



City of Tigard
Tigard Triangle

Technical Advisory Committee
Tigard Triangle Implementation Project

Date: July 28, 2016

Time: 3:00 pm – 5:00 pm

Location: Public Works Auditorium (8777 SW Burnham St, Tigard)

Meeting Objectives:

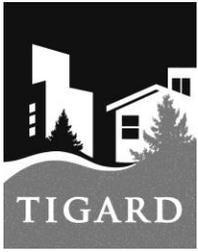
- Review streetscape design charrette outcomes
- Discuss urban renewal district boundary options and issues
- Discuss urban renewal goals, objectives, and projects

3:00 pm	I. Welcome/Committee Business/Public Comment
3:10 pm	II. Streetscape Design Update
3:20 pm	III. District Boundary Discussion
3:30 pm	IV. Goals, Objectives, and Projects Discussion
4:55 pm	V. Next Steps/Schedule
5:00 pm	VI. Close

Meeting Materials:

- Mtg #1 Summary
- District Boundary Maps (Option A & B)
- Key Issues and Deficiencies Maps (Option A & B)
- Project Memo
- Draft Goals and Objectives
- Draft Project List





Tigard Triangle Technical Advisory Committee (TAC)

Meeting #1 – Summary

Wednesday, June 23, 2016, 2:00-4:00PM
City of Tigard Public Works Auditorium

Committee Members Present

Celina Baguiao, PCC
Joshua Brooking, ODOT
Buff Brown, City of Tigard
Cheryl Caines, City of Tigard
Lori Faha, City of Tigard
Sean Farrelly, City of Tigard
Cara Fitzpatrick, City of Tigard
Chris Ford, Metro
Steve Kelly, Washington County

Kate Lyman, TriMet (Alternate)
Debi Mollahan, Tigard Chamber of Commerce
David Moore, TISD
Damon Reische, CWS
Cassandra Ulven, TVFR (Alternate)
Shannon Wilson, CPAH (Alternate)
Jessica Woodruff, Reach

Committee Members Absent

Kelly Betteridge, TriMet
Rachael Duke, CPAH
Allen Kennedy, TVFR
Carrie Pak, TVWD

City Staff Present

Kenny Asher, Community Development Director
Susan Shanks, Senior Planner
Claire Shapton, Temporary Summer Intern

Other Project Team Present

Elaine Howard, Elaine Howard Consulting LLC
Alex Dupey, MIG Inc

Members of the Public Present

None

Meeting Purpose and Format

The purpose of the meeting was to introduce the project, review the TAC's role in the project, and provide a primer on urban renewal. **Alex Dupey** welcomed everyone to the meeting, facilitated introductions, and provided an overview of the Tigard Triangle Strategic Plan and its role in guiding various implementation projects in the Triangle, including new code amendments, streetscape design guidelines, and urban renewal planning. **Cheryl Caines** then described the city's work on developing a "lean code" for the Triangle, and **Susan Shanks** talked about the quantitative urban form analysis completed by State of Place and how this information can inform urban renewal project prioritization and streetscape design. Finally, **Elaine Howard** provided a primer on urban renewal, how it could work in the Triangle, and its impacts on affected taxing districts. The meeting was then opened up to questions, comments, and committee members' thoughts on the two proposed urban renewal district boundary options presented by the project team.

Member Questions and Comments

Lori Faha asked about the prioritization of infrastructure and sustainable debt repayment structures. **Elaine Howard** outlined options including careful timing, choosing developers who do not need to be paid quickly, and city funding assumptions on urban renewal repayment. **Kenny Asher** also brought up du jour borrowing and the relatively low risk of relying on growth increments.

Cassandra Ulven asked if there is a maximum interest rate, and **Elaine Howard** answered that there are standard rates of interest which are generally implemented by the city.

Susan Shanks clarified the differences between the two urban renewal district boundary options. **Jessica Woodruff** and **Debi Mollahan** voiced support for Option B, which includes Hwy 99W and properties to the north.

Steve Kelly said the question of including HWY 99W or not, and its relationship to the SW Corridor Project, will need to be addressed in the political arena. **Susan Shanks** agreed that this is important and **Alex Dupey** said that education around the plan, especially with respect to the SW Corridor Project, should be approached carefully.

Chris Ford expressed support for Option B because he doesn't want there to be areas created that are not prioritized by anyone, and he thought that connectivity across Hwy 99W was important. Others echoed this sentiment.

