TUALATIN
DOWNTOWN REVITALIZATION
COMMUNITY ADVISORY COMMITTEE
MEETING

Wednesday, July 1, 2026
6:00 PM

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

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1. CALL TO ORDER

2. HOUSEKEEPING (10 mins)

1. Binder Update
2. Approval of Minutes

3. REVIEW SCORED RECOMMENDATIONS (10 mins)

1. Presentation from Quin Brunner, Urban Renewal / Economic Development Policy Analyst
2. Discussion throughout

4. SCORING ACTIVITY (80 mins)

1. Activity facilitated by Quin Brunner, Urban Renewal / Economic Development Policy Analyst

5. DOWNTOWN UPDATES (10 mins)

1. Updates from Sid Sin, Urban Renewal / Economic Development Manager

6. WRAP UP, LOOSE ENDS, PREVIEW OF NEXT MEETING (10 mins)

1. Closing remarks from Mayor Frank Bubenik
2. Member questions & announcements

7. ADJOURNMENT
Next meeting: August 5, 2026 from 6:00pm to 8:00pm at Tualatin City Services

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In compliance with the Americans with Disabilities Act, this meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Manager's Office at 503.691.3011 36 hours in advance of the meeting.

TO: Downtown Tualatin Revitalization CAC Members

FROM: Project Staff: Sid Sin, Quin Brunner

SUBJECT: Summary of Distributed Materials – Meeting 13

DATE: July 1, 2026

Phase 2 – Design Charette & Downtown Studies

16 Architecture Design Studio Report

WINTER 2026
TUALATIN

ARCH 484/585: ARCHITECTURAL DESIGN STUDIO
SCHOOL OF ARCHITECTURE & ENVIRONMENT

Connection and Retention in Downtown Tualatin

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UNIVERSITY OF OREGON
CITY of TUALATIN
SCI Sustainable Cities Institute
SCYP Sustainable City Year Program

Acknowledgments

The dedicated assistance and feedback from members of the Downtown Revitalization Community Advisory Committee, Tualatin community members, and City of Tualatin staff made this design studio possible. The studio and author extend particular thanks for their insight and feedback throughout the student design process.

Frank Bubenik, Mayor, City of Tualatin

Valerie Pratt, Council President, City of Tualatin

Skip Stanaway, Downtown Revitalization Community Advisory Committee

Sidaro (Sid) Sin, Urban Renewal, Economic Development Manager, City of Tualatin

Quin Brunner, Urban Renewal, Economic Development Policy Analyst, City of Tualatin

This report represents original student work and recommendations prepared by students in the University of Oregon's Sustainable City Year Program for the City of Tualatin. Text and images contained in this report may not be used without permission from the University of Oregon.

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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and
2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a yearlong partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service- learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

Community partnerships are possible in part due to support from U.S. Senators Ron Wyden and Jeff Merkley, as well as former Congressman Peter DeFazio, who secured federal funding for SCYP through Congressionally Directed Spending.

About City of Tualatin

The City of Tualatin is a thriving, welcoming community of nearly 28,000 residents known for its exceptional quality of life, strong community involvement, and attractive location. Tualatin offers a balance of small-town charm and big-city access. Its strategic location 12 miles south of Portland and 30 miles north of Salem, at the crossroads of Interstates 5 and 205, combined with commuter rail access via the Westside Express Service (WES), makes Tualatin a vital hub for both residents and businesses in the Portland metropolitan area.

The city's history dates back to the mid-1800s and is rooted in entrepreneurship and transportation. From its early days as a ferry crossing and rail depot, Tualatin has grown into a forward-thinking city with a strong economic base. Today, its economy is anchored by key industry clusters in advanced manufacturing, software and technology, health and wellness, transportation and logistics, and corporate services.

Tualatin's residents enjoy over 200 acres of public parks and riverfront spaces, top-rated schools through the Tigard-Tualatin School District, and one of Oregon's premier shopping destinations—Bridgeport Village. The city is also rich in recreational and cultural offerings, including the famed Giant Pumpkin Regatta.

Downtown Tualatin, anchored by the Lake at the Commons, serves as a central gathering place for residents and visitors alike. With its blend of residential, retail, and office space surrounding a small manmade lake and public plaza, the Commons exemplifies the city's emphasis on livability and smart design.



Course Participants

ARCHITECTURE GRADUATE STUDENTS

Keaton Lord
Ryan Pool
Alex Schulte

ARCHITECTURE UNDERGRADUATE STUDENTS

Zoe Todorov
Kyungjoon Han
Jade Kuenzi
Laura Lopez
Madeline Maxwell
Abigale McIntyre
Koosha Mirarabshahi
Kaz Miura
Beck Needham
Kiana Woodruff

Course Description

ARCH 484/584: ARCHITECTURAL DESIGN STUDIO

This course guides students through design projects requiring comprehensive and integrative study over a wide range of project options. Course components include individual criticism, group discussions, lectures and seminars by visiting specialists, and public review of projects.

Executive Summary

Students at the University of Oregon partnered with the City of Tualatin to envision a vibrant and welcoming downtown designed to draw people in via energetic mixed-use development and diverse housing options, improved pedestrian connectivity, and design identity. The class was charged with translating a written narrative that reflected the community's identity into graphic illustrations, plans, and drawings.

Students addressed these goals by building upon previous Sustainable City Year Program (SCYP) research focused on walkability, age-friendly urban design, and economic development. Through past research, site analysis, and direct feedback from City of Tualatin staff and Community Advisory Committee members, students identified opportunities to link the city's civic and commercial core to existing and future green spaces along the Tualatin River. The studio developed design proposals for four primary sites near the Lake at the Commons, utilizing three specific frameworks: nodes, raised pathways, and grounded pathways.

Many proposals emphasize the need for human-scale density, achieved through varying types of housing models and pedestrian-only pathways. Nodes are recommended as "villages within a village," with proposals recommending varying types of residential development with active ground-floor and edge uses to encourage frequent foot traffic. To address connectivity, raised pathways provide flood-resilient activity spaces that bypass ground traffic, while grounded pathways utilize unique strategies like floating land bridges to create a direct ground-level link across the Lake at the Commons. These strategies aim to increase the time spent and distance traveled within, between, and around the four primary sites, resulting in greater pedestrian presence and overall energy in Downtown Tualatin.

Introduction

The goal of the student design partnership between the University of Oregon's School of Architecture and Environment Design Studio and the City of Tualatin is to envision a vibrant and welcoming downtown core that attracts residents, visitors, and private investment in tandem with improved usability and overall quality of life within the region.

Key design priorities to meet this goal include increased housing, improved connectivity to and across downtown, and the translation of the community's identity into a design framework.

The downtown core currently features a man-made lake, the Lake at the Commons, which is a public green space and was noted by community members as being peaceful. Further, the core includes ample commercial and parking space. However, the general lack of dense housing within the core, and breaks in pedestrian connectivity hinder the full potential of the lake and surrounding core. This report serves to identify potential missing elements within these design priorities and propose design solutions that would work towards the overall goal of vibrancy within downtown Tualatin.

The design proposals produced by this studio heavily utilized previous SCYP student research which focused on walkability, age-friendly design, and economic development. These initial studies highlighted the need for increased residential density and connections between currently unconnected or partially connected pedestrian pathways. Through site visits and direct feedback from Community Advisory Committee members and City staff, students searched for opportunities to link the civic core to the surrounding current green spaces and future green spaces, such as the Riverfront Park along SW Boones Ferry Road.

Four primary sites were chosen as the design areas for students to develop. Within these four sites, each student utilized one of three total frameworks created in response to both the goals of the City of Tualatin and student research: nodes, raised pathways, and grounded pathways. Nodes are designed to be centers of activity that draw in visitors from across the downtown core. Raised pathways and grounded pathways both aim to connect green and civic space across the design area, but by using differing planar strategies. Material use focused both on natural and forested aesthetics and vivid and colorful expressions – indicating a dual design identity that can fluctuate between different program scales. Students envisioned ways that these unique strategies would work towards a bright, energetic, and sustainable future for Downtown Tualatin.

Understanding the Site

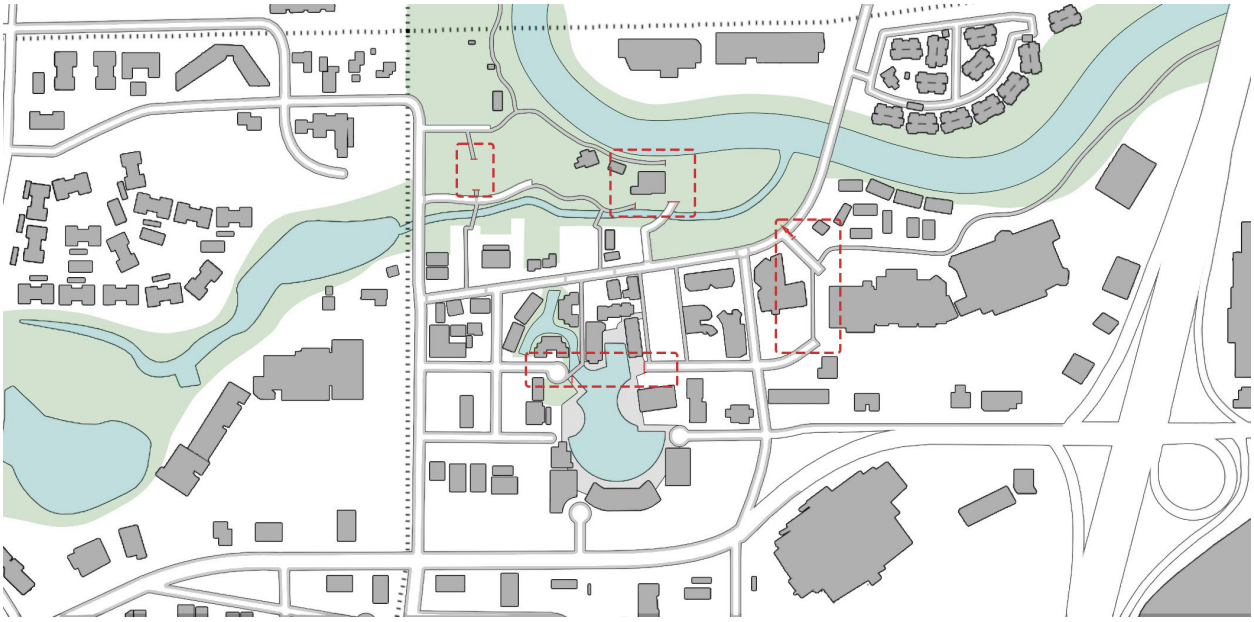


FIG. 1

SCYP Urban Design Workshop Diagram

Noted are the breaks in pedestrian movement paths to and within public green spaces including the Lake at the Commons, the future Riverfront Park and the existing greenway paths, and the Pickleball Court parking lot.

Design Credit: Johann, Charlie, Brier Turnbull, Jake Suprenant, and Jackson Sanville, SCYP Urban Design, Fall 2025

SITE CONTEXT

Prior to investigating design solutions, architecture students reviewed Community and Regional Planning graduate students' proposals for a 41-acre study area centered on the Lake at the Commons in Downtown Tualatin. Each report focused on key elements of study area: walkability and permeability, age-friendly urban design, and economic development.

The Walkability workshop student teams found that the study area surrounding the Lake at the Commons serves as a transition zone between the natural river landscape and the commercial center of Tualatin. They noted an abundance of surface parking and vehicle traffic that created breaks in pedestrian movement throughout the site. In combination with these factors exists potential for greater growth in particular job sectors that would, in turn, invigorate activity in and around downtown. To unlock this potential, the authors suggest the staggered implementation of a robust pedestrian network connecting previously disconnected pathways; consistent signage; tall, vertical landmarks to improve wayfinding; and the creation of additional housing to increase the base population of downtown. These solutions could be furthered by developing specific zones of interest with increased activity that act as destination points, such as a large multi-use housing complex with bottom-floor retail.

The Age-Friendly student team had similar findings as the Walkability team in the lack of connective infrastructure between public greenspaces and further noted that the existing bike paths in the study area were not protected or separated by grade from vehicle traffic, leading some bicyclists to use the pedestrian sidewalks in lieu of the bike



FIG. 2

Site analysis program

In addition to studying the prior Tualatin Sustainable City Year Program reports, students reviewed Civilis Consultant's Downtown Tualatin Identity Study, the November 2025 City of Tualatin Downtown Revitalization Project Update, Oregon Consulting Group's Reimagining Tualatin's Downtown December 2025 Presentation, the Core Opportunity Reinvestment Area Plan, and the existing uses in downtown.

Design Credit: Kiana Woodruff

paths. The authors found that many renters in the area were cost-burdened by housing, which impacts the age-friendliness of the area for those on fixed incomes. The students concluded that the adoption of universal design guidelines with a focus on pedestrian and age-friendly features, such as shading structures and traffic calming measures, would improve the age-inclusiveness of the region. Like the Walkability team, the Age-Friendly team also recommended the creation of additional housing in the area to alleviate overall housing costs and improve population density.

The Economic Development team identified that the study area currently lacks the continuous 18-hour daytime user traffic necessary for a vibrant

downtown core. Despite the site being served by the Westside Express Service (WES) commuter rail and many commercial options, the authors noted that the area's growth is slowed by commercial zoning restrictions, which prohibits the residential density required to support local commerce and transit. Their analysis of greater Washington County area data suggests that while the region is largely self-sufficient, there is potential for growth in the management, corporate, and service sectors. The authors propose a transition to mixed-use zoning to facilitate the development of high-density housing and active commercial street programming. Examples of proposed programs include regular farmers' markets, food carts, and local seasonal festivals to draw-in visitors and increase pedestrian foot traffic. Additionally, tax incentives and building shared workspaces were proposed to support start-up-style economic growth. Like both the Age-Friendly and Walkability teams, the Economic Development team highlighted the underutilized surface parking and recommended activating them via multi-modal (cars, bikes, and pedestrian) boulevards and denser multi-use developments to create an active downtown environment.

SITE VISIT & ANALYSIS

During their initial site visit, students met with Sidaro (Sid) Sin, Urban Renewal/ Economic Development Manager, and Quin Brunner, Urban Renewal/Economic Development Policy Analyst, who, in turn, visited the students at the University of Oregon's campus in Eugene to provide the students with feedback throughout the design process. At the initial site visit, students also met members of the Downtown Revitalization Community Advisory Committee who further outlined their vision for a vibrant downtown Tualatin. Students walked from the Tualatin Library, through downtown, around the perimeter of the Lake at the Commons, and through several potential sites.

During the site visit, students made observations regarding design challenges and opportunities, including:

- Over-abundant surface parking in areas in-between public green space
- Diversity of design forms and materials across existing adjacent structures
- Unconnected pedestrian crossings



FIG. 3

Image of Martinazzi corner facing river

Corner of SW Martinazzi Ave and SW Boones Ferry Rd facing east towards the Tualatin River. This location marks a possible connection opportunity between the civic center of the Library and City Hall and the future Riverfront Park.

Photo Credit: Alex Schulte



FIG. 4

Sidewalk on Boones Ferry Rd facing west potential park connection

Crosswalk condition over SW Martinazzi Ave to edge of future Riverfront Park.

Photo Credit: Alex Schulte



FIG. 5

Image of White Lot on SW Boones Ferry Rd

White Lot parking lot adjacent to SW Boones Ferry Rd facing south towards the lake. This is the location of Site 4.

Photo Credit: Alex Schulte



FIG. 6

Image of White Lot Raised Housing

Housing adjacent to White Lot showing raised housing with ground-level parking, a typical strategy for building housing in the floodplain.

Photo Credit: Alex Schulte



FIG. 7

Lake Perimeter facing SW Boones Ferry Rd

Lake edge view of Veterans Plaza facing north.

Photo Credit: Alex Schulte



FIG. 8

Lake at Commons missing connection

View of the broken pedestrian connections along SW Seneca St and SW Nyberg St across the lake.

Photo Credit: Alex Schulte



FIG. 9

Corner of SW Nyberg St and SW Boones Ferry Rd facing north

View of colonnade building across from Site 1 at the intersection of SW Boones Ferry Rd and SW Nyberg St facing north.

Photo Credit: Alex Schulte



FIG. 10

WES rail station

WES rail station connection across Boones Ferry Rd from Site 1.

