

Tigard Downtown Development Strategy Updated Five-Year Action Plan



Prepared for:
City of Tigard
Town Center Development Agency



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ECONOMICS



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Source: City of Tigard

A 2020 Downtown Progress Report

Significant transformation has occurred in Downtown Tigard since the adoption of the Downtown Improvement Plan in 2005. The community and City leaders have pursued a dedicated course of incremental improvements through public and private development over the past fifteen years. Major completed and on-going investments in streets, parks and trails have improved the public sphere, while major public/private development projects have brought hundreds of new residents to the Downtown and improved the business district.

Major accomplishments include:

- Extensive street and streetscape improvements on Main and Burnham Streets.
- Public street art and at Downtown gateways.
- Fanno Creek restoration and park improvements.
- Attwell Off Main public/private partnership, brings hundreds of new residents in dense, mixed-use development.
- The Knoll at Tigard brings affordable units for senior residents.
- Storefront and tenant improvements to nearly thirty local businesses.
- Main Street at Fanno site purchase, cleanup and development agreement for new development.
- Tigard Street Heritage Trail, Rotary Plaza, and public restroom.
- Tigard Skatepark.
- Site purchase and planning for Universal Plaza.
- New public parking lot.

Many more projects are underway or in planning, including completion of Universal Plaza, potential major redevelopment of the current City facilities, on-going street improvements, incentivizing new private development, and plans to leverage the future Southwest Corridor light rail station to be located at Hall Boulevard.



Source: SERA Architects

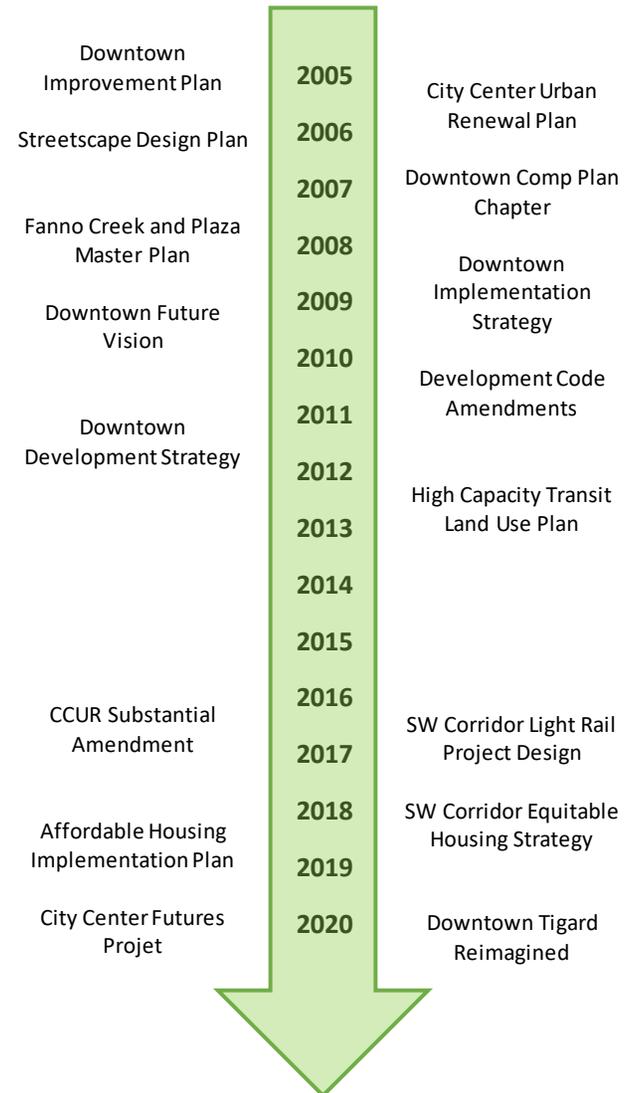
Even as Downtown Tigard has benefited from this steady progress, the unpredictable shifts of the economy and real estate market conditions have at times limited the available resources and opportunities. Much remains to be accomplished to achieve the Downtown Vision and meet the goals set forth in the Improvement Plan and the City Center Urban Renewal Plan. The Downtown area needs continued development of a full mix of residential, commercial, and civic/public land uses to continue to draw in new residents and businesses. More mixed-use and transit-oriented development (TOD) would best take advantage of allowed density, regional transit stations, and Downtown Tigard’s walkable, bikeable street network.