Susan Shanks asked if there was opposition to Option B and **Cassandra Ulven** stated that more information on the financial impact and the types of projects to be funded would be important to understand before TVFR could fully support Option B. Others agreed.

Chris Ford asked if there would be resistance from property owners on being included in the urban renewal district, and **Elaine Howard** stated that that was unlikely.

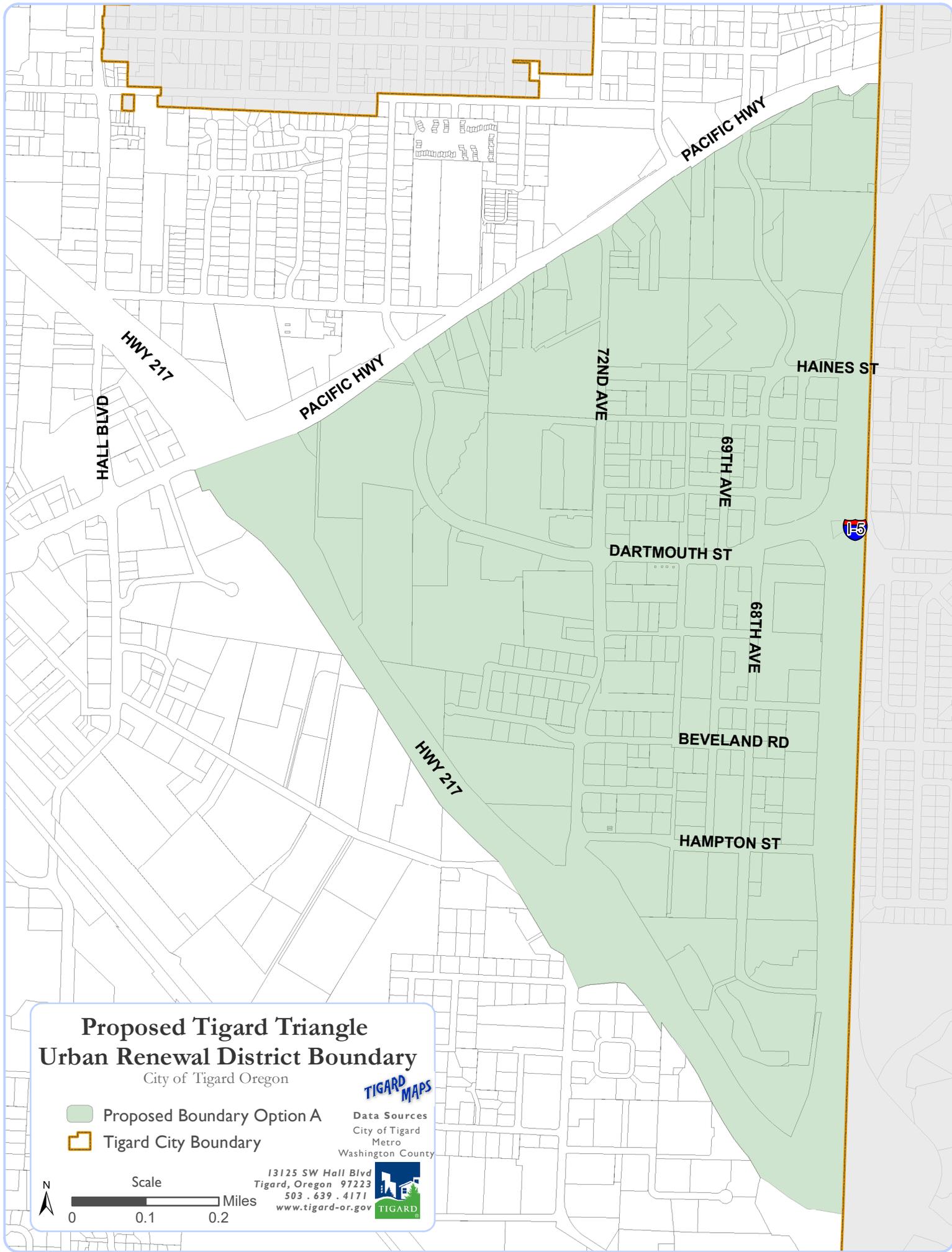
Debi Mollahan asked how many acres are within the proposed urban renewal district.

Notes

There was tentative agreement that Option B Boundary was the preferred option.