Photo Credit: Alex Schulte

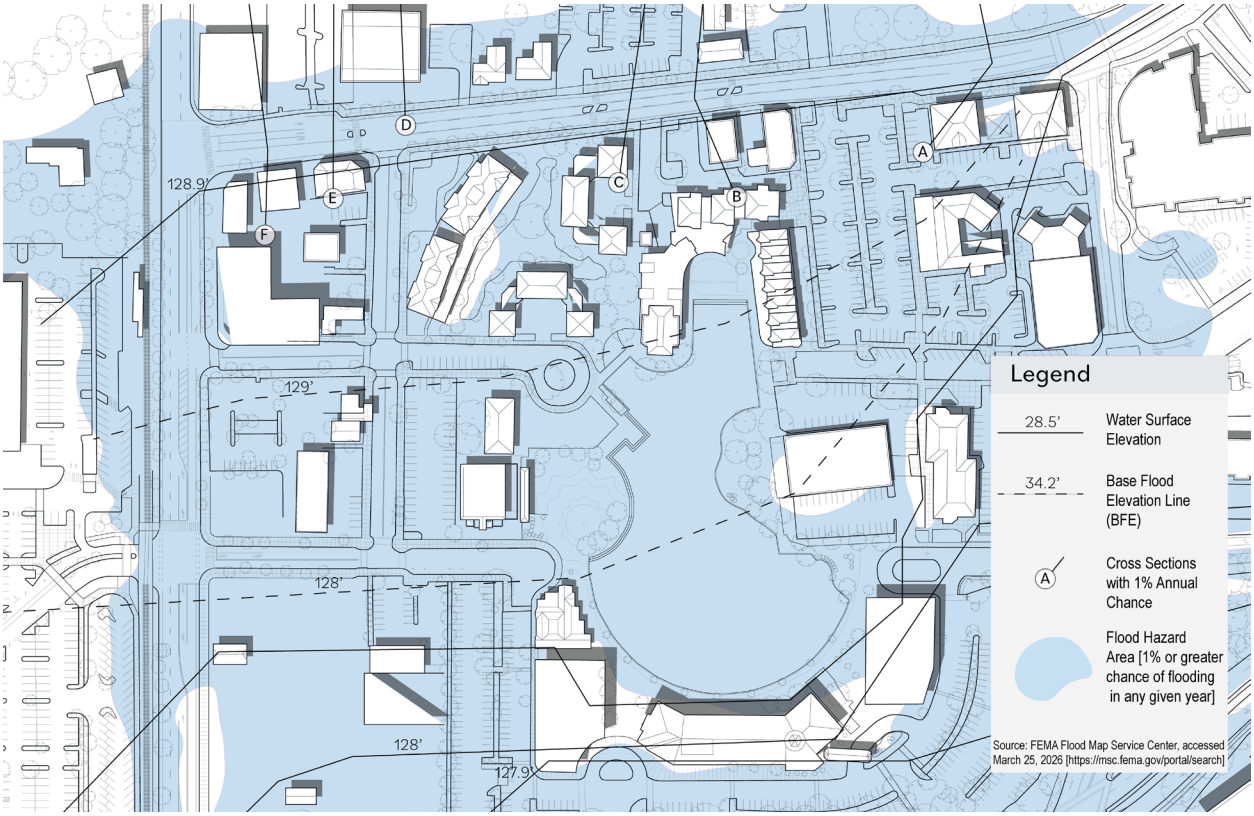


FIG. 11

Tualatin Floodplain Map

Approximate map showing the floodplain that the design study area resides within.

Design Credit: Alex Schulte

The design area for the Downtown Tualatin study area, referring to the plots on and around the Lake at the Commons and their connections to the future Riverfront Park, exists almost totally within a floodplain. Students noted how some pre-existing residential buildings put non-essential retail and parking on the ground level due to potential flood waters.

SITE SELECTION

Four primary sites were selected for theoretical design development. The goals for each student were to promote public vibrancy by increasing pedestrian connectivity and time spent downtown, and create a unique downtown design style for Tualatin. All four sites connect into a total design area in the shape of an "L" that falls across the Lake at the Commons to address the connectivity concerns between the Commons greenspace and the future Riverfront Park greenspace. Each site presents unique opportunities to support the goals of connectivity and retention in Downtown Tualatin.

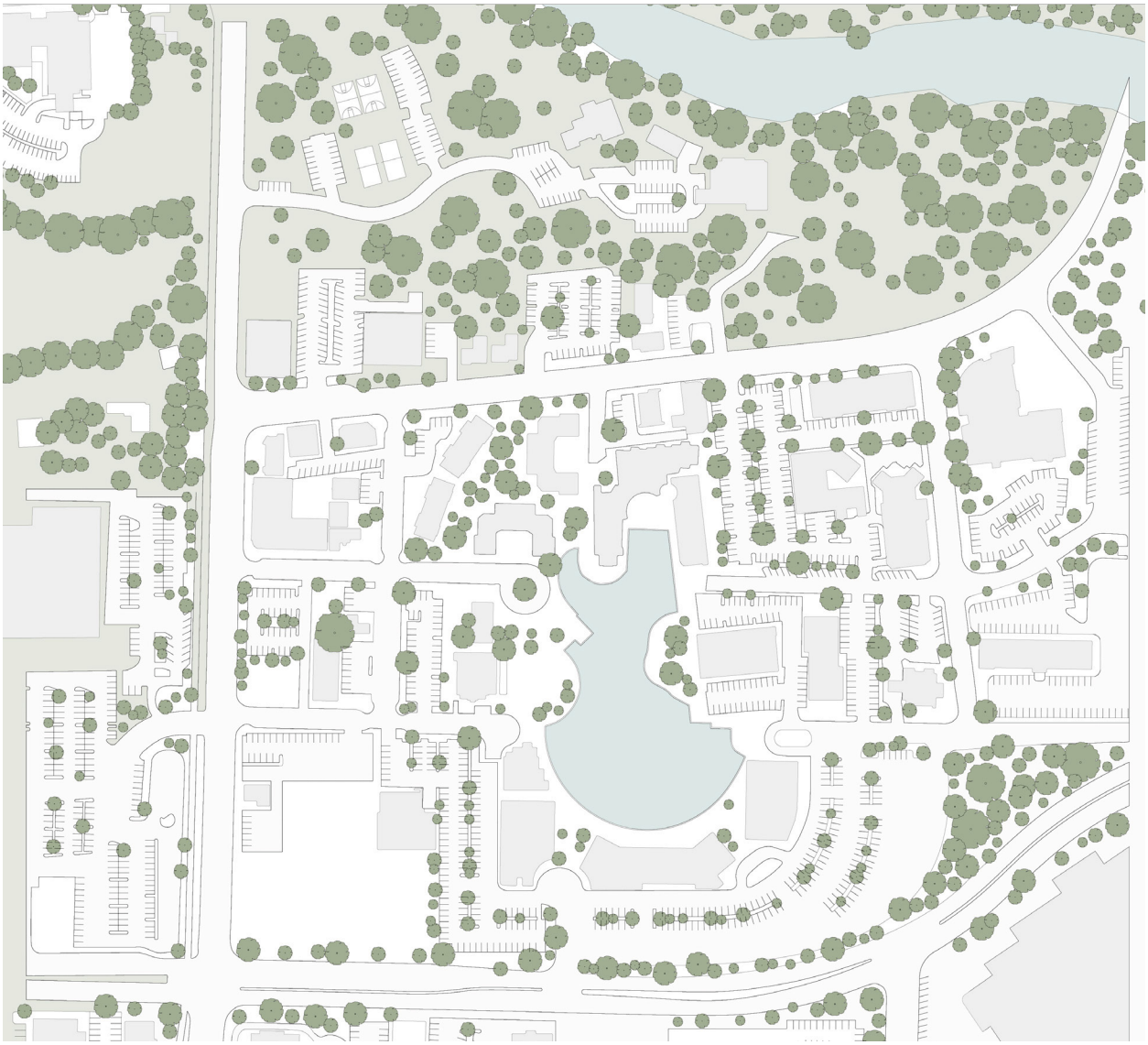


FIG. 12

Site Landscape Map

Map of current treescape in and around the design study area, including the primary green spaces of the riverfront and lake.

Design Credit: Kiana Woodruff

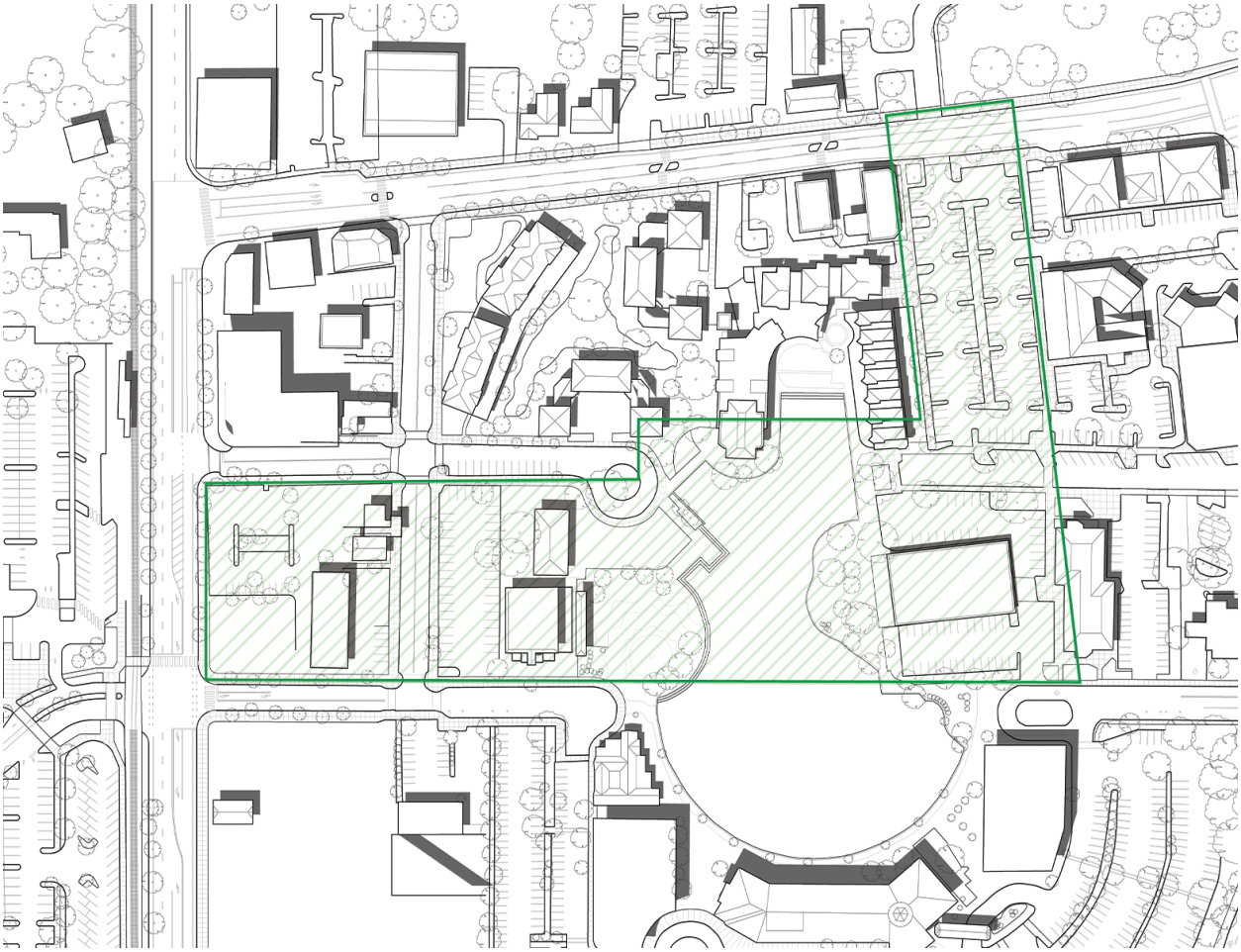


FIG. 13

Total Study Region

Combined design study area that compose the "L."

Design Credit: Alex Schulte

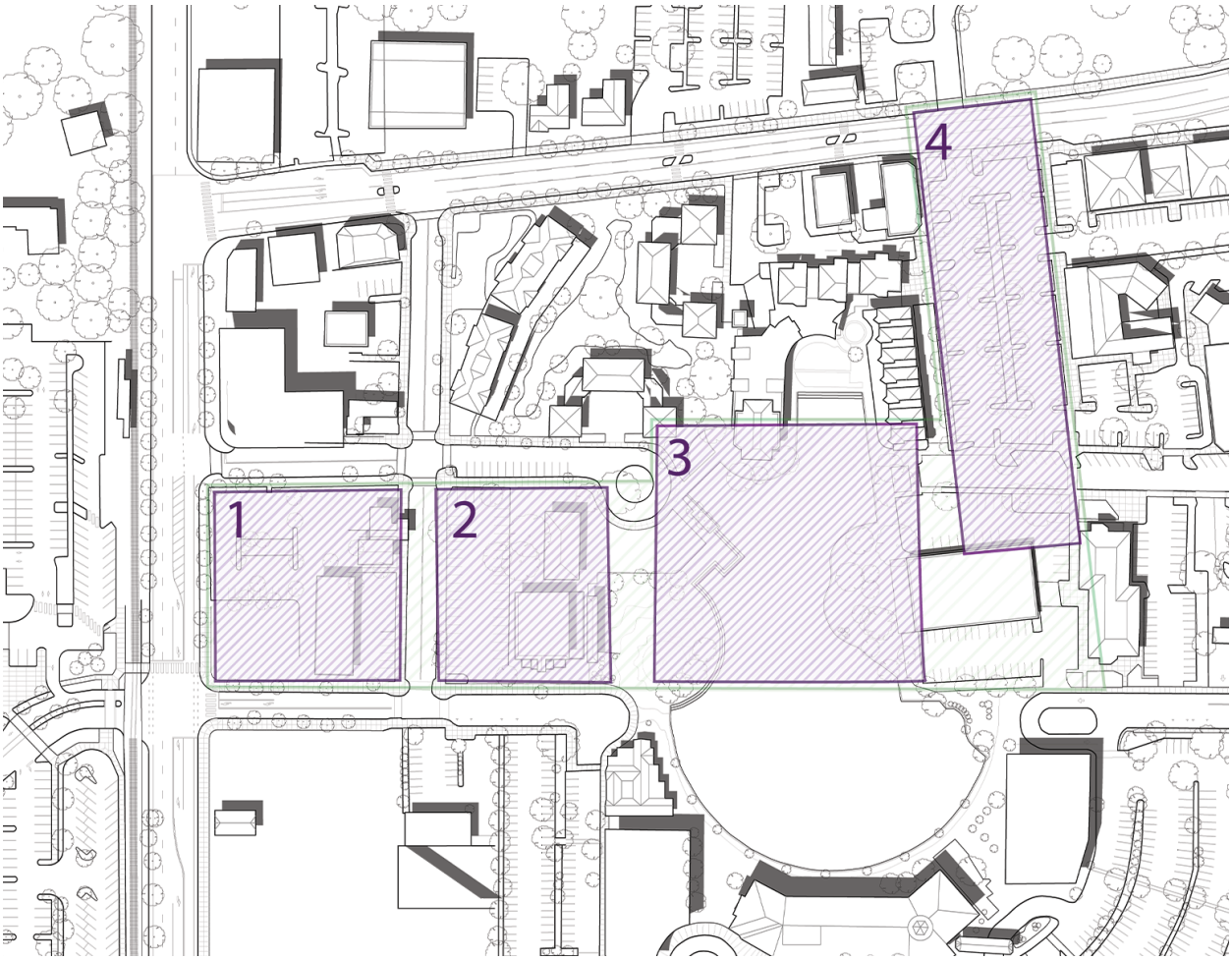


FIG. 14

Individual Sites

Individual design sites within the "L": Site No. 1 the "Catalyst", Site No. 2 the "Lakeside", Site No. 3 the "Lake Connection", and Site No. 4 the "Greenspace Connector."

Design Credit: Alex Schulte

Node Proposals

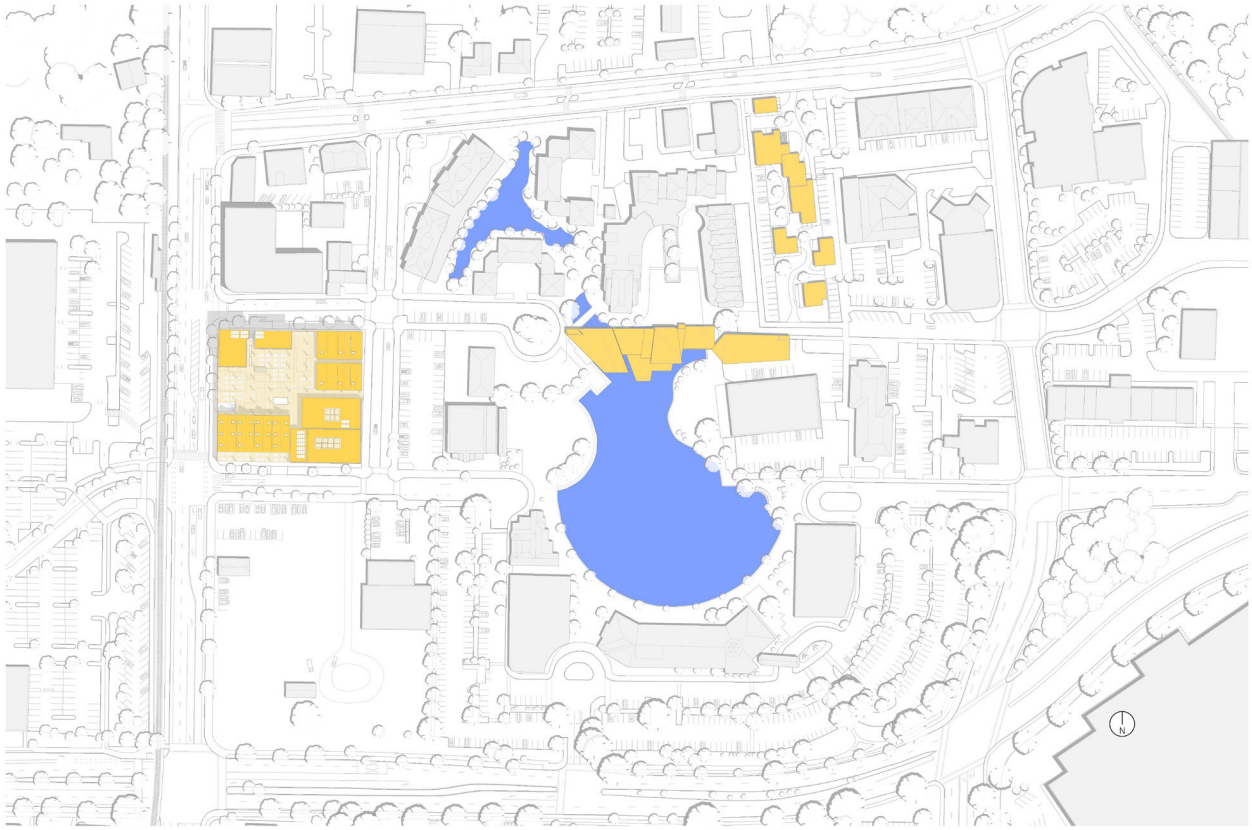


FIG. 15

Node Site Plan
Site plan of node proposals (in yellow) on proposal Sites 1, 3, and 4.
Design Credit: Alex Schulte

NODE PROPOSALS BY SITE

Site 1: Alex Schulte, Kaz Miura, Site 3: Koosha Mirarabshahi, Site 4: Zoe Todorov

A central component of the design process involved the creation of strategic "nodes" intended to act as anchors for public activity and new investment. Students proposed that these nodes should function as a "village within a village," with the goal of creating dense, human-scale environments that capitalize on downtown's urban-suburban transition zone. By concentrating development into these nodes, the proposals aim to promote a sense of enclosure and community without sacrificing activity on the pedestrian street edge. This approach relies on increasing multi-use housing developments, primarily through multi-story residential buildings that provide the population density needed to sustain local businesses when non-local visitors are elsewhere.