As the Downtown finds itself at this crucial juncture between what has been achieved and what remains to be done, the City Center TIF District is approaching the end of its planned 20-year duration. The district has not generated the amount of tax increment revenue forecasted at the outset, largely due to the economic crash that began soon after adoption. That recession was led by the real estate and finance industries, and new development was cooled for many years following.

As of 2020, the table has been set for increased progress towards the Downtown Vision. Tax increment revenue in the district has now built to a substantial annual amount to contribute to the remaining major projects, while the anticipated connection of regional light rail service in 2027 will enhance the attractiveness of the area for new transit-oriented development.

This Development Strategy discusses strategies and action items to pursue in the next few years to build on the successes in Downtown Tigard, and plan for the future of the TIF district.

Downtown Tigard Planning Timeline



Development Opportunities and Constraints

This section discusses some on-going opportunities and challenges that may impact Downtown development activity in the future, from both planning and market perspectives. The following map (Figure 1) shows the Downtown area, noting both recent public and private projects, as well as potential future projects. It also notes potential areas of planning focus.

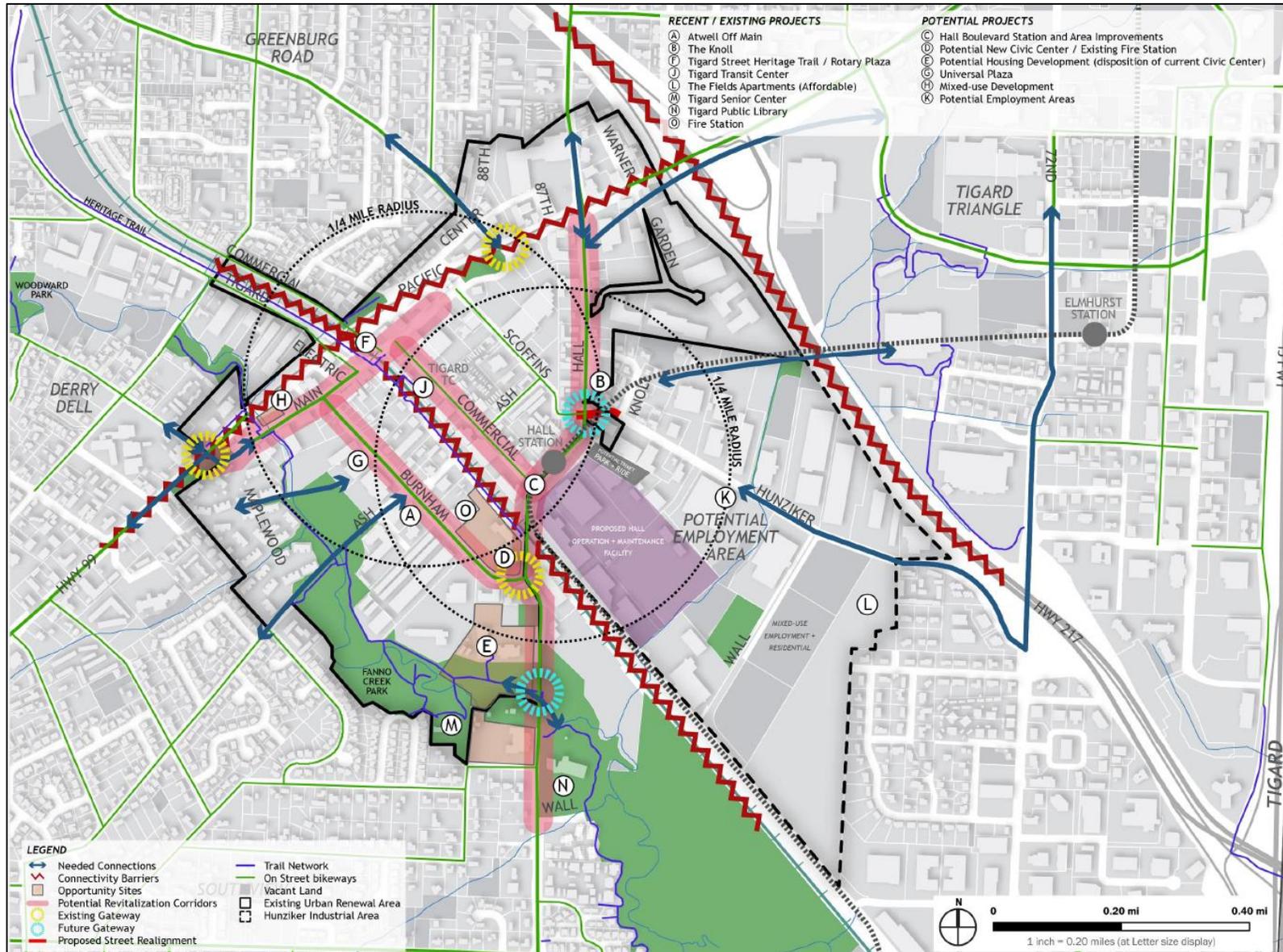
In comparison to the adopted Downtown Vision, the existing City Center TIF District remains underdeveloped as a fully integrated, self-sufficient mixed-use center. The area has significant remaining capacity for new development that can attract many more residents and employees to the district. Great strides have been made to enhance the public sphere, improve connectivity, and fully leverage the Fanno Creek natural area as a great livability amenity. These investments can attract more private investment to the area, while catalytic projects such as Atwell Off Main provide examples that mixed-use development works in Downtown Tigard.

