	4	0.7
Public Spaces, Facilities, and Installations (Goal 4)	Summary: Creates a clear identity for the Triangle as a fun and diverse place to live and visit through the development of parks, plazas, greenways, public restrooms, public parking solutions, recreational facilities, public art, wayfinding, gateway installations, and/or district signage.			TBD	\$17M (18%)
Re/Development Assistance and Partnerships (Goal 5)	Summary: Provides assistance to new and existing businesses and housing developments through façade improvement grants/loans, streetscape improvements, technical/code/fee assistance, site assembly, site clean-up/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use developments.			TBD	\$22M (23%)

* URD = Urban Renewal District



PROJECT AREA



Tigard Triangle

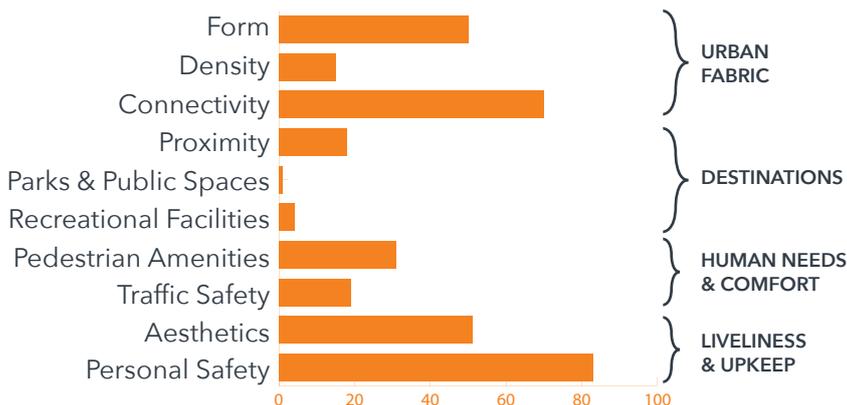
The State of Place Index & Profile, together, provide a quantitative assessment of existing walkability, which facilitates an objective assessment of built environment assets and needs, highlights urban design features to be targeted for potential redevelopment/intervention, and (when a whole neighborhood is assessed) indicates which blocks or set of blocks need the most TLC. It lays the groundwork for more data-driven, evidence-based urban design, planning, and development.

STATE OF PLACE INDEX



The State of Place Index is a walkability and place-making score from 0-100. It is based on 286 built environment features – like sidewalks, benches, street trees, and land uses – that we collect block by block. It indicates how walkable – convenient, safe, pleasurable, and livable – a block, group of blocks, or neighborhood is.

STATE OF PLACE PROFILE



The State of Place Profile breaks down the State of Place Index into ten urban design “dimensions” empirically known to impact people’s perceptions of walkability and quality of place (e.g. Density, Pedestrian Amenities, Traffic Safety, etc.).



URBAN FABRIC

		
Form	Density	Connectivity
Streetscape continuity and enclosure (e.g. setbacks, street width, building heights)	Building compactness and height	Ease of access; lack of pedestrian barriers (e.g. six lane roads)

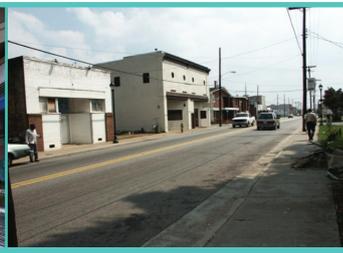
DESTINATIONS

		
Proximity	Parks & Public Spaces	Recreational Facilities
Diversity of land-use mix	Presence, quality and access to hard and softscape public space	Presence of outdoor and indoor physical activity facilities

HUMAN NEEDS & COMFORT

	
Pedestrian Amenities	Traffic Safety
Features that make it comfortable for pedestrians and bicyclists (sidewalks, seating, etc.)	Quality and safety of the intersection; traffic calming features

LIVELINESS & UPKEEP

	
Aesthetics	Personal Safety
Urban design features that make places dynamic and inviting	Features that influence perception of safety (graffiti, litter, broken windows, etc.)