The node site design proposals serve to act as destinations. In residential spaces, node proposals prioritize maintaining an active bottom floor for all new developments. The proposed buildings feature ground-floor retail sites such as bookstores, soda fountains, cafes, and a diverse array of community spaces that open directly onto pedestrian pathways. This design choice ensures that as the building height increases to accommodate more housing, the

street level remains inviting and open to visitors. By placing residential units above these active storefronts, students envisioned the nodes would provide an element of self-sustaining foot traffic due to residents having immediate and easy access to typical everyday services, such as daycares and pharmacies, keeping the public realm necessary and active throughout the day and evening.

Node proposals are located on Sites 1, 3, and 4, serving as focal points for growth and movement within the broader design area and downtown as a whole. For example, on the "Catalyst" node Site 1 between the intersections of SW Seneca Street and SW Nyberg Street with SW Boones Ferry Road, students sought to create a residential population center who would have direct access to the WES rail station, a commuter connection noted as underutilized in prior student research. The "village within a village" concept is strengthened with the utilization of shared outdoor spaces, like dedicated resident gardening plots or open courtyards and stadium seating, which break down the scale of the larger development blocks and generate attractive greenery and places to rest. Human-scale density serves as the primary mechanism for developing Tualatin's distinct identity as a diverse transition zone between the most valued aspects of suburban living: greenspace and local community, with the most valued aspects of urban living: commercial and housing diversity and vibrant activity.

Each Node proposal serves to attract and create foot traffic with sites of visible density, diverse aesthetic identity, and interest. Node proposals on Catalyst Site 1 break up the block geometry into individual, yet connected, buildings and in-between spaces with the intent to create village-like communities and residential space while maintaining density. Both Site 1 proposals and the Site 4 Greenspace Connector proposal use mixed-housing types to further promote the idea of phased-building that occurs over time. The Lake Connector proposal on Site 3 concentrates development towards the top of the lake, drawing visitors up and through public and commercial zones towards Sites 1 and 4.

NODE 1-A



FIG. 16

Node 1-A Render, Street Corner Perspective

Render view of Site 1 node proposal "A" from corner of SW Boones Ferry Rd and SW Nyberg St.

Design Credit: Alex Schulte

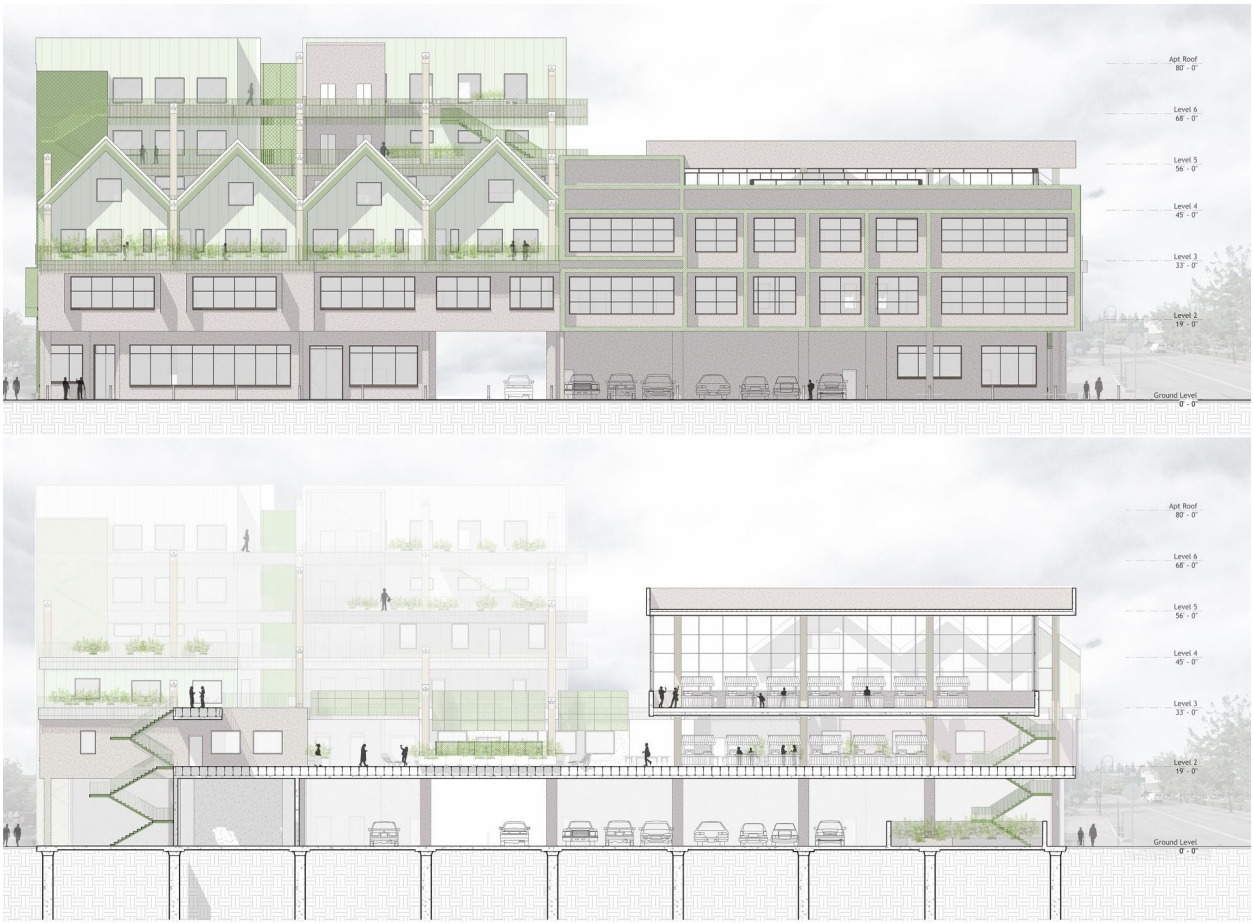


FIG. 17

Node 1-A Section
Site 1 node proposal "A" east west Section.
Design Credit: Alex Schulte

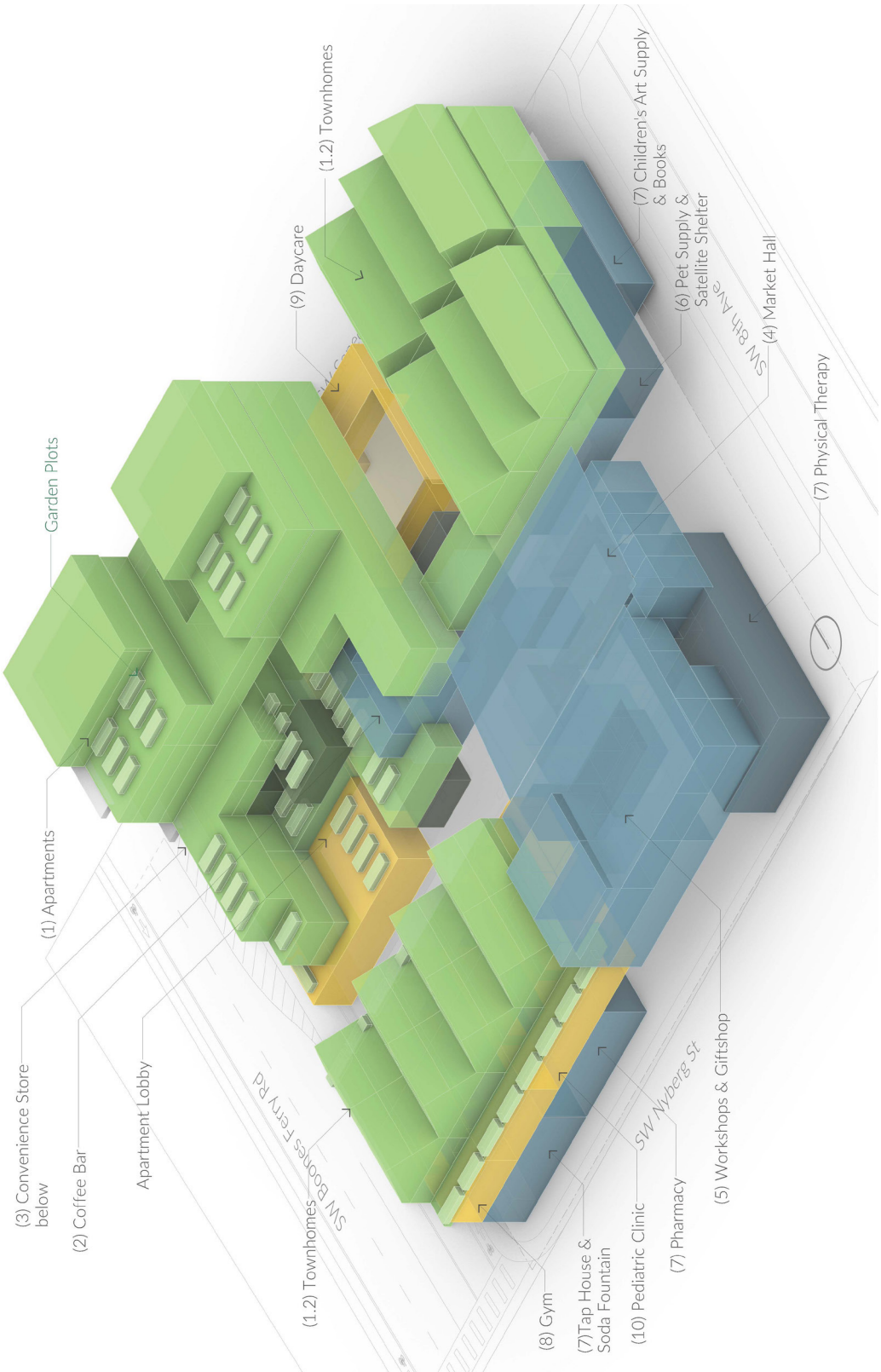


FIG. 18

Node 1-A Program Diagram

Site 1 node proposal "A" isometric program diagram showing potential retail and public uses.

Design Credit: Alex Schulte



FIG. 19

Node 1-A Render, Perspective
Render view of Site 1 node proposal “A” from Level 3.
Design Credit: Alex Schulte

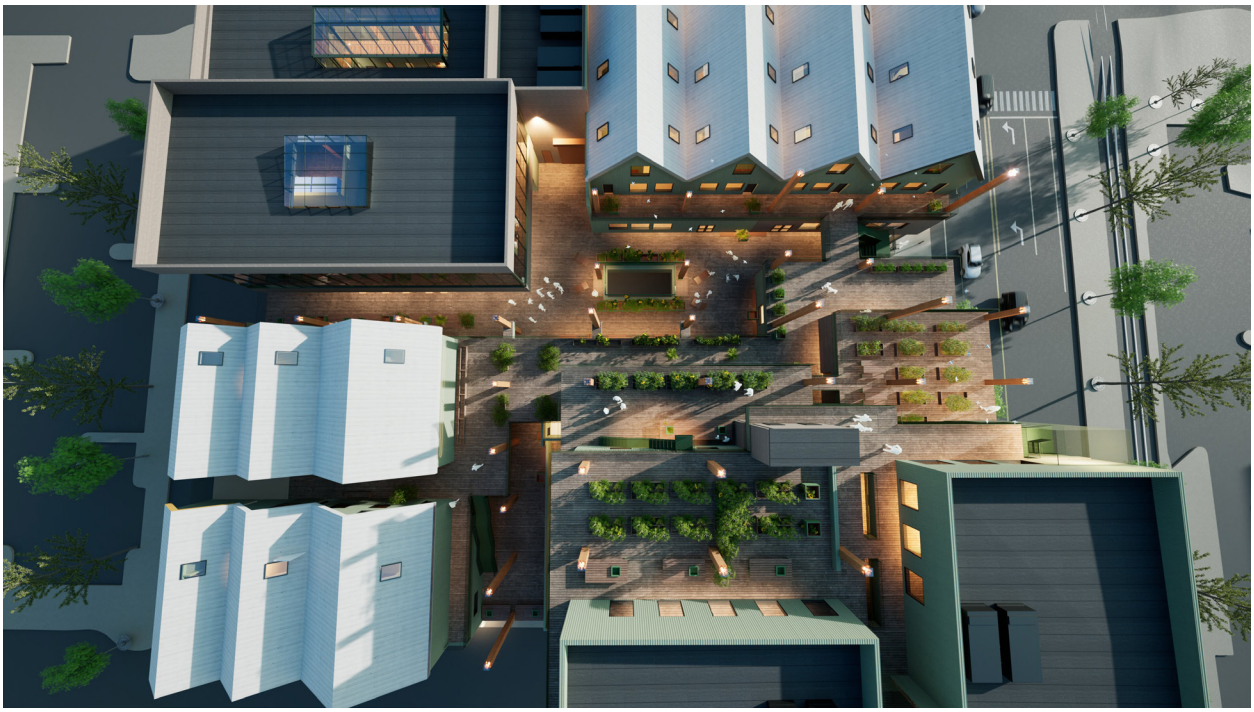


FIG. 20

Node 1-A Render, Bird’s Eye View
Bird’s-eye view render of Site 1 node proposal “A.”
Design Credit: Alex Schulte



FIG. 21

Node 1-A Plan

Site 1 node proposal "A", Level 2 floor plan.

Design Credit: Alex Schulte

NODE 1-B



FIG. 22

Node 1-B Aerial Render
Render of aerial view of Site 1 node proposal "B."
Design Credit: Kaz Miura



FIG. 23

Node 1-B Corner Render
Render view of Site 1 node proposal "B" from corner of SW Boones Ferry Rd and SW Nyberg St.
Design Credit: Kaz Miura

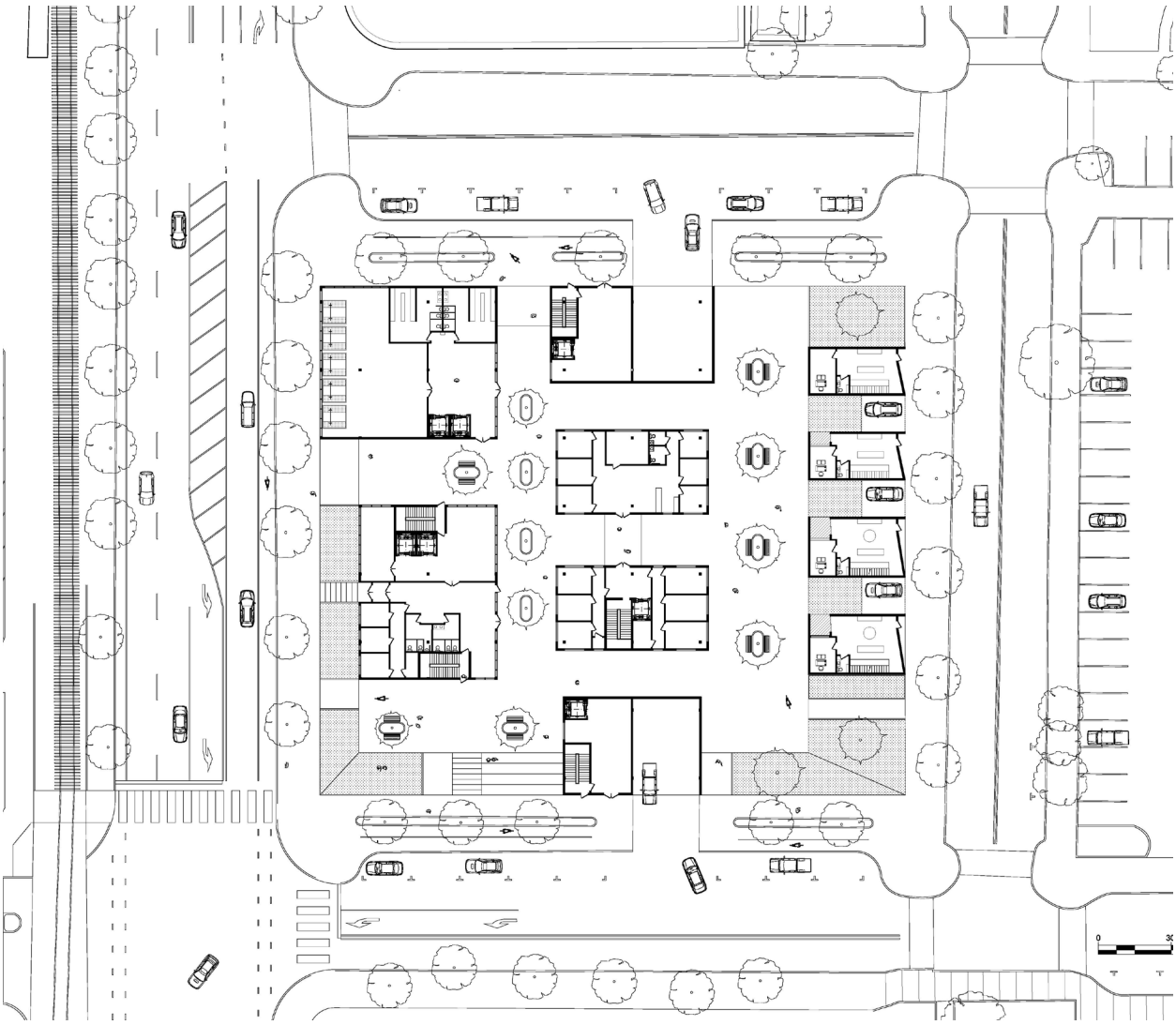


FIG. 24

Node 1-B Ground Floor Plan
Site 1 node proposal “B” ground floor plan.
Design Credit: Kaz Miura