COMMERCIAL ENVIRONMENT: Walkable, urban-serving businesses are generally concentrated along SW Main Street, with more automobile-oriented storefronts, warehouses, industrial uses, spread throughout the area. SW Main Street is home to many successful small businesses, and investments to the public streetscape and building facades have revitalized the corridor over the past decade. With this strong core, the street still contains gaps in development and could benefit from additional restaurants, shops, and gathering spaces to build a critical mass.

Recent streetscape improvements along SW Main and SW Burnham have helped improve connectivity and create a pleasant walking experience. Several recent housing projects, including Atwell Off Main (market rate apartments; map location “A”) and The Knoll (affordable senior living; map location “B”) have transformed previously sites and brought new clusters of residents to the city's core.



Figure 1: Downtown Tigard Projects, Opportunities and Constraints



The area near SW Hall and SW Commercial (map location “C”) could become a secondary hub for small commercial businesses in the future as planned light rail service brings investment and foot traffic to the area. Numerous opportunities exist to transform this area for more active development, better street connections, open spaces, and public use opportunities particularly between the station area and SW Main.

HOUSING: Adding new residents has been a key goal of the TIF District, to continue to increase vitality, support Main Street businesses, and take advantage of the strong transit connections. The Downtown is home to many older apartment complexes clustered on the east side of the district, on or near Hall Boulevard. These properties range in size from a few units to hundreds of units. Along with the nearby mobile home park property, these older apartments provide an important source of “market rate” affordable housing to the community, as they charge lower rents than newer properties, but without formal rent subsidies. Another term for this type of housing is “Natural Occurring Affordable Housing” or NOAH.

As the district continues to attract new development and transition into a light rail station area, there may be increasing pressure on this stock of affordable rental properties to sell or redevelop. The “SW Corridor Equitable Housing Strategy” developed as part of the light rail planning project identified many of the dangers and potential remedies for the displacement of residents who rely on this NOAH housing in growing station areas. Strategies include encouraging and partnering on more affordable housing development, anti-displacement assistance to households, and programs for first-time home buyers.

There are also examples of new housing in the District that exemplify the types of new development that can begin to join older housing in the Downtown area. The Attwell Off Main is an example of the type of new multi-story mixed use development that can occur with the partnership of the TIF District. This project brought 165 new higher-end market rate units to the area and takes advantage of the local walkability and connection to Fanno Creek Park. The Knoll is an example of non-profit subsidized housing that will ensure units remain affordable for the long term. The proposed mixed-use project at Main and Fanno Creek will bring more urban-style apartments to the city center.

ZONING AND LAND USE: The Area is primarily zoned Mixed Use - Central Business District (MU-CBD), with adjacent areas of Commercial General near Highway 217 and Light Industrial to the southeast of the City Center. The MU-CBD zone is regulated by the Tigard Downtown Plan District, which includes development standards that encourage density and mixed uses, including minimum residential

densities, taller ground floor height requirements, reduced parking requirements, small maximum setbacks, and urban-feeling lot coverage and landscape requirements. The Atwell Off Main apartments were developed under these standards.

The City is exploring options to relocate the City facilities currently located off SW Hall Blvd. to the City's public works site near SW Hall and SW Burnham (map location "D"). This creates the opportunity both for modernized public facilities at a new City Hall and the reuse of the former City Hall site (map location "E") for large scale private development of housing and other uses.

The northern part of the district includes many highway-oriented shopping centers facing Pacific Highway (99W) that don't fit the desired downtown character nearby. This could be a long-term redevelopment opportunity to provide better connectivity and a finer grained land use pattern. Over time, these properties will be higher valued as redevelopment sites than as aging shopping centers.