To find out what features affected the score, contact: mariela@stateofplace.co



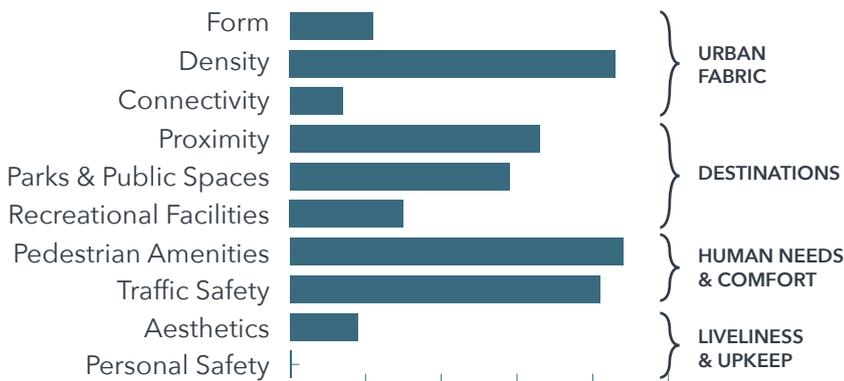
STATE OF PLACE INDEX



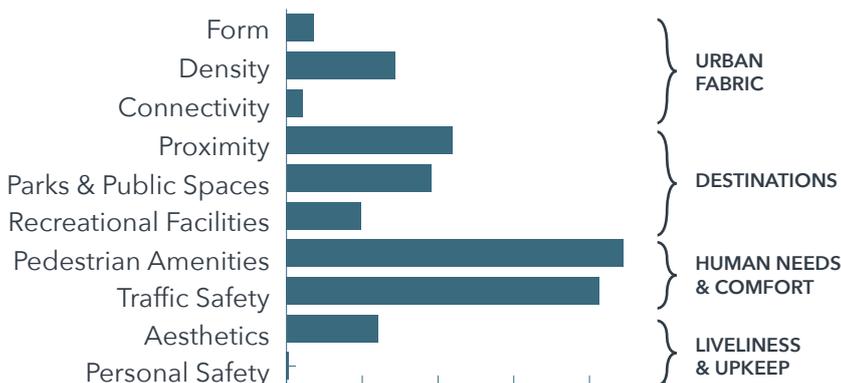
The State of Place Prioritization Process identifies which urban design dimensions should be emphasized, considering four key factors:

- 1) A city's current performance across the ten dimensions (the State of Place Index);
- 2) The predicted impact increasing the "performance" of an urban design dimension would have on key city goals (i.e., walkability, retail rents, retail revenues, office rents, residential rents and residential for sale value);
- 3) The relative importance the city places on each of those goals;
- 4) The feasibility - or level of difficulty - of improving each of the ten urban design dimensions.

WEIGHTED BY IMPACT (WALKABILITY)



WEIGHTED BY IMPACT & FEASIBILITY (WALKABILITY)



This report showcases how these factors influence which urban design dimensions should be emphasized - focusing only on the city goal of walkability. It showcases how planning processes can be made more effective by not only considering existing conditions, but also efficacy, city goals, and feasibility, thereby helping cities to maximize the use of their scarce resources - including capacity and budgets.

URBAN FABRIC



Form

Feature	Description	Presence/Quantity	%
	Vertical Mixed Use	Yes	1.4%
	Continuous Streetscape	Yes	7.0%
	Driveways	>None	69.0%
	Parking Lot Coverage	>25%	67.2%
	Surface Parking Lots	Yes	66.2%
	Setbacks	>10ft	57.7%
	Parking Lot Size	>Small	56.4%
	Blank Walls	>None	49.3%

- Need to Increase
- Need to Minimize

Density

Feature	Description	Presence/Quantity	%
	Vertical Mixed Use	Yes	1.4%
	Multifamily Housing	Yes	5.6%
	Multiple Buildings	Yes	78.9%
	Prominent Building Height	1	50.7%

	Undeveloped Land	Yes	38%
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Connectivity

Feature	Description	Presence/Quantity	%
	Other Paths	Yes	38%

	Dead Ends	Yes	16.9%
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	Vehicle Lanes	>4	15.5%
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	Block Length	N/A	N/A
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	Intersection Density	N/A	N/A
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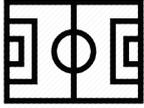
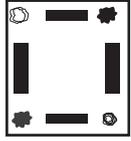
DESTINATIONS