Next Steps

TAC meetings will happen at a rate of about once a month for the next 5 months. The next meeting will be July 28th and will include a discussion about Urban Renewal Plan goals, objectives, and projects. Drafts of the Lean Code and a Streetscape Design Plan are tentatively scheduled for late Summer 2016. A draft of the Urban Renewal Plan is scheduled for Fall 2016, with public education about the plan scheduled for Winter 2016-2017, followed by a public vote in May 2017.



Proposed Tigard Triangle Urban Renewal District Boundary

City of Tigard Oregon

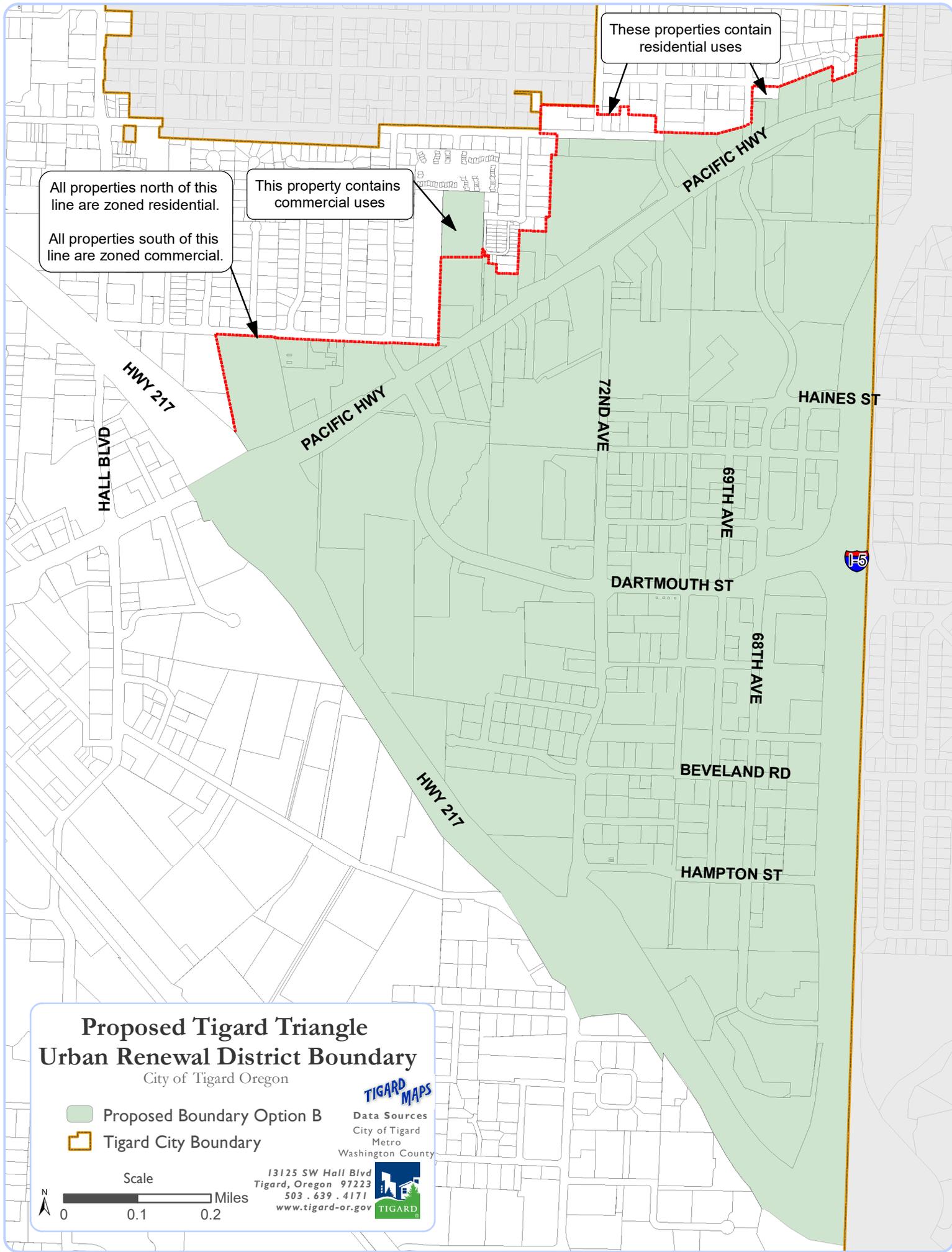
-  Proposed Boundary Option A
-  Tigard City Boundary

TIGARD MAPS
Data Sources
City of Tigard
Metro
Washington County



13125 SW Hall Blvd
Tigard, Oregon 97223
503 . 639 . 4171
www.tigard-or.gov





These properties contain residential uses

All properties north of this line are zoned residential.
All properties south of this line are zoned commercial.