TRANSPORTATION AND ACCESS: Pacific Highway runs along the northwest edge of the area and provides a regional connection for Tigard City Center. At the same time, this wide high-traffic corridor is a major barrier to connecting downtown to residential areas to the northwest and is uninviting for walking or biking.

Highway 217 provides several interchange exits to the edges of the Downtown area for vehicle access. SW Hall Boulevard is a key north-south local collector street linking City Center to area neighborhoods. The Fanno Creek Trail is a quality local open space amenity and active transportation route that links walkers and bikers from Tualatin to Washington Square and south Beaverton to the north. The recently constructed Tigard Street Heritage Trail which intersects with SW Main Street (map location "F") provides another active connection (in addition to historically themed art and a small plaza.) The City Center overall is challenging to get in and out of other than via a few key streets; options are limited.

New, safer crossings of Pacific Highway, Highway 217, and through Fanno Creek Park are some of the opportunities to better link downtown Tigard to the broader city and region.

Downtown Tigard is a well-served regional transit hub. WES Commuter Rail links Tigard to Tualatin and Wilsonville to the south and Beaverton to the north with peak-hour commuter rail service. The Tigard Transit Center links WES service and numerous bus lines running directly to Beaverton, Portland, Sherwood, Wilsonville, and local destinations. Southwest Corridor light rail service is planned for a station at SW Hall / SW Commercial that will increase multimodal connectivity from Portland to Tualatin.



Fanno Creek Park Master Plan

GREEN SPACE AND PUBLIC USES: Fanno Creek to the southwest of downtown is an excellent open space amenity but is the only large natural park or open space in the Area. The planned Universal Plaza along SW Burnham (map location “G”) will be a major expansion of public space. The Fields Natural Area provides another open space amenity to the south of Downtown. Additional green space and urban landscape opportunities exist through site development and streetscape projects in the future.

KEY SUBAREAS AND CORRIDORS: Revitalization in Downtown Tigard is happening or planned across a group of subareas that still feel somewhat disconnected. These include the SW Main corridor with its mix of small businesses and offices (one site on SW Main near Fanno Creek is being explored for mixed-use development, map location “H”), the possible redevelopment of City facilities at SW Burnham and SW Hall, a future light rail station at SW Commercial and SW Hall, and redevelopment along Burnham, Commercial and Hall. Another specific site being studied for redevelopment is the Tigard Transit Center (map location “J”) which may become available as the station area is reconfigured with arrival of the light rail service.

The need to connect these projects makes improvements along several key corridors all the more important. These include opportunities to bolster mixed-use and commercial development, public projects, and streetscape and connectivity improvements along:

- SW Main between SW Scoffins and Pacific Highway - a pedestrian-oriented historic main street environment with continuous building frontages, ground floor businesses, and residential options. Significant streetscape investments have been completed in recent years along SW Main.

- SW Burnham - medium-scale residential and mixed-uses, live-work, offices, retail, and civic uses. The streetscape along Burnham has been completely reconstructed in recent years, but development remains disjointed and constrained to auto-oriented uses.
- SW Hall between Pacific Highway and SW Burnham - a blend of building types and land uses, including commercial and residential options, especially taking advantage of good accessibility near Pacific Highway and SW Hall.
- SW Commercial between SW Main and SW Hall - higher density residential and employment uses including offices and retail businesses.
- Potential Employment Areas (map location “K”) - the warehouse and industrial areas northeast of the rail tracks, south of Highway 217, and approximately east of SW Hall Blvd and SW Knoll Drive could be targeted for more mixed employment, commercial, and flexible work space, especially to take advantage of potential incoming light rail at the nearby Hall/Commercial station. Similarly, the development of the Fields Apartments with 260 housing units (map location “L”) helps to build residential density in the area. This area is not within the TIF district boundary, but the development of the properties near the light rail station will have complimentary impacts on the Downtown, and vice versa.



Market Snapshot

The past decade has seen a strong rebound of economic growth from the 2008 recession. The Portland Metro area has fared even better than many regions by almost any measure, from population and employment growth, to income levels, to real estate development. The region has remained a popular and attractive destination for new residents, even throughout the recession, while benefiting from a strong and growing base of well-paying high-tech and professional jobs.