Proximity

Feature	Description	Presence/Quantity	%
	Small Grocery Store	Yes	0%
	Local Non-Chain Store	Yes	1.4%
	Coffee Shop	Yes	1.4%
	Vertical Mixed Use	Yes	1.4%
	Restaurants	Yes	2.8%
	Soft Good Stores	Yes	8.5%

Parks & Public Spaces

Feature	Description	Presence/Quantity	%
	Playing/Sport Field	Yes	0%
	Plaza/Square/Courtyard	Yes	0%
	Public Garden	Yes	0%
	Park/Playground	Yes	1.4%

Recreational Facilities

Feature	Description	Presence/Quantity	%
	Gym/Fitness Centers	Yes	1.4%
	Other Recreational Uses	Yes	0%

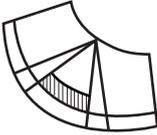
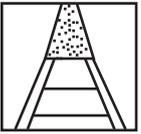
 Need to Increase

 Need to Minimize

HUMAN COMFORT



Pedestrian & Bike Amenities

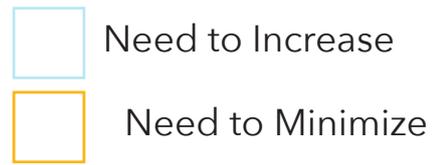
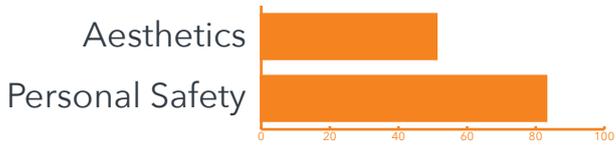
Feature	Description	Presence/Quantity	%
	Bicycle Lanes	Yes	2.8%
	Midblock Crossings	Yes	2.8%
	Benches	Yes	12.7%
	Bike Racks	Yes	14.1%
	Curbcuts	Both sides	21.1%
	Sidewalk Buffer	Yes	50.7%
	Sidewalk Shade	Yes	54.9%
	Sidewalks	Both sides	56.3%
	Sidewalk Incomplete	Yes	42.3%

Traffic Safety

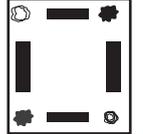
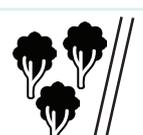
Feature	Description	Presence/Quantity	%
	Pedestrian Signals	Yes	1.4%
	Marked Crossings	Yes	19%
	Angled/On-street parking	Yes	32.4%
	Convenient Crossings	Yes	35.2%
	Vehicle Signals	Yes	36%
	Safe Crossings	Yes	36.6%
	Vehicle Lanes	>4	15.5%
	Speed Limit	>30	11.3%

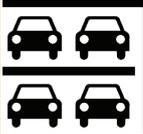
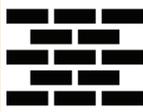
- Need to Increase
- Need to Minimize

LIVELINESS & UPKEEP



Aesthetics

Feature	Description	Presence/Quantity	%
	Banners	Yes	0%
	Outdoor Dining	Yes	0%
	Street Vendors	Yes	0%
	Plazas	Yes	0%
	Decorative Sidewalk Paving	Yes	1.4%
	Public Art	Yes	1.4%
	Monuments	Yes	8.5%
	Interesting	Yes	7%
	Benches	Yes	12.7%
	Attractive	Yes	18.3%
	Street Trees	Yes	63.4%

	Parking Lot Coverage	>25%	66.2%
	Surface Parking Lots	Yes	66.2%
	Parking Lot Size	>Small	56.3%
	Blank Walls	Yes	49.3%
	Building Maintenance	Poor	26.8%

Personal Safety

Feature	Description	Presence/Quantity	%
	Outdoor Lighting	Yes	66.2%
	Litter	Yes	35.2%
	Building Maintenance	Poor	26.8%
	Dumpsters	Yes	18.3%
	Abandoned Buildings	Yes	9.8%



Tigard Triangle Technical Advisory Committee (TAC)