This property contains commercial uses

Proposed Tigard Triangle Urban Renewal District Boundary

City of Tigard Oregon

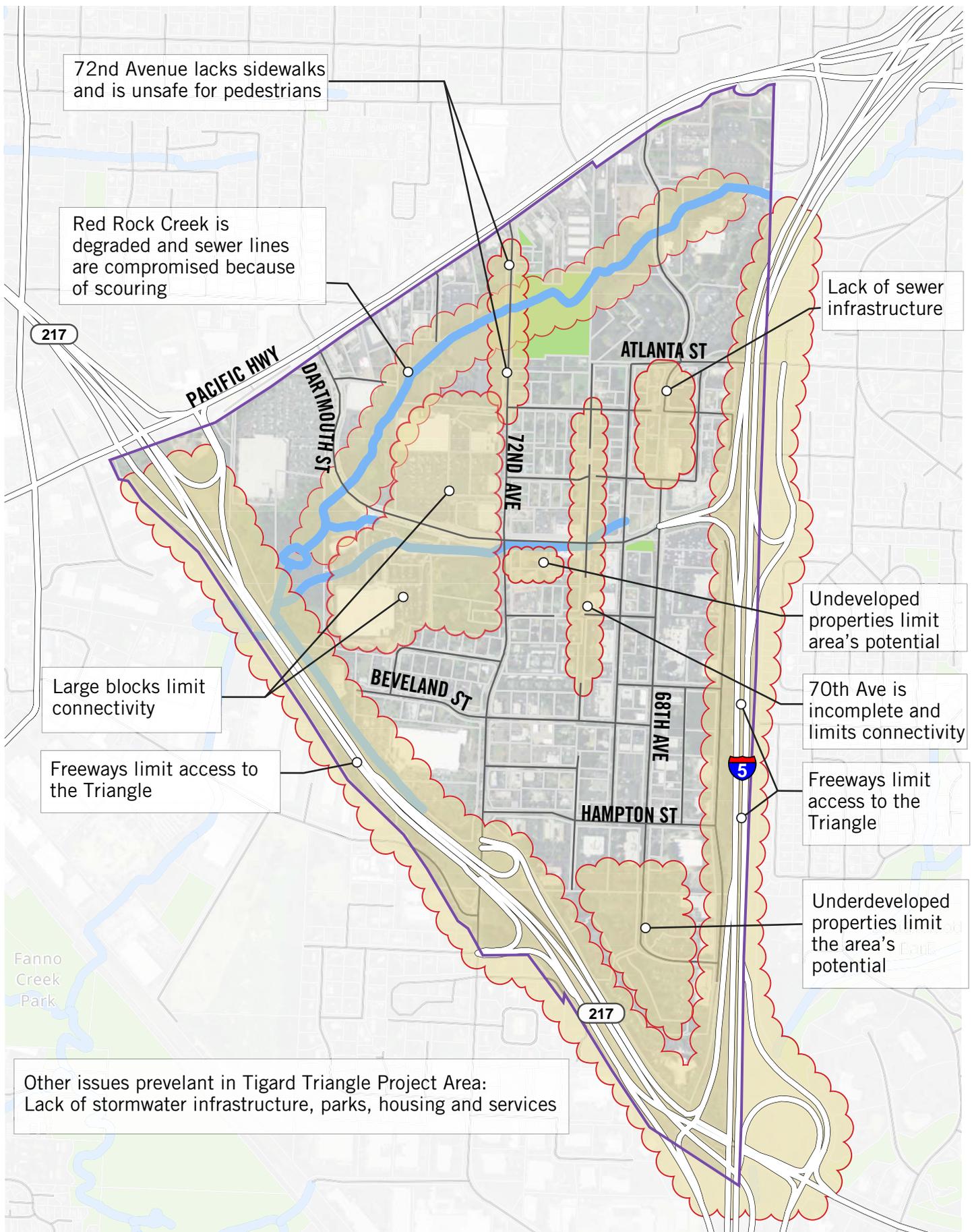
- Proposed Boundary Option B
- Tigard City Boundary