Real estate development activity fell precipitously during the recession, but the need for new housing and particularly rental housing soon became apparent. Development returned first to the urban core and has spread over the past decade to suburban communities, including Tigard. Since 2010, Tigard has seen the development of over 3,300 new housing units, with an estimated 43% being multifamily. The Downtown area has seen the development of over 200 rental units in the Attwell Off Main, and the nearby Knoll at Tigard.

Growth in the City of Tigard

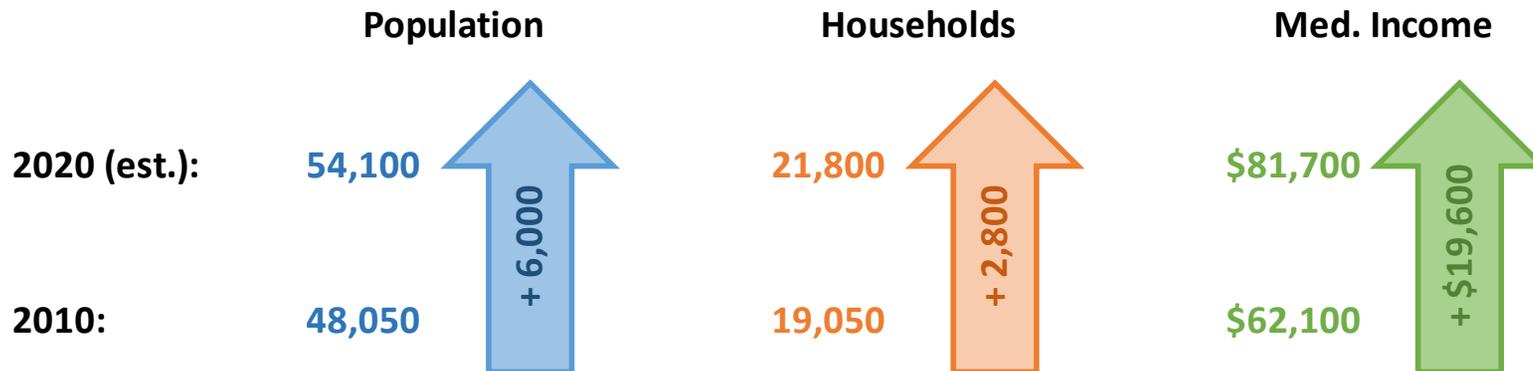


Table 1 (next page) summarizes the market conditions for real estate development in the Downtown Tigard area in recent years and in to early 2020. (This analysis assumes that these conditions represent the long-term trends in the area and are likely to return over a five-year planning period, despite current disruptions.)

Conditions are supportive of continued growth in residential and commercial real estate, and the development of denser building forms that support a mix of uses and take advantage of excellent nearby transit options.



Source: Development study, SERA Architects

Economic Impacts of Covid-19

As of early 2020, the national and regional economy was as strong as any period on record with record low unemployment, good job and income growth, a strong stock market, and continuing real estate development. By mid-2020, the quickly appearing public health emergency of Covid-19 essentially forced much economic activity to be put on hold as the situation unfolds. The duration and long-term impacts of the crisis are yet to be seen.

There is reason to believe that this is a temporary emergency, and economic activity may rebound well once residents and workers are able to return to more normal activity outside the home. Many of the underlying conditions that supported a charging economy at the beginning of the year are still present. Since planning efforts look at the long-term, the safest assumption is that conditions will return to something like the prior trend in coming years, even if the period of recession lasts one to two years.