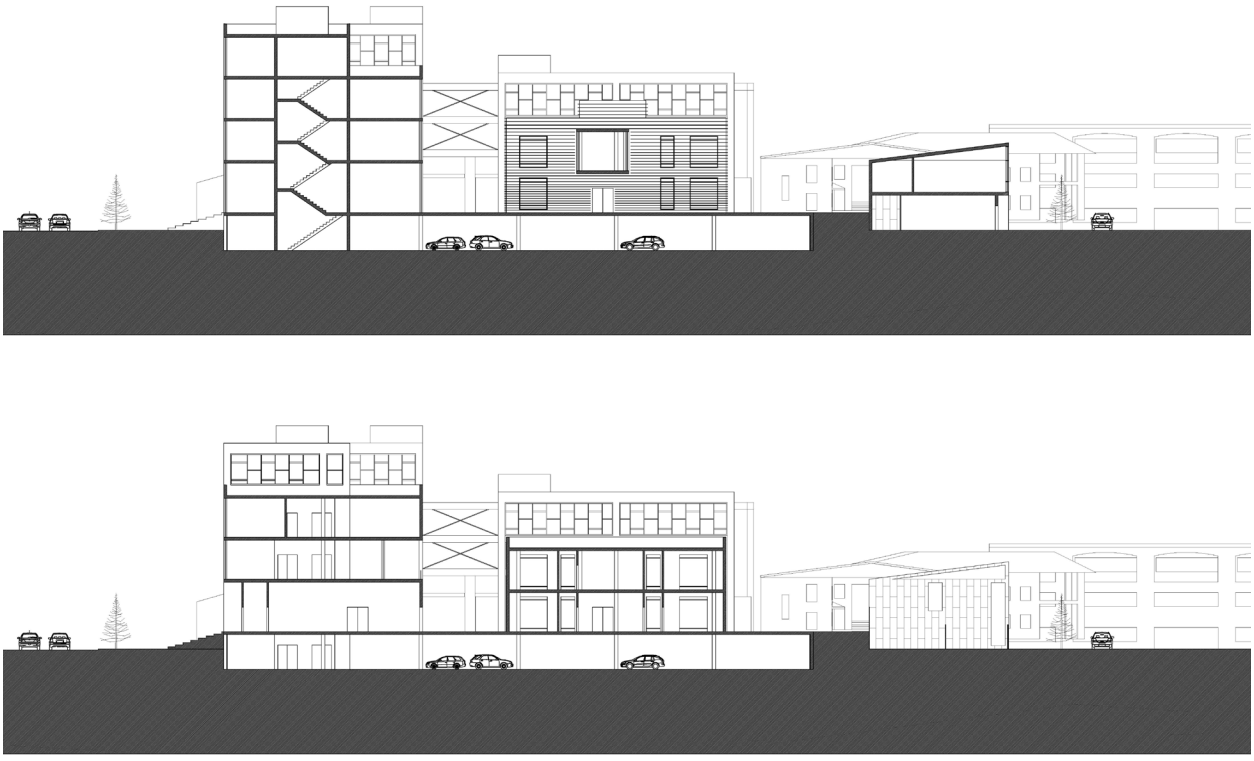


FIG. 25

Node 1-B Section
Site 1 node proposal “B” sections.
Design Credit: Kaz Miura

NODE 3



FIG. 26

Node 3 Render
Render view of Site 3 node proposal.
Design Credit: Koosha Mirarabshahi

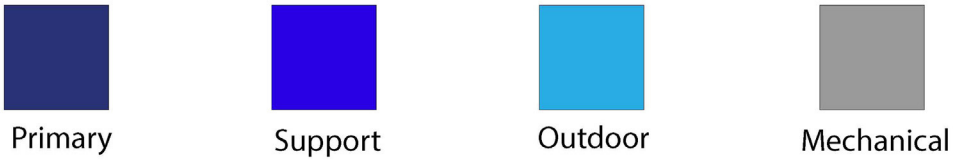
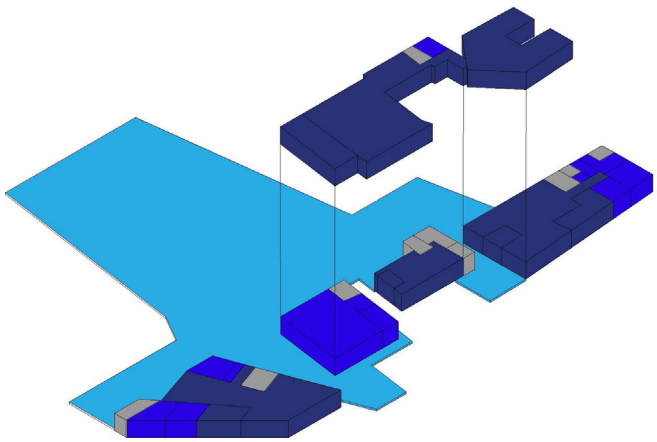


FIG. 27

Node 3 Program Diagram
Site 3 node proposal program diagram.
Design Credit: Koosha Mirarabshahi



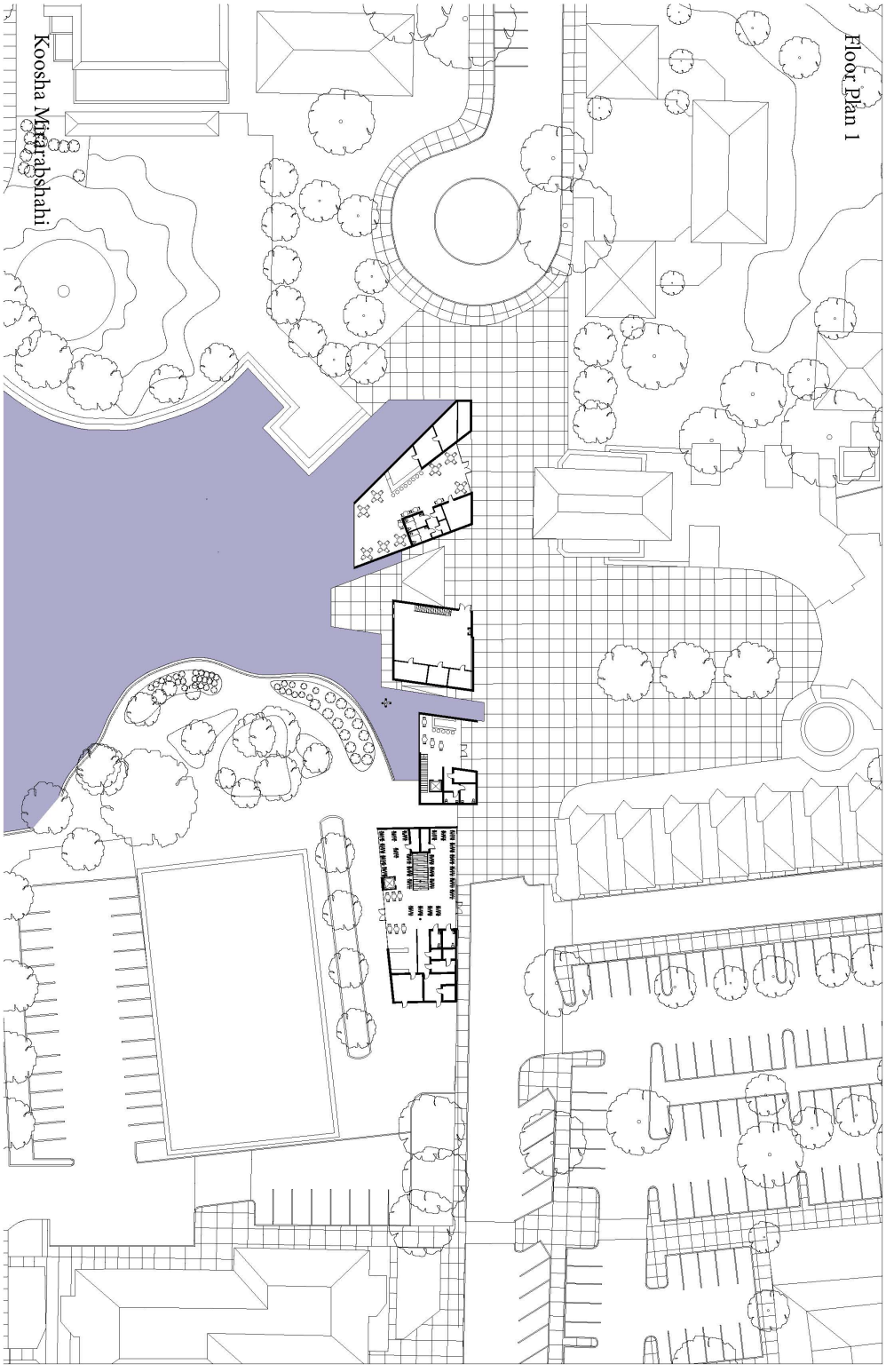


FIG. 28

Node 3 Site Plan
Site 3 node proposal site plan.

Design Credit: Koosha Mirarabshahi

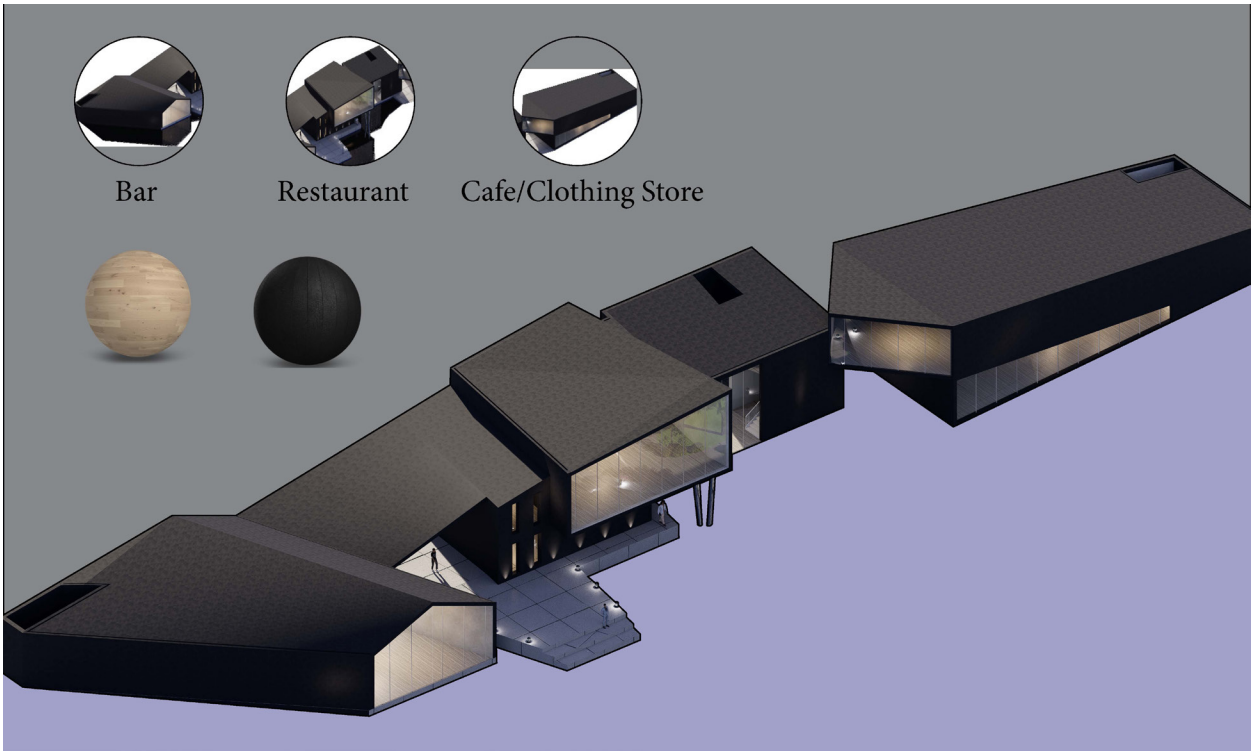


FIG. 29

Node 3 Material Palette
Site 3 node proposal material palette.
Design Credit: Koosha Mirarabshahi

NODE 4



FIG. 30

Node 4 Render View
Render view of Site 4 node proposal.
Design Credit: Zoe Todorov



FIG. 31

Node 4 Section
Site 4 node proposal section.
Design Credit: Zoe Todorov



FIG. 32

Node 4 Render View
Render view of site 4 node proposal.
Design Credit: Zoe Todorov

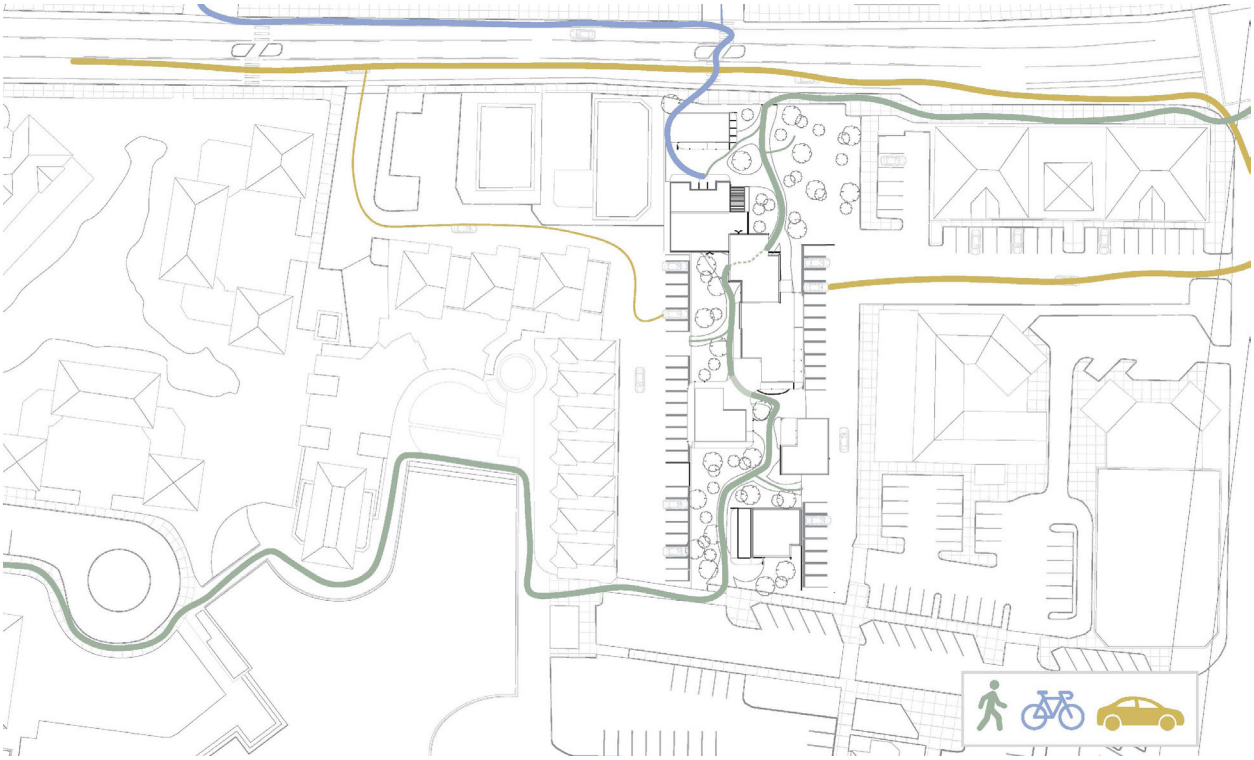


FIG. 33

Node 4 Circulation Diagram

Site 4 node proposal circulation diagram.

Design Credit: Zoe Todorov

Path Proposals

Students developed varying pathway solutions to serve as the primary connective tissue for the downtown core, functioning as infrastructural links between and within existing green space. Rather than viewing paths as just sidewalks and crossing zones, students treated these connections as interventional opportunities meant to bridge the existing gaps between the Lake at the Commons and the surrounding urban environment.

These pathways incorporate a mix of buildings, hardscaped structures, and soft landscaping transitions to create a cohesive aesthetic which guides the pedestrian experience on the ground plane and above it, unifying the downtown district into a single, navigable whole.

RAISED PATHWAY PROPOSALS BY SITE

Site 1: Ryan Pool, Zhaojie Zhai, Site 2: Laura Lopez, Site 3: Kyungjoon Han, Site 4: Kiana Woodruff

Raised Pathway proposals offer a design response to the site's location within the floodplain while prioritizing pedestrian safety away from vehicle traffic. Due to the floodplain location, these elevated pathways provide resilient infrastructure that remains undamaged or easily repairable during potential environmental events. The students proposed "active platforms" which function as crossings in addition to programming infrastructure. These habitable structures can support small-scale commercial or community programming.

Additionally, some designs utilize landform architecture to design pathways that peel upward from the ground plane to create new, elevated topography. By lifting the pedestrian experience above the street level, these proposals address the "path breakages" identified in the initial site analysis and offer a scenic, continuous route that bypasses typical traffic crossings.