Scale: 0 0.1 0.2 Miles

TIGARD MAPS

Data Sources:
City of Tigard
Metro
Washington County

13125 SW Hall Blvd
Tigard, Oregon 97223
503 . 639 . 4171
www.tigard-or.gov



72nd Avenue lacks sidewalks and is unsafe for pedestrians

Red Rock Creek is degraded and sewer lines are compromised because of scouring

Lack of sewer infrastructure

217

PACIFIC HWY
DARTMOUTH ST

ATLANTA ST

72ND AVE

Undeveloped properties limit area's potential

Large blocks limit connectivity

BEVELAND ST

70th Ave is incomplete and limits connectivity

Freeways limit access to the Triangle

68TH AVE

Freeways limit access to the Triangle

HAMPTON ST

Underdeveloped properties limit the area's potential

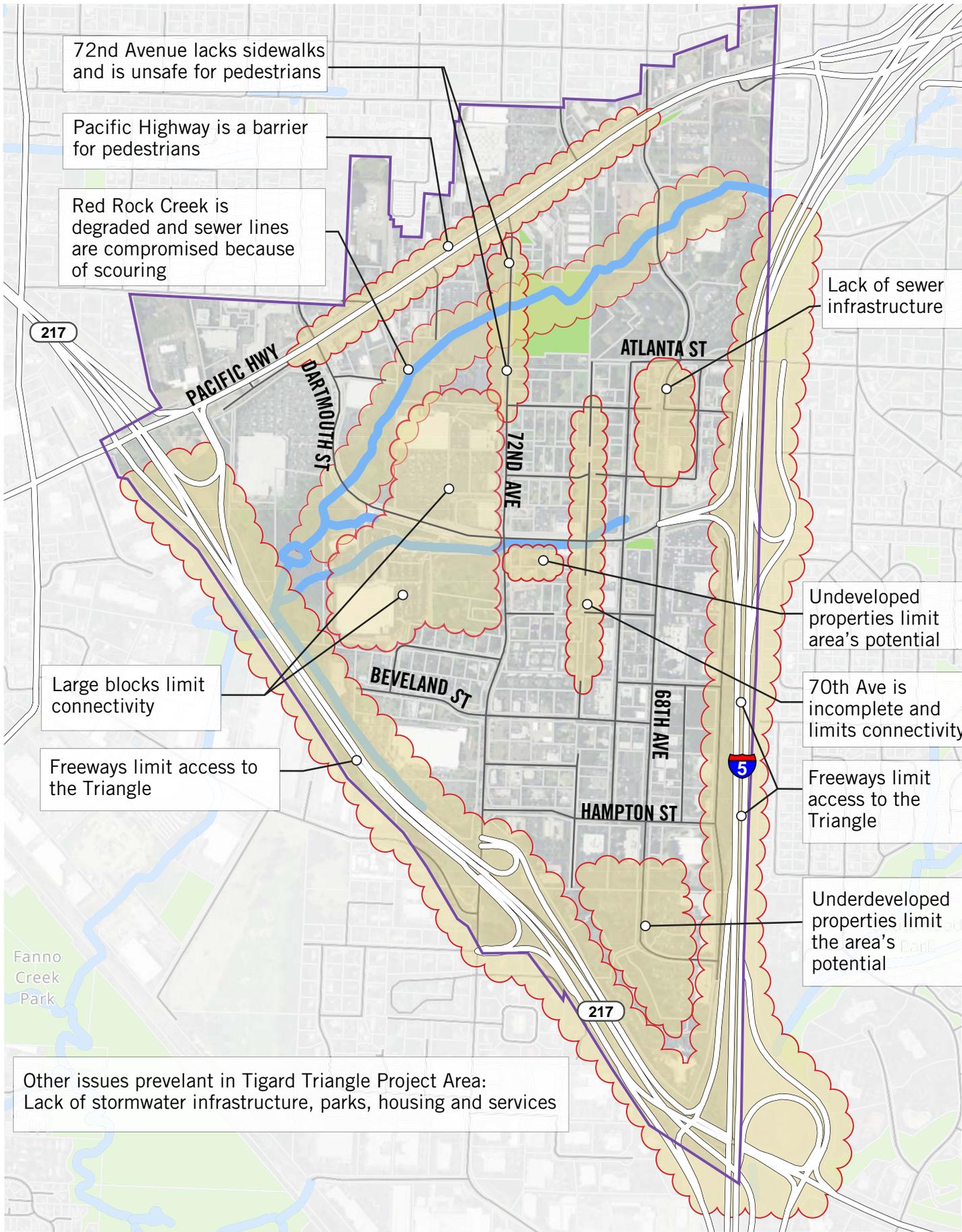
Fanno Creek Park

217

Other issues prevalent in Tigard Triangle Project Area:
Lack of stormwater infrastructure, parks, housing and services