Meeting #2 – Summary

Wednesday, July 28, 2016, 2:00 - 4:00 PM
City of Tigard Public Works Auditorium

Committee Members Present: Phil Wentz (Alternate), TTSD; Cheryl Caines, City of Tigard; Allen Kennedy, TVFR; Cara Fitzpatrick, City of Tigard; Damon Reische, CWS; Carrie Pak, TVWD; Kate Lyman (Alternate), TriMet; Shannon Wilson (Alternate) and Sydney Herbst, CPAH; Jeffrey Raker (Alternate), Metro; Josh Brooking, ODOT; Lori Faha, City of Tigard; Buff Brown, City of Tigard; Debi Mollahan, Tigard Chamber of Commerce; Celina Baguiao, PCC; Mike McCarthy, City of Tigard

Committee Members Absent: David Moore, TTSD; Kelly Betteridge, TriMet; Rachael Duke, CPAH; Jessica Woodruff, Reach; Chris Ford, Metro; Sean Farrelly, City of Tigard; Steve Kelly, Washington County

City Staff Present: Susan Shanks, Senior Planner; Claire Shapton, Temporary Summer Intern; Doreen Laughlin, Executive Assistant

Other Project Team Present: Elaine Howard, Elaine Howard Consulting LLC; Jon Pheanis, MIG Inc.

Members of the Public Present: Steve Martin, property owner

I. Welcome/Committee Business/Public Comment

II. Streetscape Design Update

Jon Pheanis from MIG Inc. welcomed everyone and provided a brief update from the design charrette that was held with city staff regarding streetscape design principles for the area:

- Easy to navigate for different users, e.g. freight, visitors, employees
- Welcoming
- Safe
- Different designs to reflect different street designations (access streets, pedestrian streets – and meeting stormwater requirements at the same time).

At this point, MIG is in the process of drafting the streetscape design document. The TAC will be asked to review this document, and an open house will be held that will be part urban renewal and part street design to give the public an opportunity for review and comment.

III. District Boundary Discussion

Elaine Howard summarized some of the reasons to include properties on the north side of Hwy 99W in the district boundary:

- Properties fronting Hwy 99W would then have access to potential redevelopment funds that the urban renewal area might have, and
- If the residential uses within the Tigard Triangle area increase, many of those people will use the services that are across Hwy 99W – so urban renewal could help tie it together as one community.

Elaine told the group that they would discuss the boundary and then vote on option A or B. There was some discussion, and the consensus was that it makes sense to expand it. After the discussion, there was a show of hands as to which option to support. All were in favor of Option B, none opposed.

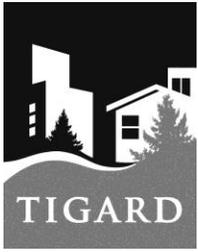
IV. Goals, Objectives, and Projects Discussion

Elaine Howard and Susan Shanks reviewed the draft goals and objectives as well as the draft project list. There were many questions and comments. The consultant took detailed notes of the comments and suggested changes. These changes, along with an upcoming TAC follow-up survey will be taken into consideration and incorporated. Among other things, the survey will help gauge how much time to budget for future discussions.

V. Next Steps

The Tigard Triangle TAC follow-up survey will go out shortly. The goals and objectives will be revised and sent back out to the group. The hope is not to spend a whole lot of time on them at the next meeting because the next discussion will focus on urban renewal financials.

The next meeting will be a joint meeting with the CAC. It will be held in the same place as this meeting – in the Public Works Auditorium. The meeting will be in the evening on the CAC's regular meeting date. The time will be 6:00 – 8:00pm on Monday night, August 22.



Tigard Triangle Citizen Advisory Council (CAC)

Meeting #2 – Summary

Monday, July 25, 2016, 6:00-8:00PM

Quality Inn, Tigard (11460 SW Pacific Highway)

Council Members in Attendance

John Boren (Citizen-at-Large)
John Goodhouse (City Council)
Scott Hancock (Library Board)
Gary Jelinek (Planning Commission)
Jim Long (Metzger, East Tigard and Durham Citizen Participation Organization)

Cathy Olson (Neighborhood Involvement Committee)
Katen Patel (Triangle Property Owner)
Elise Shearer (Transportation Advisory Committee)
David Walsh (City Center Advisory Commission)
Dustin White (Citizen-at-Large)

Committee Members Absent

Zack Dean (Youth Advisory Council)
Veronica Smith (Citizen-at-Large)

City Staff Present

Susan Shanks, Senior Planner
Cheryl Caines, Associate Planner
Hannah Holloway, Project Planning Assistant

Other Project Team Present

Elaine Howard, Elaine Howard Consulting LLC
Scott VandenBos, Elaine Howard Consulting LLC
Jon Pheanis, MIG Inc.