The Raised Pathway proposals serve to bring residents and visitors up and away from the street level using various techniques; from platforms and ramps to changing the ground plane itself. Proposals on the Catalyst Site 1 used ramps and building height to achieve dense residential and commercial space adjacent to public transit and SW Boones Ferry Rd. Proposals for Lakeside and Lake Connector Sites 2 and 3 focus on maintaining a shorter height, which matches the calm lake atmosphere, without sacrificing the goal of rising above the ground plane. While the Lake Connector proposal uses civic and commercial programming to benefit the public space, the Lakeside proposal adds high-density housing above the floodplain while introducing new pedestrian paths.

SITE 1-A



FIG. 34

Raised Path Site Plan

Site plan of raised pathway proposals (shaded) on proposal Sites 1, 2, 3, and 4.

Design Credit: Ryan Pool

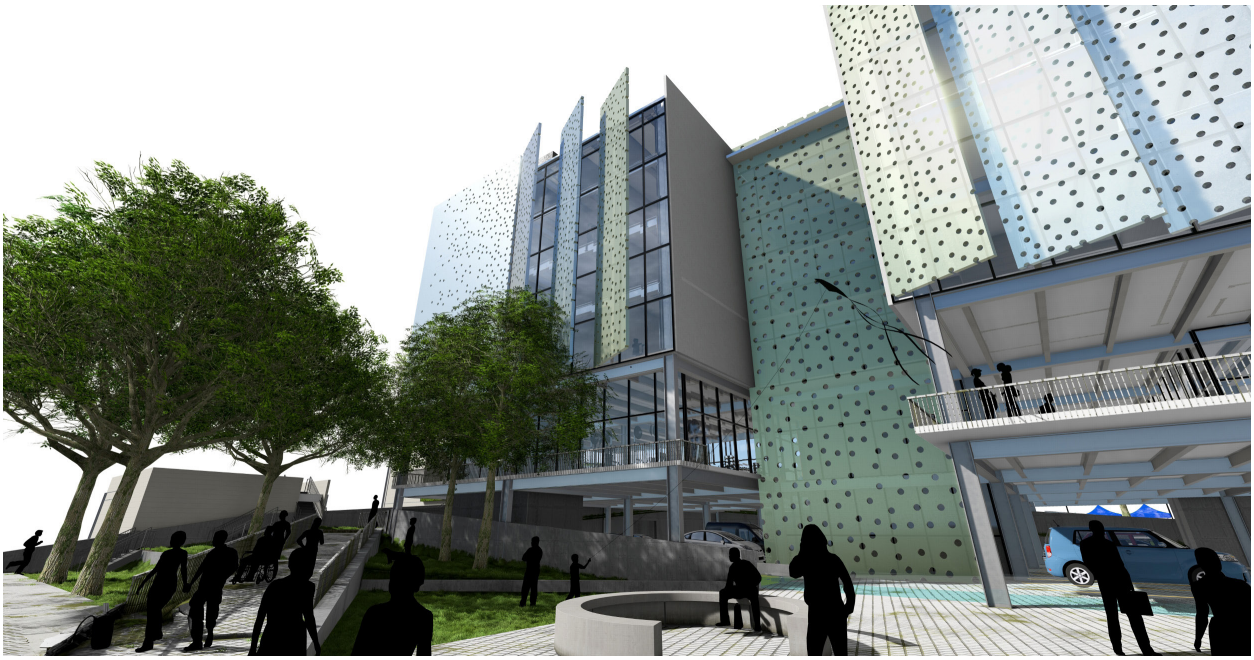


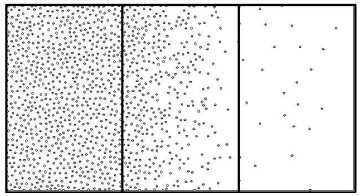
FIG. 35

Raised Path Render

Site 1 raised path proposal "A" entrance render.

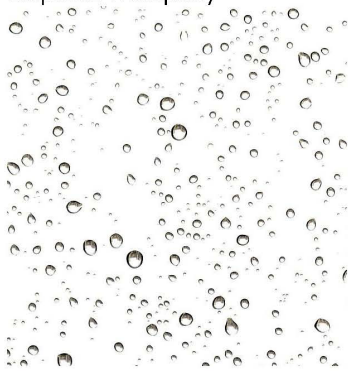
Design Credit: Ryan Pool

Material Palette



3 modular types of Perferated Aluminum screen for the residential building. It was meant to appear as rain water on the buliding facade. Providing a biophillic topology to Tualatin and furthering the designs concept of capturing the tranquility of Tualatine's lake.

Biophillic Tranquility



Perforated Aluminum Screen



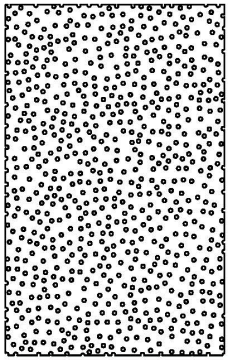
Tranquil Ground-Scape

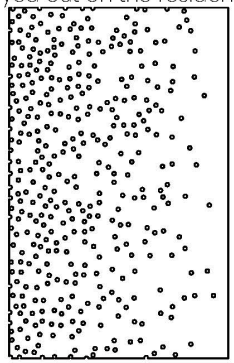


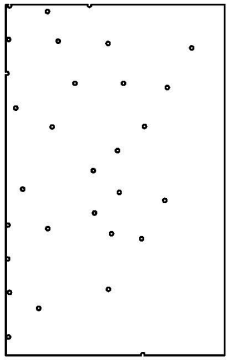


Modular Parametric Facade

Each Module is specifically measured based on the 30' X 30' structural grid layed out on the residential buliding







Section of the building needing the most light. (Each residential unit)

Section of the buliding needing the least natural light.(Mechanical rooms, Fire Stairs, etc.)

FIG. 36
Raised Path Perforated Screen Diagram
Site 1 raised path proposal "A" perforated screen diagrams.
Design Credit: Ryan Pool

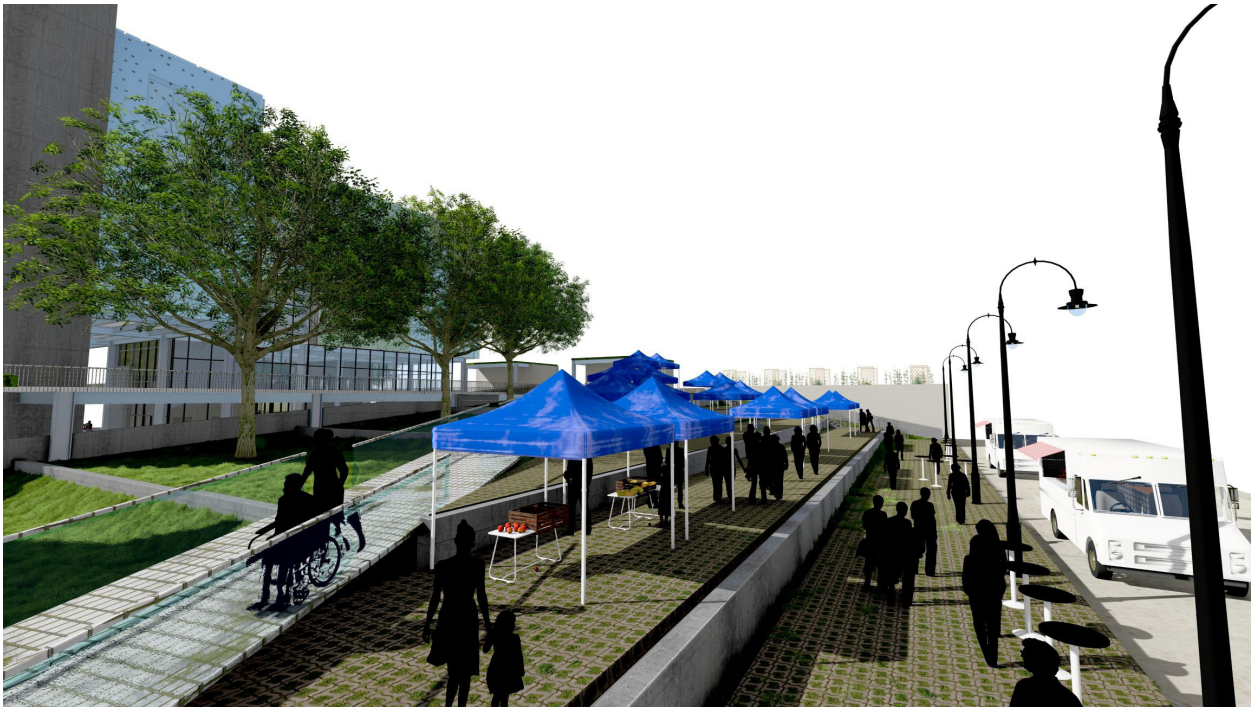


FIG. 37

Raised Path Ramp Render

Site 1 raised path proposal "A" active ramp render.

Design Credit: Ryan Pool



FIG. 38

Raised Path Axonometric Diagram

Aerial render of Site 1 raised path proposal "A."

Design Credit: Ryan Pool

SITE 1-B



FIG. 40

Site 1-B Render

Site 1 raised path proposal “B” exterior render.

Design Credit: Zhaojie Zhai



FIG. 39

Site 1-B Render

Site 1 Raised path proposal “B” façade render.

Design Credit: Zhaojie Zhai



FIG. 41

Site 1-B Floor Plan

Site 1 raised path proposal B" ground level floor plan.

Design Credit: Zhaojie Zhai

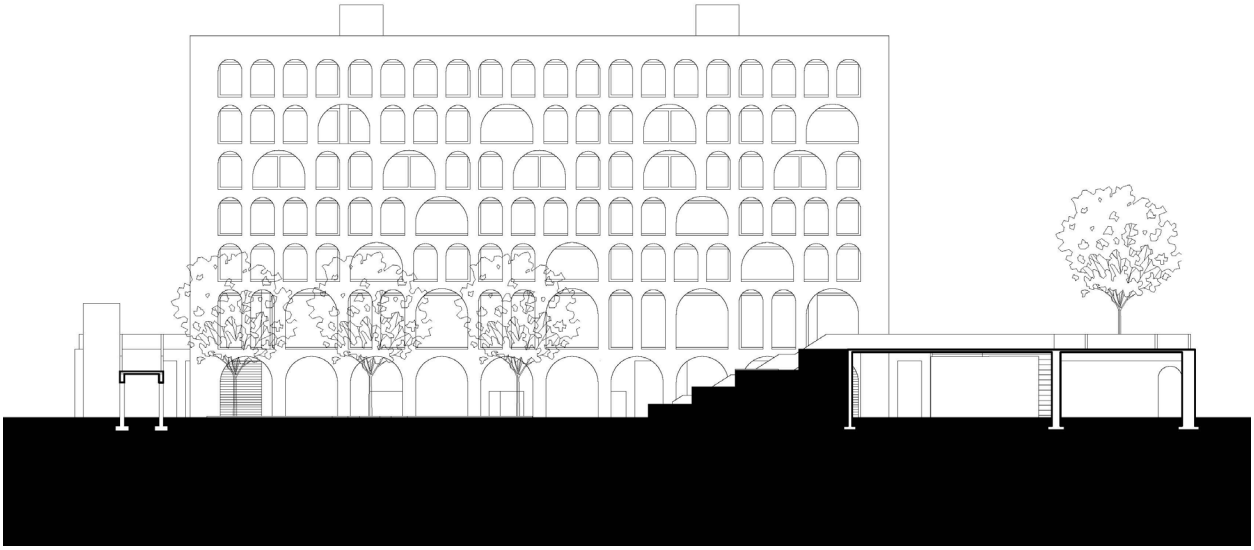


FIG. 42

Site 1-B Elevation
Site 1 raised path proposal "B" section and elevation.
Design Credit: Zhaojie Zhai

SITE 2



FIG. 43

Site 2 Render
Aerial render of Site 2 raised path proposal.
Design Credit: Laura Lopez

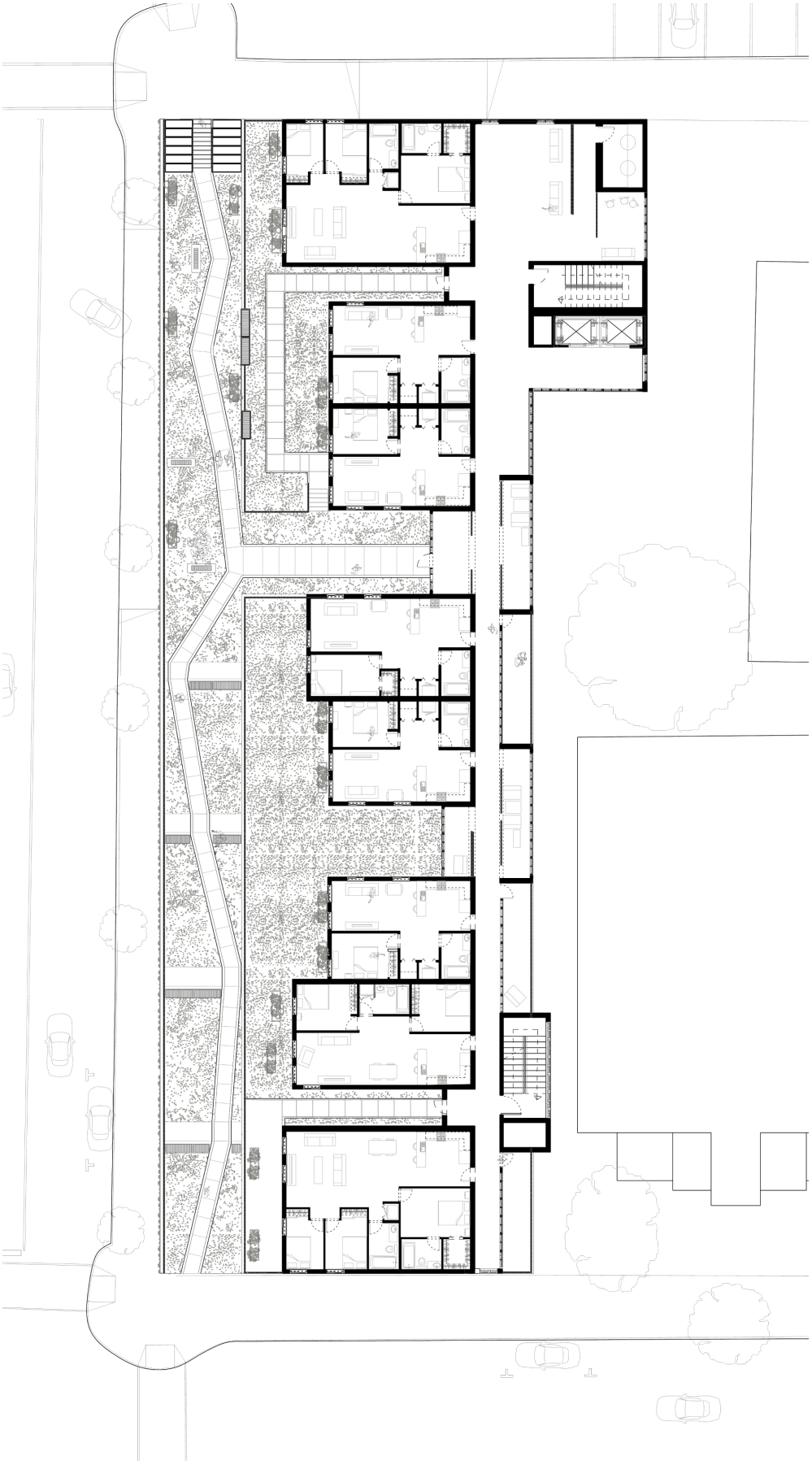


FIG. 44

Site 2 Floor Plan

Site 2 raised path proposal floor plan.

Design Credit: Laura Lopez



FIG. 45

Site 2 Corner Render

Corner render of Site 2 raised path proposal.

Design Credit: Laura Lopez



Section A

Section B



Section C



FIG. 46

Site 2 Sections

Site 2 raised path proposal sections.