-  Examples of Key Issues and Deficiencies
-  Stream
-  Park/ Open Space
-  Tigard Triangle Project Area (Option A)





72nd Avenue lacks sidewalks and is unsafe for pedestrians

Pacific Highway is a barrier for pedestrians

Red Rock Creek is degraded and sewer lines are compromised because of scouring

Lack of sewer infrastructure

Undeveloped properties limit area's potential

70th Ave is incomplete and limits connectivity

Freeways limit access to the Triangle

Underdeveloped properties limit the area's potential

Large blocks limit connectivity

Freeways limit access to the Triangle

Other issues prevalent in Tigard Triangle Project Area:
Lack of stormwater infrastructure, parks, housing and services

-  Examples of Key Issues and Deficiencies
-  Stream
-  Park/ Open Space
-  Tigard Triangle Project Area (Option B)





City of Tigard

Memorandum

To: Tigard Triangle Technical Advisory Committee

From: Susan P. Shanks, Project Manager

Subject: Document Review for Upcoming Meeting

Date: July 20, 2016

At the upcoming Tigard Triangle Technical Advisory Committee (TAC) meeting on July 28, we will ask you to review and discuss two important components of the Urban Renewal Plan. Please review these materials in advance of the meeting and come prepared with comments and questions.

- **Draft Goals & Objectives (Attachment 1)**

The goals and objectives provide policy and funding direction for the entire life of the Urban Renewal Plan. Only projects that further the goals and objectives of the plan can be funded by revenue generated by the urban renewal district.

- **Draft Project List (Attachment 2)**

The draft project list includes specific transportation and utility projects and other categories of projects that are consistent with the proposed goals and objectives. This list needs to be financially feasible at the time of the plan's adoption, and it also needs to represent the city's funding priorities as informed by the CAC, TAC, affected taxing districts, and the public. It is worth noting, however, that the agency responsible for implementing the Urban Renewal Plan is not bound by this list.

Imagine you had \$75 million to spend. How would you spend it?

Key Questions:

- Are these the right goals, objectives, and projects for the Tigard Triangle?
- Is anything missing? Should anything be removed or changed?
- Do you agree with the proposed transportation and utility project funding levels?
- What level of funding would you assign to those funding categories marked TBD?

Tigard Triangle Urban Renewal Plan

Draft Goals and Objectives | July 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, 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 all major amendments to the Urban Renewal Plan.

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

Objectives:

1. Create a vibrant pedestrian district that is safe, comfortable, and attractive and builds upon the Triangle’s existing transportation assets, such as 69th Ave.
2. Create a more connected transportation network where people of all ages and abilities 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. Build complete streets that include:
 - a. shared travel lanes along low volume streets.
 - b. bike lanes along high volume streets.
 - c. on-street parking and stormwater facilities where feasible.
4. Where complete streets not practicable, build transitional streets that further the Triangle’s transportation goals and objectives and support small, incremental development.
5. Build a multi-use trail along Red Rock Creek that provides a low stress east-west connection parallel to Highway 99W and facilitates the transformation of this natural corridor into a greenway.
6. Identify and build other multi-use trails and pedestrian connections as development occurs.
7. Identify and improve key pedestrian crossings along high volume streets, such as 72nd Avenue, Dartmouth Street, and Hwy 99W.
8. Improve highway crossings over Interstate 5 and Hwy 217 for all travel modes, including connections to the regional bike and pedestrian system east of Interstate 5 to Portland and Lake Oswego, and west of Hwy 217 to downtown Tigard and the Fanno Creek Trail system.

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 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 new water mains as needed.

Goal 4 – Create a clear identity for the Triangle by building upon existing unique and desirable characteristics.

Objectives:

1. Build public facilities that support the Triangle's identity as a mixed-use and pedestrian-oriented district, such as parks, plazas, public restrooms, recreational facilities, and parking lots/structures.
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 identity as a unique and special place.
3. Apply distinctive and consistent sign, art, gateway, and streetscape treatments to visually distinguish the Triangle 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 that supports the Triangle's transformation into a vibrant mixed-use and pedestrian-oriented district.