Table 1: Real Estate Market Conditions, Downtown Tigard

Land Use	Market Conditions	Estimated Demand	Location	Feasible Development Forms
Rental Apts	<p>Moderate to strong: The use with the strongest market potential currently, though increased supply in Tigard and surrounding areas is putting downward pressure on rents. We regard the current market potential to be moderate but expect strong conditions in 3-5 years.</p> <p>Current rent levels are generally supportive of new projects, especially at sites in pedestrian-friendly areas with good regional/freeway access.</p>	<p>Strong: There is an estimated 5-year demand for roughly 1,500 new market rate apartment units, or 300 units per year, in the Tigard market. New demand is concentrated in middle-income segments among young households and seniors.</p> <p>There is additional demand for regulated affordable units, reflecting the shortage of affordable housing in Washington County and the broader region.</p>	<p>Good: Downtown Tigard is a good location for rental residential use. The area combines walkable services, shopping and other amenities, with a pleasant residential character on adjoining streets and neighborhoods. The area further benefits from good regional access via I-5 and Highway 217.</p>	<p>Four/Five-Story MFR or MU: Currently, the densest market-feasible development form is likely to be a four- or five-story apartment building served by surface or limited tuck under parking. Structured parking is generally cost-prohibitive in this market, though tuck under and parking podium approaches are feasible.</p>
Retail	<p>Moderate: The market area has benefitted from low vacancy in recent years, but most of the new demand has been for auto-oriented retail. Demand for pedestrian-oriented retail has been dominated by eating and drinking places and by professional and medical service providers.</p> <p>Lease rates are highly dependent on access and visibility, and only sites with good exposure can support new construction.</p>	<p>Moderate: There is considerable demand for new retail space within a 3-mile radius of Downtown, estimated at more than 40,000 square feet per year over the next five years. However, auto-oriented retail formats will represent some of the demand.</p> <p>Nevertheless, a modest amount of pedestrian-oriented retail is feasible in areas that provide active urban environments.</p>	<p>Good: Downtown is a good location for small-to-mid retail uses, including eating/drinking places and commercial services. The area already has an established cluster of pedestrian-oriented amenities on Main Street, though capacity remains for more.</p> <p>Additional critical mass may be needed to attract the traffic and generate the rent levels needed for development of sites with secondary exposure.</p>	<p>Low-Rise or MU: Single-story retail might be feasible on peripheral sites along arterials with high traffic volumes. Mixed-use formats are a more likely development form in pedestrian-friendly areas. In both cases surface parking is most likely, though some tuck-under parking may be possible in mixed-use structures. The need for easy-access parking may limit the amount of commercial space in mixed-use projects.</p>
Office	<p>Moderate to weak: Suburban office markets have struggled over the past decade as demand has shifted to urban locations. The current vacancy rate in and around Tigard is high, at 11.8%, though most of the vacancy is at large business-park properties. Current demand is primarily driven by smaller population-serving establishments in professional or medical sectors.</p>	<p>Moderate to weak: Only limited demand growth is projected over the coming five years (40,000 SF total), with net declines over the near term followed by gains 3-5 years from now. Sites near existing commercial clusters and sites with retail-like exposure are best positioned to capture demand from population-serving users. Ground-floor suites in mixed-use buildings may accommodate some of this demand.</p>	<p>Moderate to good: Downtown is a good location for local population-serving establishments of moderate size and with limited parking needs. Sites along arterials and near established commercial clusters provide the best exposure to the local population. Sites without visibility are more difficult to utilize.</p>	<p>Low-Rise or MU: Standalone low-rise office buildings are most likely to be build-to-suit medical buildings. Other office uses generally do not generate the lease rates needed for new construction. However, smaller ground-floor suites in mixed-use buildings are likely feasible at sites with good exposure.</p>

Development Insights

Developers, real estate professionals, and other stakeholders shared their thoughts on Tigard’s City Center as a development location, and its future. Some key takeaways are summarized here.

Development Fundamentals

- Downtown Tigard has made good strides as a submarket. It is creating a sense of place and is building a critical mass of residents and businesses. But more is still needed to achieve its potential.
- At current rent levels, target development forms (dense, mixed use, transit-oriented) are close to feasibility. Unfortunately, costs have kept pace. 2020 may see a moderation in construction costs.
- After 2020, businesses, owners and employees who do not have to be in central Portland every day will have more options. They can go to part time commuting, flex options, or move to more distant office locations. This can benefit suburban markets like Tigard.
- National developers and businesses may need more education on Tigard’s place in the Metro area.
- The trick in Downtown Tigard is finding land that works. Some sites may need City improvement or investment.
- Zoning needs to allow high density, so that development can accommodate enough units to justify construction.
- Parking is still the challenge. A development can use a hybrid of tuck-under and surface. Lower density “walk up” apartments with surface parking will not yield enough units to pencil. The parking ratio can go down as the district matures as a station area.
- Investors will want certainty that the light rail station area is going to be built. Development will not move too early in anticipation of it.

The Future Vision

- The City must continue to embrace proximity to transit and sell this vision to large developers and employers to locate in the district. In other locations rail has changed the achievable density, parking ratios, and pricing.
- In coming decades, Downtown Tigard should plan bigger, allowing for taller buildings, and high density. Reaching a critical mass of residents and businesses is key.
- Fanno Creek is a huge amenity. There should be connections to the creek throughout the district. This amenity can be leveraged.
- To make catalytic change, someone needs to control enough land to have a big impact and set the standard at the beginning. This may start with the City properties. The site should be master planned with careful eye to its impact on the rest of the district.
- The goal should be to create lasting stability and diversity over time. 2020 has been a challenge, but also an opportunity to look at the systems for equity we want to build for the future. It has exposed many cracks in the current system.