Design Credit: Laura Lopez

SITE 3

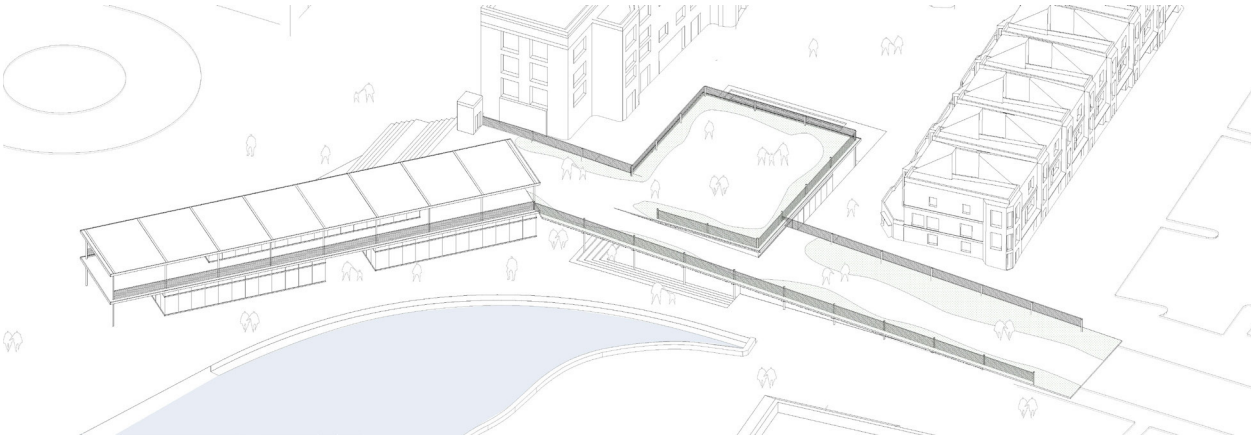


FIG. 47

Site 3 Axonometric
Axonometric view of Site 3 raised path proposal.
Design Credit: Kyungjoon Han

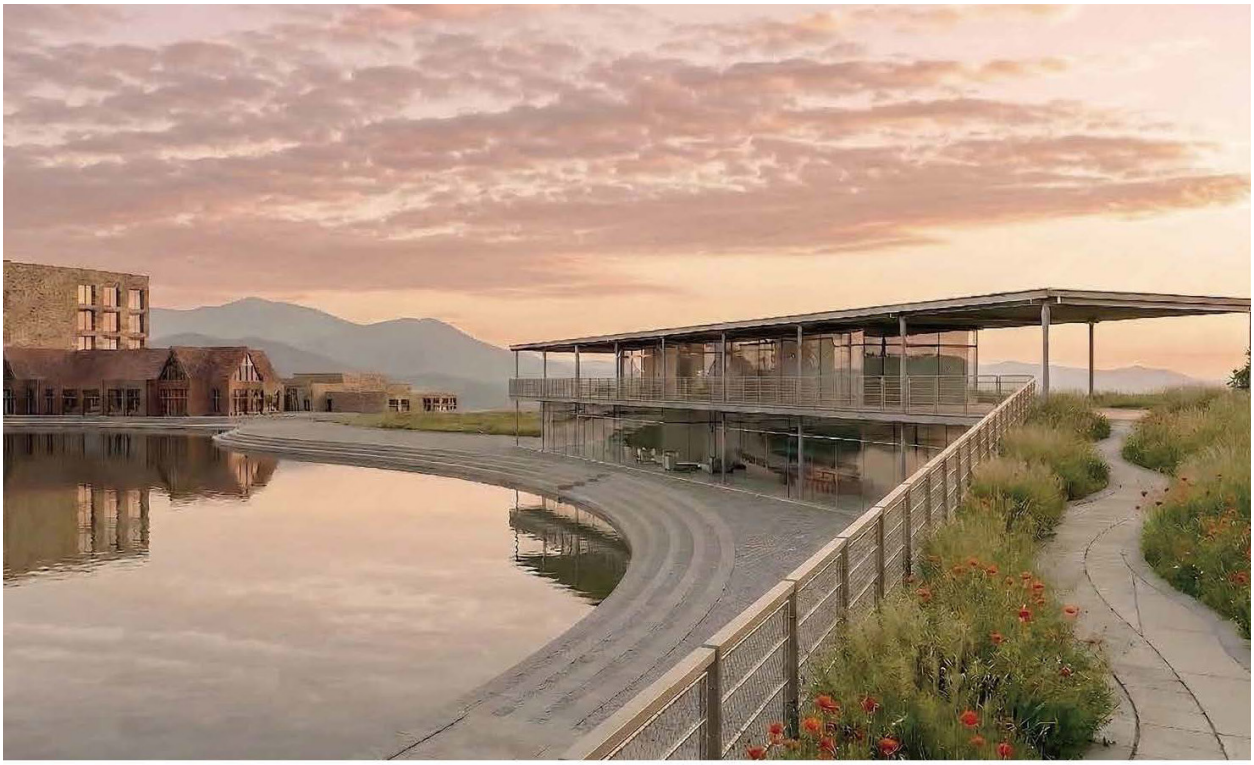


FIG. 48

Site 3 Render facing SW
Render facing south-west, Site 3 raised path proposal.
Design Credit: Kyungjoon Han



FIG. 49

Site 3 Diagram
Site 3 raised path proposal program diagram.
Design Credit: Kyungjoon Han



FIG. 50

Render facing West
Render facing west, Site 3 raised path proposal.
Design Credit: Kyungjoon Han

SITE 4

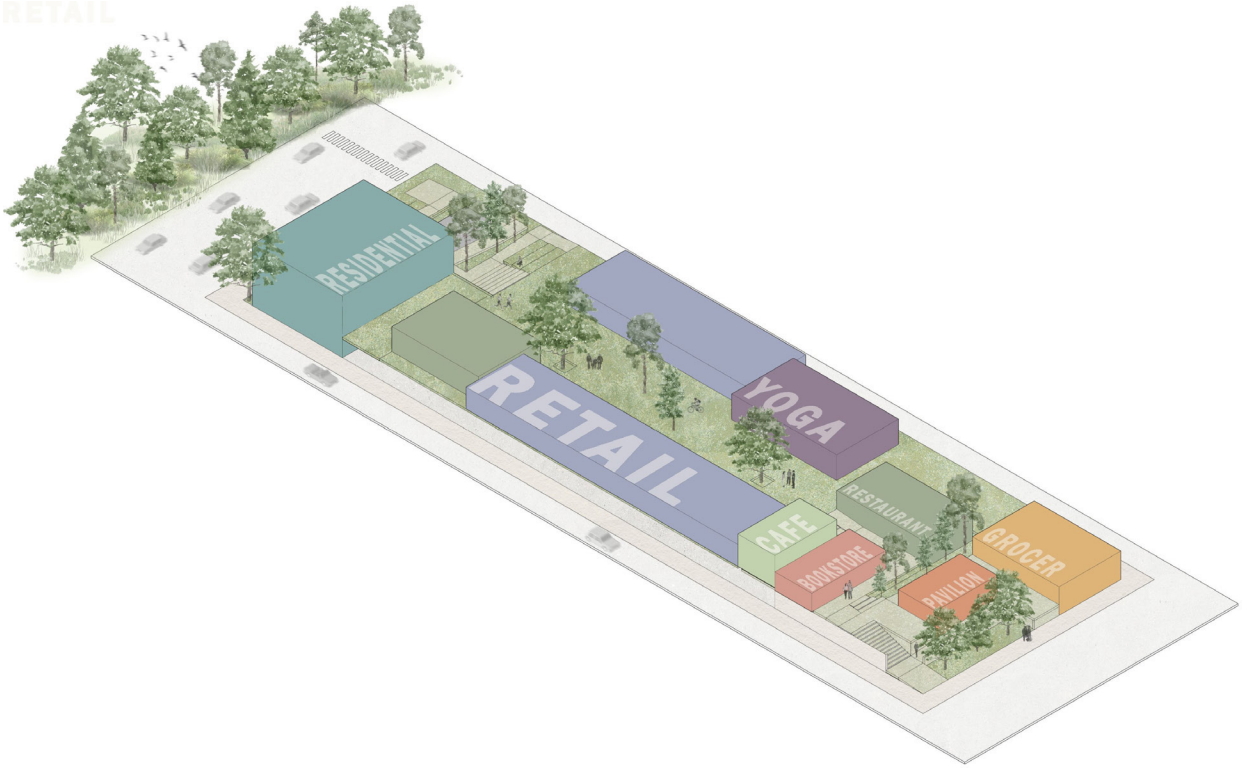


FIG. 51

Site 4 Raised Path Program Diagram
Site 4 raised path proposal axonometric program diagram.
Design Credit: Kiana Woodruff



FIG. 52

Site 4 Raised Path Main Render
Render of Site 4 raised path proposal.
Design Credit: Kiana Woodruff



FIG. 53

Site 4 Raised Path Boones Ferry Render

Render view from Boones Ferry Rd facing south, Site 4 raised path proposal.

Design Credit: Kiana Woodruff

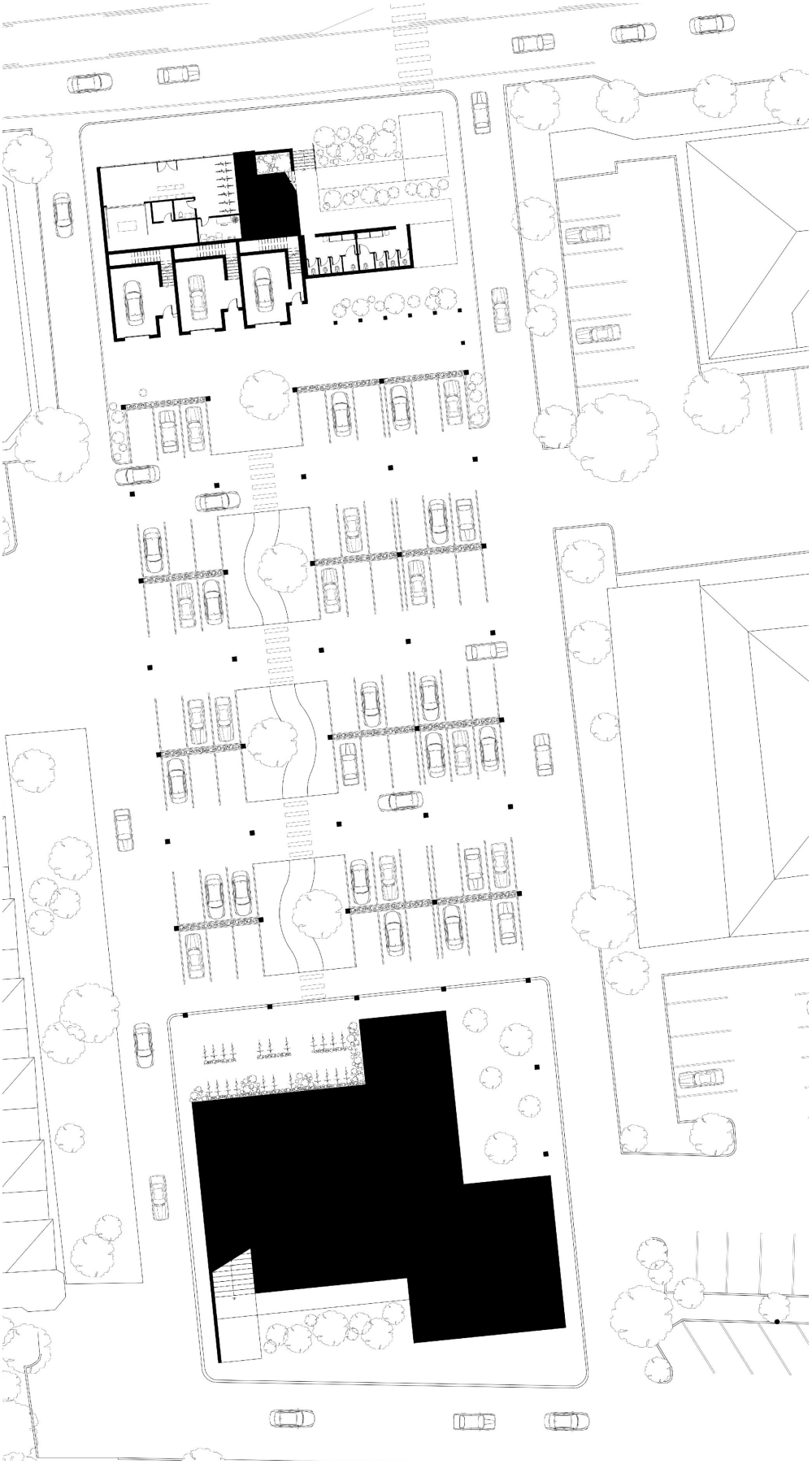


FIG. 54

Site 4 Raised Path Level 1 Plan

Site 4 raised path proposal ground level floor plan.

Design Credit: Kiana Woodruff

GROUNDED PATHWAY PROPOSALS BY SITE

Site 1: Abigale McIntyre, Keaton Lord, Site 2: Madeline Maxwell, Site 3: Jade Kuenzi, Site 4 South: Beck Needham

Grounded pathways focus on generating vibrancy directly on the ground plane, specifically along the street edge and the lakeside. These proposals aim to pull the urban activity of the commercial core towards the natural landscape of the Lake at the Commons and through towards the riverfront. For example, one primary design solution involves ground-level hardscaping that extends across the Lake at the Commons to create a floating land bridge, providing a direct pedestrian link that currently does not exist.

Furthermore, students found that Site 4, the existing White Lot parking lot northeast of the lake, could be used as a critical site for grounded redevelopment. By introducing high-density housing with active bottom-floor retail in this location, these proposals seek to frame the lake with storefronts and daily residential life. This strategy reinforces the physical and visual connection between the Commons and the future Riverfront Park, ensuring the street level remains an active and social environment.

As shown in Grounded Pathway proposals on Catalyst and Greenspace Connector Sites 1 and 4, using building forms to create human-scale pathways and height-stepped housing creates new pedestrian spaces and neighborhoods within the existing ground area. Lakeside and Lake Connector Sites 2 and 3 proposals present unique commercial and civic spaces that center on bringing in visitors with new services that capitalize on the serenity of the lake, such as a lakeside café and yoga space, and connecting two disconnected shores across the lake itself. Combined, these strategies present a grounded yet exploration-filled vision of Downtown Tualatin.

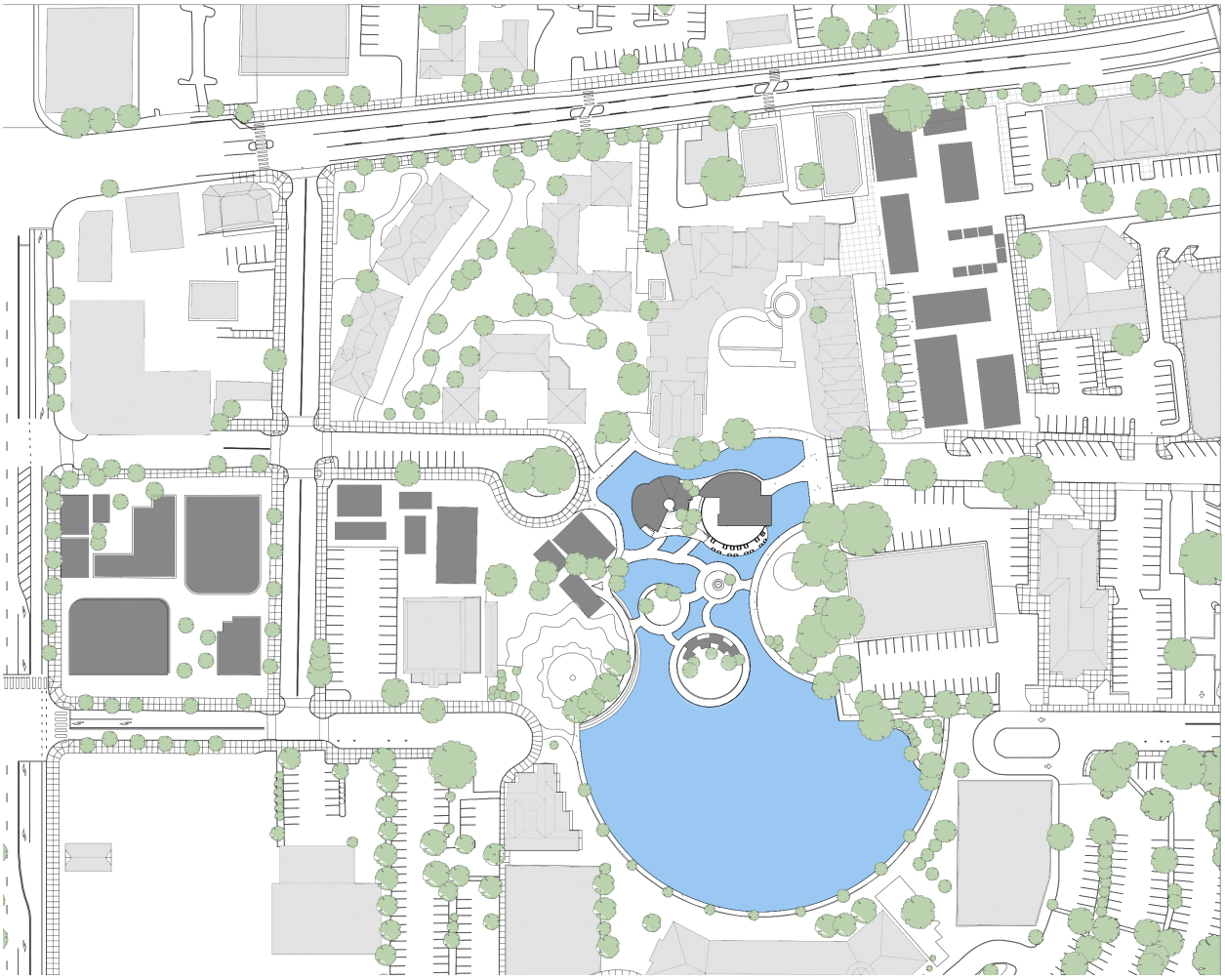


FIG. 55

Grounded Path Site Plan

Site plan of grounded pathway proposals (shaded) on proposal Sites 1, 2, 3, and 4.

Design Credit: Abigale McIntyre

SITE 1-A



FIG. 56

Site 1 Grounded Path Render
Render view of Site 1 grounded path proposal “A”.
Design Credit: Abigale McIntyre



FIG. 57

Site 1 Grounded Path Section
Site 1 grounded path proposal “A” section.
Design Credit: Abigale McIntyre





FIG. 58

Site 1 Grounded Path Floor Plans

Site 1 grounded path proposal "A" floor plans for levels 1 and 2.

Design Credit: Abigale McIntyre



FIG. 59

Site 1 Grounded Path Corner Render

Render of corner view of Site 1 grounded path proposal “A”.

Design Credit: Abigale McIntyre

SITE 1-B



FIG. 60

Site 1-B Grounded Path Render
Render view of Site 1 grounded path proposal "B".
Design Credit: Keaton Lord



FIG. 61

Site 1-B Grounded Path Street Render
Street view render of Site 1 grounded path proposal "B".
Design Credit: Keaton Lord



FIG. 62

Site 1-B Grounded Path Floor Context

Site 1 grounded path proposal "B" ground floor context plan.