Objectives:

1. Provide a variety of financial and technical assistance to new and existing development, such as façade improvement grants, streetscape improvements, site preparation, and business development incentives.
2. Form public-private partnerships and use public investment to spur private development.
3. Encourage mixed-use development and a variety of housing types to meet a range of housing needs.
4. Assist in the development of affordable and workforce housing.
5. Assemble parcels to enhance development opportunities.

Tigard Triangle Urban Renewal Plan

Draft Project List | July 2016

PROJECT CATEGORY	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. Costs generally run 4% to 5% of funds generated by the urban renewal district.			TBD	TBD
Transportation (Goal 2)	Summary: Improves internal connectivity with new streets and trails, improves external access with new and improved highway intersections/crossings, builds complete streets by providing multimodal improvements and parking/stormwater, and provides safe, comfortable, and attractive travel options through good streetscape design.			\$96.5	\$52
	1	New Hwy 217 Overpass (Beveland)	Extend Beveland Rd south over Hwy 217 to Hunziker/Wall with car, ped, and bike facilities. Draft Capital Improvement Plan (CIP)** SCORE = 21.	50	5
	2	New Street (74th Ave)	Extend 74th Ave at 99W south to Hermoso/Beveland. Draft CIP SCORE = 18.	5	5
	3	New Street (Atlanta St)	Extend Atlanta St west as far as possible toward Dartmouth with connection at Dartmouth or future 74th Ave. Draft CIP SCORE = 16.	4	4
	4	New Intersection (Hwy 217/68th)	Extend 68th Ave south to Hwy 217 to provide right-in access to 68th from Hwy 217. Draft CIP SCORE = 16.	5	5
	5	New Hwy I-5 Overpass (Beveland)	Provide ped/bike bridge across Hwy I-5 from Beveland Rd to Southwood Dr. Draft CIP SCORE = 14.	6	3
	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. Draft CIP SCORE = 14.	6	3
	7	Modified Intersection (Atlanta/68th)	Install traffic signal and turn lanes where needed. Draft CIP SCORE = 13.	0.5	0.5
	8	Modified Intersection (99W/68th)	Add protected left turn at 68th and transit improvements. Draft CIP SCORE = 12.	4	3
	9	Modified Intersection (99W/72nd)	Add turn lanes, aux lanes, sidewalks, bike lanes, ped crossings, and transit improvements. Draft CIP SCORE = 12.	8	3
	10	New Trail (Red Rock Creek)	New trail along Red Rock Creek parallel to and south of 99W. Draft CIP SCORE = 12.	3	3
	11	New Streets (Various)	Improve connectivity, circulation, and access with new or extended local streets. Draft CIP SCORE = N/A.	5	5
	12	Modified Street (72nd Ave)	TBD. Dependent upon 72nd Ave Corridor Study recommendations. Draft CIP SCORE = N/A.	TBD	10
	13	Modified Street (99W)	Implement access management strategies and median projects in Hwy 99W Plan, including additional pedestrian crossing locations. Draft CIP SCORE = N/A.	TBD	2
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, repair existing sewer lines, and extend water and sewer lines as needed.			\$18.3	\$13.3
	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
	2	Stormwater/Sewer	Permanently fix compromised sewer lines in Red Rock Creek and restore creek channel and riparian buffer.	3	3
	3	Stormwater	Construct approximately three regional stormwater facilities to meet new DEQ regulations for water quantity management.	6	6
	4	Sewer	Extend public sewer system to areas served by private septic systems.	5	3
	5	Water	Install new water mains as needed.	4	1
Public Spaces, Facilities, and Installations (Goal 4)	Summary: Creates a clear identity for the Triangle through the development of parks, plazas, greenways, public restrooms, public parking lots/structures, recreational facilities, public art, wayfinding, gateway installations, and/or district signage. Construction of two neighborhood parks is estimated to cost \$1.5M.			TBD	TBD
Re/Development Assistance and Partnerships (Goal 5)	Summary: Promotes new development and redevelopment through façade improvement grants/loans, streetscape improvements, technical assistance, code assistance, site assembly, site clean-up/preparation, site acquisition, and/or partnerships that facilitate housing and mixed-use development.			TBD	TBD

* URD = Urban Renewal District

** The city's CIP scoring methodology utilizes 9 criteria that rate how well each transportation project meets the city's goals for walkability, connectivity, practicability, value, and environmental protection.