Members of the Public Present

DJ Heffernan, Specht Development
Gayle Highpine
Calista Fitzgerald

Trinh Tran
Nancy Tracy
Steve Martin

Meeting Format

The purpose of the meeting was to discuss proposed urban renewal district boundary options, as well as urban renewal goals, objectives, and potential projects. **Jon Pheanis** initiated the meeting and opened the floor to introductions and then public comment; there were none at this time. **Susan Shanks** clarified the distinctions between the two urban renewal boundary options. **Elaine Howard** then showed how different time horizons would affect the funding potential of the Triangle urban renewal plan. **Howard** reviewed the list of goals and objectives of the urban renewal plan. **Shanks** then talked about the project list, how it was culled from a larger list, and why the projects on the list were selected. **CAC Members** then discussed which projects should be on the final list and how to prioritize them; no final decisions were reached. There was then an attempt to select one of the boundary options. Most seemed in favor of Boundary Option B, but no consensus was reached. Meeting then adjourned.

Questions and Comments

Jim Long informed the group that an interested neighbor gathered signatures for a park in the Triangle and intends to come to a future CAC meeting to discuss the park effort.

Gary Jelinek asked if there is any sort of control regarding who is responsible for property improvements in the urban renewal district.

A: For private property, urban renewal plans cannot mandate improvements or development, but can provide incentives such as matching funds for façade improvements, etc.

DJ Heffernan pointed out the benefit to private developers of urban renewal dollars in alleviating the sometimes prohibitive cost of System Development Charges.

Jim Long asked when exactly the public will have the opportunity to be involved in the urban renewal process.

A: There will be a joint meeting with Planning Commission and City Council in September that is open to public. The plan will go to City Center Development Agency for initial review in October, which will be a public event. There will be a public Planning Commission hearing in November, and a City Council hearing in December. Then the public will vote on it at the May 2017 election.

Dustin White suggested that transportation studies should be completed periodically, in line with the region's rapidly changing transportation trends.

A: Suggested possibility of including a periodic study as an urban renewal-funded project.

Nancy Tracy wants the Urban Renewal Plan to prioritize solar energy production in the Triangle.

Elise Shearer recommended that the "remove parking lot/structures" language from Goal 4 should be amended to "remove parking". Several other CAC members agreed. Calista Fitzgerald noted that bicycle parking is not mentioned in the Draft Goals and Objectives and should be prioritized.

Dustin White advocated for adding sustainability as an overarching goal throughout the draft Goal and Objectives.

Scott Hancock asked if there are known existing infrastructure problems on the northern edge of 99W.

A: There are no known infrastructure problems.

Elise Shearer advocated for 30 year timeframe because schools would not receive any urban renewal dollars.

Most CAC members were comfortable with 30 year timeframe, plus maybe even longer.

Gary Jelinek suggested adding a pedestrian bridge to I5 crossing.

A: This is already included as a project

Trinh Tran wants to develop a mainly residential project in the Triangle. And is worried about how future development and improvements in the Triangle will affect her ability to attract tenants.

Nancy Tracy urged CAC to consider the natural history of the area and create plan provisions for wetlands, wildlife, and clean air that will protect them as the area develops.

Notes

DJ Heffernan suggested that Goal 1 of the Draft Goals and Objectives specifically call for the participation of Triangle business owners on an advisory committee. Calista Fitzgerald noted that this would give large property owners and developers a disproportionately large voice on committees. The group ultimately decided to not pursue this change to Goal 1.

During review of Goal 2, the language calling out 69th Avenue confused CAC members. The group agreed that the language should be clarified.

John Goodhouse asked for access to the presentation from Delta Planning, a group of graduate students from Portland State University, that studied walkability in the Triangle.

CAC members were in general agreement that the first objective under Goal 4 should be changed from, "...recreational facilities, and parking lots/structures" to, "...recreational facilities, and parking."

Most CAC members were in favor of Boundary Option B, but there was no final boundary decision.

Next Steps

The next CAC meeting is scheduled for **August 22, from 6-8PM** at the **City of Tigard Public Works Auditorium**.