Design Credit: Keaton Lord

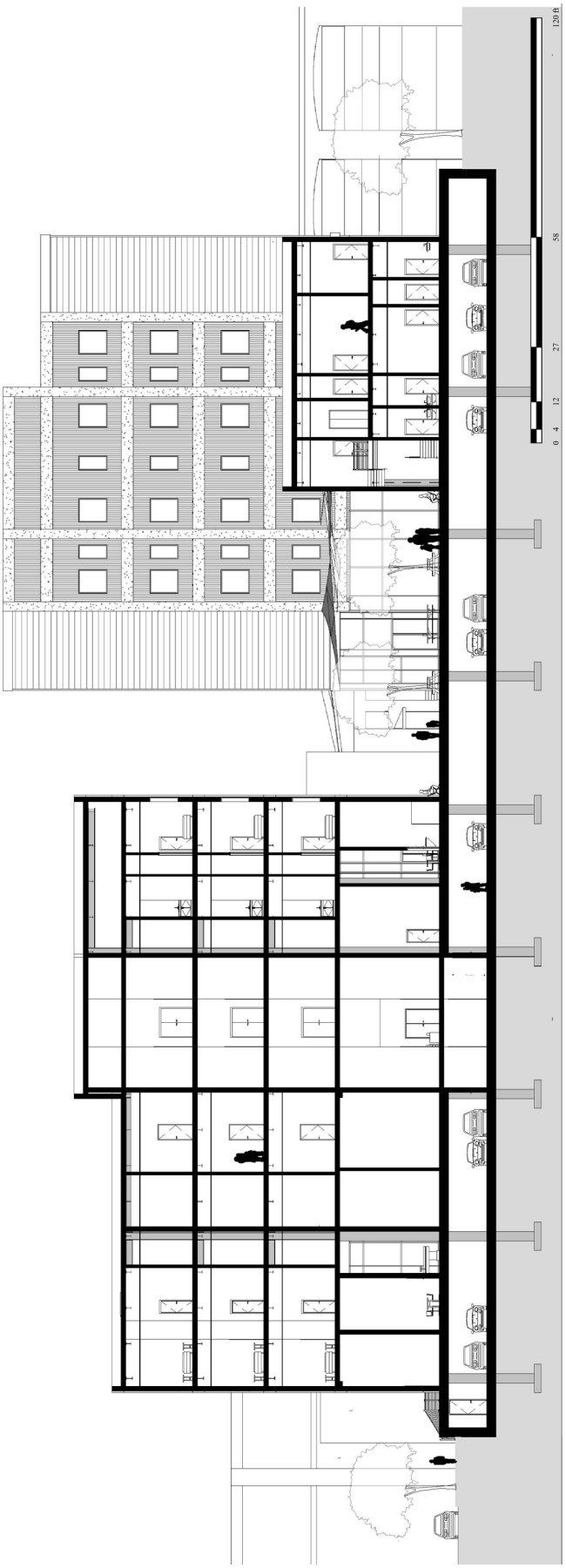


FIG. 63

Site 1-B Grounded Path Section

Site 1 grounded path proposal "B" section.

Design Credit: Keaton Lord

SITE 2



FIG. 64

Site 2 Grounded Path Render
Corner render view of Site 2 grounded path proposal greenhouse and gardens.
Design Credit: Madeline Maxwell



FIG. 65

Site 2 Grounded Path Program Render
Yoga studio and café render Site 2 grounded path proposal.
Design Credit: Madeline Maxwell



FIG. 66

Site 2 Grounded Path Floor Plan Greenhouse

Site 2 grounded path proposal greenhouse and gardens floor plan.

Design Credit: Madeline Maxwell

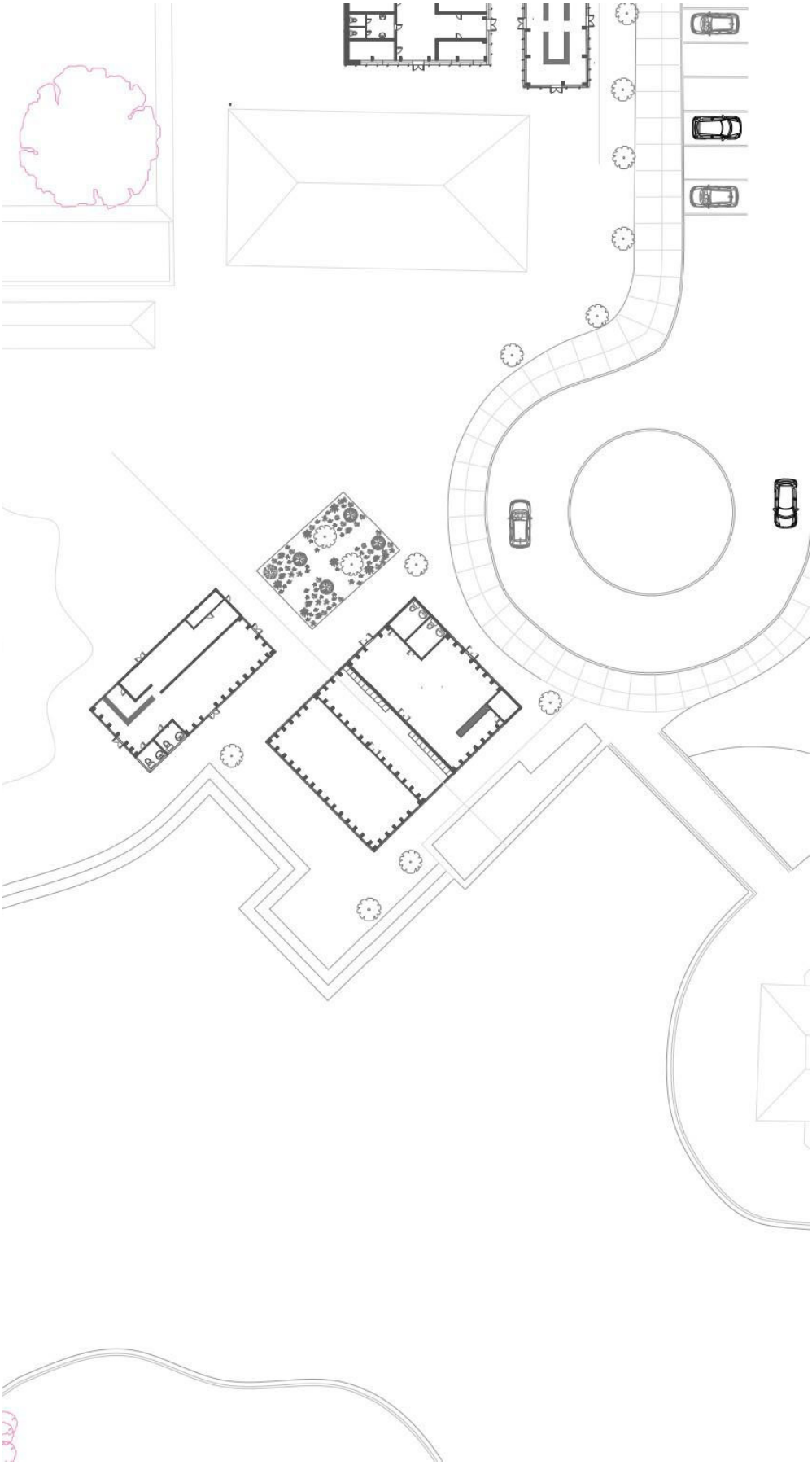


FIG. 67

Site 2 Grounded Path Program Floor Plan

Site 2 grounded path proposal yoga studio and café floor plan.

Design Credit: Madeline Maxwell

SITE 3



FIG. 72

Site 3 Grounded Path Render
Aerial render view of Site 3 grounded path proposal.
Design Credit: Jade Kuenzi



FIG. 73

Site 3 Grounded Path Site Render
Render perspective of Site 3 grounded path proposal.
Design Credit: Jade Kuenzi

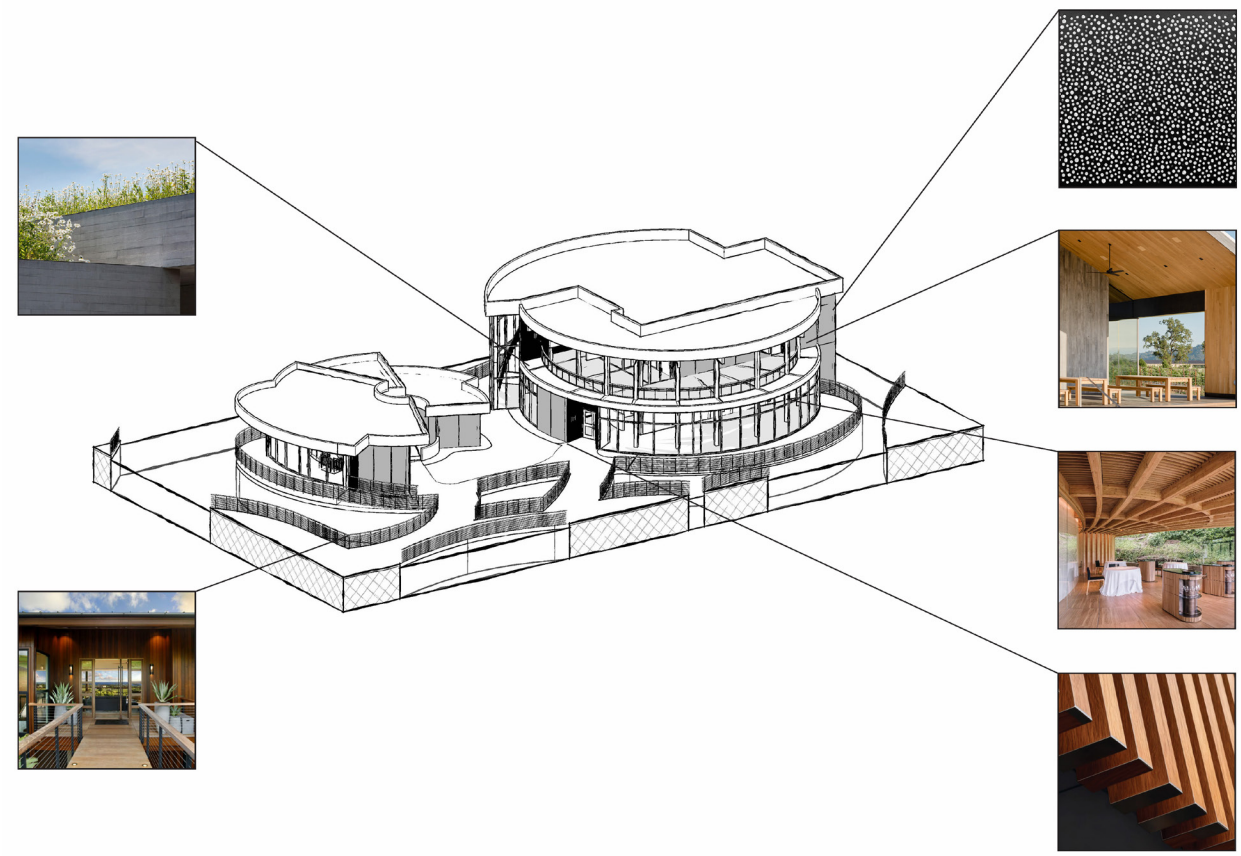


FIG. 74

Site 3 Grounded Path Site Material Palette

Site 3 Grounded Path Proposal Material Palette.

Design Credit: Jade Kuenzi



FIG. 75

Site 3 Grounded Path Site Plan

Site 3 grounded path proposal site plan.

Design Credit: Jade Kuenzi

SITE 4



FIG. 76

Site 4 Grounded Path Render
Site 4-South grounded path proposal program render.
Design Credit: Beck Needham



FIG. 77

Site 4 Grounded Path Corner Render
Corner render of Site 4-South grounded path proposal.
Design Credit: Beck Needham

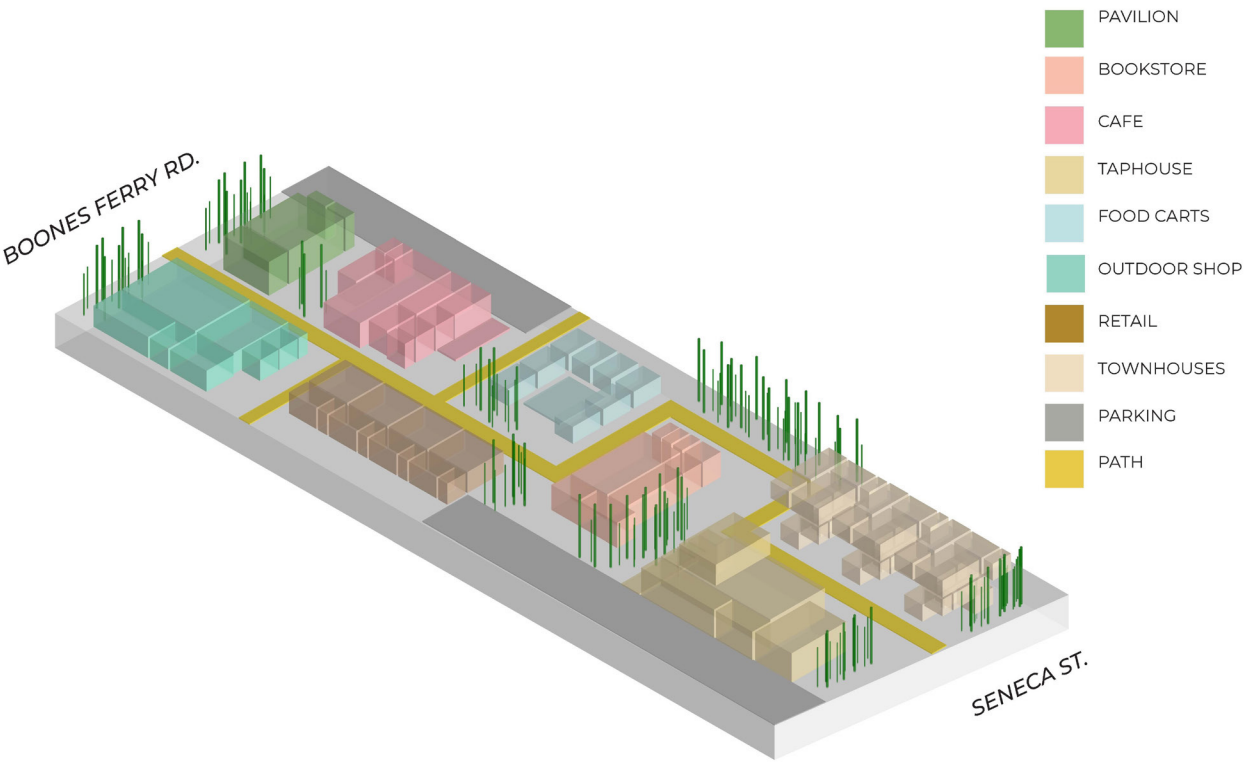


FIG. 78

Site 4 Grounded Path Program Diagram

Site 4-South grounded path proposal program diagram.

Design Credit: Beck Needham

FIG. 79

Site 4 Grounded Path Elevations

Site 4-South grounded path proposal elevations.

Design Credit: Beck Needham





FIG. 80

Site 4 Grounded Path Floor Plan

Site 4-South grounded path proposal floor plan.

Design Credit: Beck Needham

Conclusion

The student design proposals envision a future for Downtown Tualatin that balances its existing natural assets with a vibrant and dense urban core. With the use of nodes, the proposals sought to address the current lack of residential density within downtown by centering housing and active commercial and work activity within a "village within a village" model.

The raised pathway and platform proposals provide innovative solutions in response to the area’s flood-plain challenges and disconnected pedestrian networks, utilizing active bridges and floating links to unify pedestrian paths away from vehicle traffic.

Ultimately, these design strategies provide a framework for the City of Tualatin to foster a distinct identity where dense, human-scale development and dynamic pedestrian-centered pathways create the desired sense of connectivity and active presence within downtown.

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Suprenant, Jake (2026). Tualatin Reimagined: Downtown Redevelopment Sustainable City Year Program. University of Oregon.

SCI Directors and Staff

Marc Schlossberg	SCI Co-Director, and Professor of Planning, Public Policy and Management, University of Oregon
Nico Larco	SCI Co-Director, and Professor of Architecture, University of Oregon
Megan Banks	SCYP Director, University of Oregon
Lindsey Hayward	SCYP Assistant Program Manager, University of Oregon
Marsha Gravesen	SCI Fiscal and Office Manager
Grace Craven	Report Coordinator
Danielle Lewis	Graphic Designer
Emma McFarland	Graphic Designer

DOWNTOWN REVITALIZATION COMMUNITY ADVISORY COMMITTEE

***DRAFT** MEETING MINUTES*
FOR JUNE 3, 2026

PRESENT: *Council President Valerie Pratt*, *Ben Richardson*, Beth Dittman, *Brian Carney*, Cathy Holland, Christina George, *Christine Tunstall*, Cosi Slider, Janet Steiger Carr, Jilian Saurage Felton, *Kaiden Edwards*, Kelsea Ashenbrenner, *Samantha Peterson*, Steve Chao, *Vy Chao*

ABSENT: Chair Frank Bubenik, Vice Chair Christen Sacco, Chris Brune, Janine Wilson, Skip Stanaway, Susan Noack

STAFF: Aquilla Hurd-Ravich, Sid Sin, Quin Brunner

GUESTS: Tudor Bertea

Italicized members are alternates. Alternates are invited, but not required, to attend every meeting. Alternates are listed when present but not when absent.

CALL TO ORDER

Council President Pratt called the meeting to order at 6:00pm.