Uses of TIF and Other Resources

- Infrastructure is very important. The city can contribute to street, utilities, water and sewer and get properties served so they are ready to develop.
- However, the City must put thought into how avoid triggering prevailing wage. Prevailing wage can be the difference between feasible and infeasible projects. The City should employ strategies to avoid this, as it has in the past.
- Effective approaches are strategic land acquisition, gap funding, and complimentary programs like the Vertical Housing Development Zone tax abatement, and Opportunity Zone.

Development Strategy

The purpose of this Development Strategy is to prioritize actions and projects in the City Center TIF District over the next five years to attract new private development activity and achieve the Downtown Vision. The Development Strategy is an update of prior strategies (2007, 2008, 2011) that helped guide decision making on the most productive use of the community’s available resources of funding, time, and effort.

This strategy presents four main categories of actions, based on these prior planning efforts and the current needs of the district in 2020:



A) Encourage and Facilitate Redevelopment Projects Downtown

Seek opportunities to invest in public and private development that attract new residents and businesses to the Downtown, catalyze other development, and provide examples of affordable, mixed-use and transit oriented develop (T.O.D.) building types. Facilitate making sites available to accommodate these types of development. Assist owners to improve and rehabilitate Downtown properties.

B) Improve Fanno Creek Park and Develop an Open Space System in Downtown

Finish the public access improvements and restoration of natural areas in Fanno Creek Park, as the central open space amenity in the Downtown. The Park is envisioned as the “Green Heart” of the district, creating a network with other public plazas and walkable streetscapes. The Universal Plaza will serve as a key neighborhood attractor and gathering space for events in the Downtown.

C) Develop Comprehensive Street and Circulation Improvements Downtown

Provide well designed streets that promote walking, biking and use of transit to attract development to the Downtown. A well-connected multi-modal street grid helps the district function as an integrated place for residents, workers, and visitors. Well-designed connections between Main Street and transit stations will help incentivize development on those corridors.

D) Pursue a Substantial Amendment to the City Center TIF District

Pursuing most of these strategies is dependent on the resources available to undertake projects. One key to meeting Downtown development goals in the next five years and beyond will be to determine the future plans for the TIF district itself and adopt changes if necessary.

Table 2 presents a matrix of potential Action Items and Projects to undertake in coming years. Recommendations are organized based on the four strategy categories shown above. This matrix includes a preliminary assessment of priority for discussion.

A) ENCOURAGE AND FACILITATE REDEVELOPMENT PROJECTS DOWNTOWN

Public Facilities		Description	In Progress	Planning	Not Started
A.1	Public Works Site (Civic Center and Parking)	Continue planning efforts to redevelop current Public Works property at the corner of SW Burnham and Hall, which may include: City functions consolidated on this site in modernized facility; Shared parking structure near new LRT station; potential additional public plaza or open space.		X	
A.2	Redevelop Current Civic Center Site	The Public Works project will potentially free the large Civic Center site for redevelopment with a mix of uses that will help achieve the Downtown Vision. These may include hundreds of housing units and new businesses. Complete master planning and a disposition strategy to ensure this property is fully utilized.		X	
A.3	Main St. at Fanno redevelopment	Continue development agreement implementation to ensure that the future mixed-use development takes full advantage of this key site and meets public goals. Facilitate near-term action on this development.	X		
A.4	Acquisition and Redevelopment of Tigard Transit Center	Plan for the eventual reuse of this large key site located on Commercial Avenue near Main Street.		X	
A.5	Other Property Acquisitions, Public-Private Partnerships	Acquire property from willing sellers in order to assemble land for redevelopment. Prioritize key sites and residential and transit-oriented development.	X		

A) ENCOURAGE AND FACILITATE REDEVELOPMENT PROJECTS DOWNTOWN (Cont.)

