



City of Tigard

Memorandum

To: Alexander Craghead, Chair, City Center Advisory Commission

From: Sean Farrelly, Redevelopment Project Manager

Re: Proposed Approach to Circulation Plan Implementation

Date: August 4, 2010

The following is an outline for a proposed new approach to implementing the Downtown Tigard Circulation Plan. It contains the basis for the implementation memo (a draft of which will be prepared prior to the September CCAC meeting). The approach can be further discussed at the August 11, 2010 meeting.

1. The Downtown Tigard Circulation Plan map will be considered a conceptual framework of desired connections to be implemented with new development over the next 50 years. With the exception of the Ash Avenue crossing of the rail, Scoffins/Hunziker realignment, and Commercial Street realignment, the lines on the map are somewhat flexible. The exact alignment is dependent on redevelopment.
2. The implementation memo will indicate the priority connections to be adopted into the Transportation System Plan with recommended street character classifications. The potential priority connections are shown on Table 1 and Map A (attached). The implementation memo will include strategies for funding, potential incentives, and private-public partnerships for the development of these connections.
3. The remaining non-primary connections that appear on the conceptual framework map are needed mainly to access new development. The map shows a line indicating that a connection is desired, but the actual alignment is dependent on the type, level of intensity, and site plan of the development. These connections could also be private streets (with public easements), provided they meet design standards.
4. New development will (at minimum) conform to current Tigard standards of pedestrian connection every 330' and a full street every 530' and other street standards in the Development Code.
5. After review of the memo and maps, the CCAC will be requested to endorse, or endorse with recommended changes, the Circulation Plan conceptual framework and implementation memo. The next step would be workshops with the Planning Commission.

Table 1

Potential connections to be recommended in Circulation Plan implementation memo (not in order of priority)

Map location	Proposed connection	Type of connection	Strengths	Weaknesses	Potential implementation method
a.	Ash Avenue at grade railroad crossing	Primary Circulation	<ol style="list-style-type: none"> 1. Adds new NE/SW connection. 2. Overcomes RR circulation barrier. 3. Included in Urban Renewal Plan. 4. In current and proposed TSP. 	<ol style="list-style-type: none"> 1. Crossing predicated on closing another at-grade crossing (even then, not certain.) 2. Issue with proximity to Commuter Rail station? 	Public
b.	Scoffins/Hunziker realignment	Primary Circulation	<ol style="list-style-type: none"> 1. Eliminates offset intersection. 2. Included in Urban Renewal Plan. 3. In current and proposed TSP. 	<ol style="list-style-type: none"> 1. Requires purchase and demolition of building. 	Public
c.	Ash Avenue north of Scoffins (Garden connection)	Primary Circulation	<ol style="list-style-type: none"> 1. Provides new entrance to downtown. 2. Allows service of redeveloped properties along Hall. 	<ol style="list-style-type: none"> 1. Intersection at Hall will be limited to right in, right out for vehicles. 2. Dependant on redevelopment. 	Private/public
d.	Commercial Street realignment at Main	Primary Circulation	<ol style="list-style-type: none"> 1. Eliminates offset intersection. 	<ol style="list-style-type: none"> 1. Impact to existing building? 2. Potentially creates property sliver. 	Public or private/public
e.	Scoffins-Commercial connection	Primary Circulation	<ol style="list-style-type: none"> 1. Opens up large super-block. 2. Improves circulation. 3. Creates development opportunity in interior of lots. 4. Can likely be aligned along tax lots. 	<ol style="list-style-type: none"> 1. Dependant on redevelopment. 	Private/public
f.	Burnham St to rail corridor connection	Primary Circulation	<ol style="list-style-type: none"> 1. Improves circulation. 2. Creates development opportunity in interior of lots. 3. Can likely be aligned along tax lots. 	<ol style="list-style-type: none"> 1. Dependant on redevelopment. 	Private/public
g.	Alley behind Main from Burnham to the rail corridor	Primary Circulation	<ol style="list-style-type: none"> 1. Allows continuation of street wall on Main with deliveries and access to parking from rear. 2. ROW exists (meandering) 	<ol style="list-style-type: none"> 1. May not be able to service large delivery trucks. 2. Relationship to parking behind buildings? 	Private/public
h.	Pedestrian connection from Commercial to Commuter Rail track crossing	Primary Circulation	<ol style="list-style-type: none"> 1. Short connection with large impact to pedestrian circulation 	<ol style="list-style-type: none"> 1. Probably can't be implemented until Transit Center redevelopment 	Private/public

Map A



Downtown Connectivity Plan - Preferred Alternative
Downtown Tigard Circulation Plan Project

Proposed streets Connection Types

- Primary Circulation
- Secondary Circulation
- Access (depends on development)

Statement of Values for the Downtown Circulation Plan

City Center Advisory Commission (CCAC)'s Statement of Values for the Circulation Plan from April 22, 2009 meeting

1. Create a street system that will encourage people to visit and return to downtown.
2. The new street network should result in a positive impact on the environment.
3. All modes of transportation must be accommodated.
4. Encourage a pedestrian-oriented urban village in Downtown.
5. Get people into and around the Downtown, but do not enable vehicles to cut through (with the possible exception of a connection to Highway 217 via Scoffins and Hunziker.)
6. The street network should serve the uses envisioned for the future
7. The existing built form should be taken into account when planning new connections, but the greater economic interests of future development should take precedence.