Public Facilities		Description	In Progress	Planning	Not Started
A.6	Public Parking Facilities	Search for additional opportunities to provide public parking in Downtown area.	X		
A.7	Public Restrooms	Provide additional restrooms in public areas.	X		
A.8	Post Office Relocation	Relocate the existing Post Office to create a development opportunity.			X
A.9	Community Center, Performing Arts Center	Performing arts center will provide new entertainment and recreation opportunities			X

Planning and Development Assistance		Description	On-Going	Planning	Not Started
A.10	Rehab/Redev. Grant/Loan Program	Loans and/or grants for property rehabilitation and beautification, including façade improvement grants.	X		
A.11	New Dev Grant/Loan Program	Loans and/or grants for new development, focused on desired types such as new housing, mixed uses or T.O.D.	X		
A.12	Technical Assistance Program	Technical assistance including development opportunity studies market studies, feasibility analysis, engineering and design related to development of property. May focus on desired development types, or key areas/corridors.	X		
A.13	Affordable Housing Assistance	Grants and technical assistance to encourage new regulated affordable housing, and preservation of naturally occurring affordable housing.	X		
A.14	Update Downtown Zoning	Consider updates to the Downtown zoning code to facilitate more transit oriented development, including reassessment of allowed densities and heights. (Agency and Council.)		X	

B) IMPROVE FANNO CREEK PARK AND DEVELOP AN OPEN SPACE SYSTEM IN DOWNTOWN

Parks		Description	On-Going	Planning	Not Started
B.1	Fanno Creek Park Improvements	Complete improvements to Fanno Creek Park, including trails, access points, and natural restoration.	X		
B.2	Fanno Creek Park/Main Street Connection	Finish design and begin construction of new Fanno Creek Trail connection and small public space near Main Street		X	

Public Spaces		Description	On-Going	Planning	Not Started
B.3	Universal Plaza	Complete planning and undertake construction of the Universal Plaza.		X	
B.4	Plazas/Urban Green Spaces	Finish design and begin construction of additional Downtown public space.		X	

C) DEVELOP COMPREHENSIVE STREET AND CIRCULATION IMPROVEMENTS DOWNTOWN

Street Improvements		Description	On-Going	Planning	Not Started
C.1	Ash Ave. Ext., Scoffins to Burnham, w/ RR Crossing	Complete improvements to Ash from rail to Scoffins. Complete rail crossing.	X		
C.2	Scoffins St./Hall Blvd./Hunziker Re-Alignment	Realignment of Scoffins and Hall, at Hunziker in coordination with LRT station construction.		X	
C.3	Implement Downtown Connectivity Plan	Build new streets identified in the Downtown Connectivity Plan, including public/private partnerships		X	
C.4	Center Street Improvements	Improve Center Street from Commercial Park to Greenburg Road.			X

Streetscape Improvements		Description	On-Going	Planning	Not Started
C.5	Main Street	Complete Green Street Phase II	X		
C.6	Commercial Street	Landscaping, street trees, sidewalk, street furniture			X
C.7	Ash Avenue	Landscaping, street trees, sidewalk, street furniture			X
C.8	Scoffins Road	Landscaping, street trees, sidewalk, street furniture			X
C.9	Center Street	Landscaping, street trees, sidewalk, street furniture			X

C) DEVELOP COMPREHENSIVE STREET AND CIRCULATION IMPROVEMENTS DOWNTOWN (Cont.)

Bike / Pedestrian Facilities		Description	On-Going	Planning	Not Started
C.10	Hall Boulevard	Improved sidewalk, crossings, and bicycle facilities			X
C.11	Scoffins Street	Improved sidewalk, crossings, and bicycle facilities			X
C.12	Tigard Street	Improved sidewalk, crossings, and bicycle facilities			X
C.13	Highway 99w	Improved sidewalk, crossings, and bicycle facilities			X
C.14	Center Street	Improved sidewalk, crossings, and bicycle facilities			X
C.15	Tigard Street/Grant Bike/Ped Crossing	Improved sidewalk, crossings, and bicycle facilities			X
C.17	Tigard St. Heritage Trail- South	Continue Tigard Street Heritage Trail from Main Street south to Hall Blvd			X

DETERMINE THE FUTURE OF THE CITY CENTER TIF DISTRICT

TIF District Actions		Description	On-Going	Planning	Not Started
D.1	Conduct TIF District Feasibility Study	Complete a feasibility study of a substantial amendment to the CCUR Plan to increase maximum indebtedness.	X		
D.2	Extend Plan duration, adopt new projects	The TCDA may remove reference to Plan duration and update the TIF project list by resolution, and approval by City Council. This could be done concurrently with the Plan amendment.			X
D.3	Update TIF District Plan and Report	Prepare a substantial amendment to update the City Center TIF District Plan for adoption and voter approval.			X
D.4	Plan Amendment Educational Campaign	Prepare a public information campaign to explain the substantial amendment, prior to seeking voter approval.			X