Council President Pratt shared that Armando and Yaquelin have resigned, citing their commitment to hosting the Latino Business Networking Series on the same mornings as the CAC meetings. She shared that Quin would identify and onboard their replacement ahead of the July meeting. Council President Pratt then introduced Samantha Peterson, representing the IDEA committee as an alternate to Kelsea Ashenbrenner. Members gave a quick round of introductions.

HOUSEKEEPING

1. Binder Update – Quin Brunner, Urban Renewal / Economic Development Policy Analyst, distributed binder materials. These included a summary of the next batch of recommendations and the full multimodal transportation study from which they were derived.
2. Approval of Minutes – Council President Pratt introduced the minutes from the CAC meeting on May 6, 2026. The minutes were distributed via email on May 27, 2026. There was no discission.
    - **Motion to approve the minutes as written:** Cosi Slider
    - **Second:** Beth Dittman

- **In favor:** Council President Valerie Pratt, Ben Richardson, Beth Dittman, Brian Carney, Cathy Holland, Christina George, Christine Tunstall, Cosi Slider, Janet Steiger Carr, Jilian Saurage Felton, Kelsea Ashenbrenner, Steve Chao
- **Opposed**: None
- **Abstention:** None

REVIEW SCORED RECOMMENDATIONS

Quin Brunner displayed the master recommendation and rendering list, reminding the group that all feedback was being captured in this spreadsheet and inviting additional comments.

SCORING ACTIVITY

Recommendations (MCRP), scores, and comments are summarized on the following pages. See the Urban Design Study produced by the University of Oregon's Masters of Community and Regional Planning students for reference pages. Scores reflect the average of all responses and are on a scale of 1 to 5. CAC members reviewed recommendations 3.1-3.16 during this meeting, postponing review of 3.2 for a future meeting designated to recommendations related to the Lake at the Commons.

Recommendation 3.1 – Construct a pedestrian underpass under Boones Ferry Road.

Reference page 41, Boones Ferry pedestrian underpass.

A pedestrian underpass leads into the new Riverfront Park trail system, connecting the Fano Creek Greenway and the Tualatin River Greenway trails.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.46	3.36	3.31	3.62	3.23

CAC Discussion

- A tunnel between the park and downtown would be a great connector.
- However, members raised concerns about how to make the tunnel feel safe, mitigate camping, and deter graffiti. They also questioned the viability of a tunnel given the high floodplain.
- CAC members also expressed interest in a pedestrian bridge over Boones Ferry Road, citing the visibility and potential synergy with a bridge over the lake. Others flagged that bridges are challenging for seniors and long ramps take a lot of horizontal space.

Recommendation 3.3 – Strengthen crossings along Boones Ferry Road.

Reference page 43, strengthened crossings.

By shifting several of the mid-block crossings on Boones Ferry Road, this proposal seeks to close the gaps between crossing opportunities. The design also proposes raising the two western-most mid-block crossings on Boones Ferry Road to slow traffic and reduce pedestrian stress.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.75	3.00	3.00	4.00	3.83

CAC Discussion

- This idea may be limited by regulations about how far mid-block crossings need to be from intersections, which influenced the placement of current crossings.
- This section of Boones Ferry Road is already busy, more pedestrian crossings may make it worse.
- Minimizing construction time, and maintaining access to existing businesses during construction, would be critical.

Recommendation 3.4 – Create a flex plaza on the edge of the Riverfront Park.

Reference page 44, riverfront flex plaza.

Just south of the future Riverfront Park, between Hedges Creek and SW Boones Ferry Road, is a flat area of a little more than three-quarters of an acre. This site is well-suited to become a flexible public plaza that could accommodate a wide range of community activities. By adding power and water hookups, this space could host food trucks, farmers' markets, and rotating art installations, creating a dynamic destination to complement the activities of the riverfront park.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.71	3.73	3.00	3.29	3.17

CAC Discussion

- A plaza would be a cool addition, but we already have a hardscape by the lake.
- There are potential traffic concerns, and we would need to ensure the plaza/park doesn't rely on parking that is too far away.
- While this could increase the visibility of downtown activity, in theory, road noise could make this an unpleasant space to gather. It would also shift activity away from downtown businesses.
- There may be a better plaza location than our new riverfront park, which has the opportunity to introduce natural elements and greenspace.
- The park design should prioritize water access, and the proposed plaza may interfere with a drop-off area for boaters or ADA parking. Both items are more important than a plaza.

Recommendation 3.5 – Develop twin plazas in/across from the Green Lot.

Reference pages 44-45, twin plazas.

The Twin Plazas would be located on either side of SW Boones Ferry Road, with the northern lot owned by the City (Green Lot) and the southern lot privately owned. Together, these sites present a significant opportunity to create a vibrant pedestrian gateway to the Lake at the Commons. To enhance the plazas, the City could introduce new restaurants or cafés on both sides of the street,

which would provide consistent ground-floor activity and attract visitors to the lake. Additionally, streetscape improvements and better pedestrian crossings across Boones Ferry Road would help unify the two sides, transforming the area from a fragmented, vehicle-dominated corridor into a space that invites residents, and visitors to step out of their vehicle. Figures 34 and 35 show before/after renderings.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
2.91	2.92	2.57	2.79	2.79

CAC Discussion

- We can't redevelop every publicly owned surface lot downtown. The upcoming parking study will help us better understand utilization.
- There may be adequate parking but there is still low visibility for downtown businesses. It may be worth trading some parking spaces for increased foot traffic and visibility.
- Successful redevelopment of parking lots would keep ground flood parking and add active uses above.
- Do we already have too much hardscape downtown? This design replaces hardscape with hardscape.

Recommendation 3.6 – Create a pedestrian mall in the White Lot.

Reference page 46, pedestrian mall.

The proposed Pedestrian Mall aims to transform the City-owned White Lot into a pedestrian-friendly, mixed-use development that enhances north-south connections between Boones Ferry Road and the Lake at the Commons. This space will feature active commercial spaces on the ground floor, with residential units above, bringing new residents and increased daily activity to the heart of downtown. By converting the existing parking lot into a walkable public area surrounded by shops and housing, the Pedestrian Mall will create a clear and inviting pathway that attracts visitors from Boones Ferry Road toward the lake and nearby public spaces. Figures 36 and 37 show before/after renderings.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.38	3.15	3.00	3.54	2.83

CAC Discussion

- White Lot redevelopment needs to ensure there is still accessible parking for visitors to the Vet's plaza.
- If we are doing parking lot transformation, the Green Lot is preferrable, as it is less utilized than the White Lot.

Recommendation 3.7 – Develop housing in the Blue Lot.

Reference page 47, housing.

This proposal calls for a multi-story residential building in the Blue Lot. This building would add approximately 40 additional housing units, increasing the number of residents downtown and creating a more active, lively setting.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.23	2.58	2.50	3.08	3.38

CAC Discussion

- We want affordable housing downtown; support for this recommendation is somewhat dependent on the proposed housing type.
- Regardless of location, creating housing that is affordable to people working downtown is a catalyst development. Walkable communities are only walkable when the people who work downtown can live nearby and walk to work, too.
- The back of the Blue Lot floods when it rains; this creates an issue for residents even if there is ground floor parking.
- This lot is already challenging to enter/exit, this would not be a fun place to commute in/out of.
- We would need to ensure the bridge to the park remains visible and easy to access.

Recommendation 3.8 – Establish a vertical landmark in the vicinity of the lake.

Reference pages 47-48, wayfinding and landmarks; 67, landmarks.

A vertical landmark on the Lake at the Commons would help draw visitors off the road. This could be a flagpole, a piece of public art, a clock tower, or any interesting feature that can be seen from afar, over the buildings of downtown.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.70	4.17	2.80	3.08	3.55

CAC Discussion

- This would help make drivers aware of the lake. It would also help people walking around downtown to orient themselves.
- Defining what this would be is a challenge.
- Prioritizing this recommendation over others is also challenging, as it seems relatively low impact.
- Vertical art was considered as a part of the Vet's Plaza project. Medium-sized pieces that support pedestrian orientation were ultimately chosen.

Recommendation 3.9 – Improve landscaping to highlight the lake.

Reference pages 47-48, wayfinding and landmarks.

This proposal calls for landscaping in the downtown area that highlights the lake rather than obscuring it. This could involve some of the hedges and tall shrubbery that block the view of the lake from Boones Ferry Road, as shown in figures 38 and 39.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.67	3.92	3.46	3.08	3.54

CAC Discussion

- We really like the idea of making the lake more visible.
- It is important to couple visibility with commons entry points.
- Other ways to increase visibility include adding signage that directs people toward the lake, identifying and labeling sections of lake on Google Maps, and physically color-coding access points.
- Boones Ferry Road is so busy, we need to fully consider the visibility to road noise trade-off. Part of the lake's draw is its tranquility, and the condo owners would be particularly impacted by this proposal.

Recommendation 3.10 – Host community events at the Commons.

Reference pages 53-54, community events.

The *economic development* group identifies hosting community events as a high-impact activation strategy for the Commons. Specifically, they propose five event types to further explore:

- **Identity-focus.** Connecting existing cultural celebrations, like Viva Tualatin, to the Commons would enable downtown to leverage their success. Replicating this event model to celebrate other identities and cultures represented in Tualatin could expand the draw.
- **Food-focus.** Events celebrating Oregon's food culture are reliable hits. Hosting them downtown has the added benefit of introducing potential restauranters to an emerging market.
- **Wine festival.** Incorporating regional economies into community events, much like the Pumpkin Regatta, helps to cultivate an authentic community identity. Oregon's wine country sits beyond the borders of Tualatin and would be a strong festival partner.
- **Farmers' market.** Oregon's reputation as a farming haven also presents an opportunity to connect Tualatin to larger regional economies. Farmers' markets are not only community events but also offer small farms, growers, and their employees' pathways to showcase their harvests.
- **Holiday festivals.** Holiday festivals include multiple opportunities to draw people to the Commons year-round. Events such as Christmas Markets, 4th of July Celebrations, or Halloween Towns are family-friendly and can attract people, boosting the local economy and the vendors who participate.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.62	4.54	3.77	3.85	4.46

CAC Discussion

- No comments.

Recommendation 3.11 – Increase public art throughout downtown.

Reference pages 55, public art; 67, landmarks.

Public art is a powerful way to attract people to a location, support local artists, and share a place's story and history. This helps develop a community's identity, encourages social connections, humanizes the environment, and boosts economic vitality. Public art can take many forms, including murals, installations, and sculptures. By utilizing the talents of artists in Tualatin and beyond, the City can create opportunities for people to visit the Lake at the Commons area. The Confederated Tribes of the Grand Ronde offer artist fellowships that could be a potential partner to Tualatin's endeavor to add art to the City.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.54	4.54	3.38	3.77	4.23

CAC Discussion

- Art needs to be a part of the design process. You can tell when art is added as a non-site-specific afterthought.
- We should prioritize indigenous art. This is currently being discussed by the IDEA committee.
- Hiding little Tualatin-specific elements throughout downtown (pumpkins, mastodons, etc) would be fun, distinctive, and family-friendly.
- The electric box art has been an effective graffiti deterrent; the Arts Committee is concentrating their next batch of box wraps downtown
- Combining art with wayfinding signs/elements is a natural pairing.
- A mural in Portland includes natural elements (the hair is live plants). This could be a model for combining art and connections to nature.
- An art passport would be a great next step, serving to tie all these installations together.

Recommendation 3.12 – Enter into a parking partnership with the owners of the large retail center adjacent to the WES station.

Reference page 58, parking partnership.

The large retail center west of the downtown core offers an opportunity for a public-private parking partnership. Its parking spaces, most of which are underused for many hours, can be shared to support the emerging mixed-use and commercial districts. Using the existing supply reduces the need

for new parking within the redevelopment area and frees up land for higher value uses, enhancing walkability. This partnership could be established through a coordinated process led by the City in collaboration with property owners. A Shared Parking Agreement would specify the number of stalls available, the hours of shared access, and the responsibilities for maintenance and security.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.77	2.75	3.62	3.46	4.00

CAC Discussion

- The property owner doesn't necessarily see this property as underutilized. The parking spaces are likely committed to tenants and written into lease agreements.
- Adding downtown parking could have spillover benefits for shopping center tenants.
- We like the idea of expanding downtown across BFR to the west.
- This could be a long-term redevelopment opportunity.
- With any private parking partnership, people would need to get used to paying for parking.

Recommendation 3.13 – Develop a mixed-use apartment complex in Green Lot.

Reference pages 63-64, mixed-use apartment complex.

To increase age-friendly initiatives in downtown Tualatin, the team suggests constructing an affordable, mixed use apartment complex to increase both housing density and affordability. Higher density and lower-cost housing make it easier for people of all ages to live and remain in the community, supporting walkability, access to services, and social connection. The team suggests a ground floor commercial space with a café and market, with apartments ranging from 1-3 bedrooms above.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.25	2.67	2.50	2.75	3.36

CAC Discussion

- With any housing development, how can we prioritize those already working in Tualatin?
- An aging-in-place consideration: how do we create units that are accessible *and* feel accessible. Even if technically ADA compliant, vertical designs can be daunting to those with mobility limitations.

Recommendation 3.14 – Create a farmers' market pavilion in White Lot.

Reference pages 63-64, farmers market pavilion.

The team recommends constructing a farmer's market pavilion modeled after Eugene's Farmers Market Pavilion and Plaza. This amenity would strengthen community development by providing a central gathering space, supporting local vendors, and encouraging regular social interaction among

residents of all ages. Locating a market in a walkable downtown area allows people who do not drive, such as older adults, youth, and people with disabilities, to access fresh food, services, and social activities close to home. Older adults, families with children, teens, and young adults all use farmer's market space, fostering intergenerational connection which is an essential age-friendly principle. The proposal also suggests adding rentable office space and creative suites above the pavilion to increase year-round usability, even on non-market days.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.25	4.17	3.46	3.67	4.00

CAC Discussion

- While our farmers' market has had limited benefits to surrounding businesses, more established markets generally have significant spillover benefits.
- Our community engagement made it clear that Tualatin residents want a farmers' market.
- We like the idea of a designated space for the farmers' market and should design downtown with this in mind. Milwaukee has a booming farmers' market but it feels like an afterthought, downtown grinds to a halt when the market is running.
- Ideally, you want a market to get established, then have its success drive the creation of a designated space. This would be an 'if we build it…' approach, which is a gamble.
- The Grange is not hosting their farmers' market this year.
- For a market to be successful, it needs to be affordable for vendors, include produce options, have a designated manager willing to put in the time (paid), maintain a consistent (weekly) rhythm, and be easy to find.

Recommendation 3.15 – Add street art to key crossings and roadways.

Reference page 65, traffic calming.

To advance pedestrian safety, this proposal suggests using street art that visually narrows the roadway to encourage slower, more cautious driving. Not only does street art calm traffic down, but it also contributes to placemaking and to the overall identity of downtown Tualatin.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.21	4.43	3.69	3.79	4.14

CAC Discussion

- This needs to be coupled with a budget to maintain the art. The stormwater installations are already fading.

Recommendation 3.16 – Install protected bike lanes along Boones Ferry Road.

Reference pages 65-66, protected bike lanes.

To ensure cyclists' safety, the team suggests adding protected bike lanes on SW Boones Ferry Road. Using bollards is a relatively easy way to create physical separation between cyclists and drivers and does not require any street widening. A more expensive option is using planters and green space to create physical separation. Planters and green space not only beautify the space but also contributes to stormwater management and decreases the urban heat island effect. Although, this type of bike lane requires widening the road, which may cost more time and money, as well as needing to potentially establish easements to access private property.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.67	3.25	3.62	3.83	3.45

CAC Discussion

- We should consult with the bicycle community on this design proposal, this type of bike infrastructure can get covered in street debris and be challenging to maintain.
- Need to confer with TVF&R and AMR to ensure this does not impact emergency response needs.

DOWNTOWN UPDATES

Sid Sin, Urban Renewal / Economic Development Manager, highlighted the Sustainable City Year Program celebration last Friday, thanking CAC members who attended. He shared that the Tualatin-Sherwood Road grade separation Project Advisory Committee held their second meeting yesterday, along with a public design workshop. He previewed the final presentations being given by PSU Engineering students tomorrow, which would focus on the floodplain, stormwater management in the Hedges Creek basin, and improving walkability along a segment of Boones Ferry Road. Sid shared that he and Quin would be tabling at the Riverpark CIO meeting on June 20, a summer concert on July 10, and Viva Tualatin on July 11. Finally, he announced that the City was on track to receive both a Metro 2040 grant (funding the third phase of this project) and a Nature in Neighborhoods grant (funding a portion of the Riverfront Park project). He thanked members whose organizations provided letters of support for the applications.

WRAP UP, LOOSE ENDS, PREVIEW OF NEXT MEETING

Council President Pratt previewed the CAC meetings through October, when phase three is expected to begin.

ADJOURNMENT

Meeting adjourned at 7:56pm.

Respectfully submitted,
Quin Brunner
Policy Analyst

MASTER Recommendation List
Updated: June 3, 2026

#	Recommendation	Summary	Reference	CAC Review Date(s)	A Vibrant Mixed-Use Area	Distinct & Magnetic	Env. Sustainable	Navigable & Safe	Supportive of Business	Notes
1.1	Pursue adaptive reuse projects.	This recommendation is not site specific. Adaptive reuse is the conversion of an existing building from one function to another – for example, turning a garage into a restaurant – and is often contrasted with a tear-down and build-new approach. The recommendation is to pursue adaptive reuse of existing small buildings, as opportunities arise, to make them more active and engaging at or near the sidewalk.	Civilis; page 39, adaptive reuse	2/4/2026	4.31	3.60	4.12	3.53	4.24	•The effectiveness of this strategy is largely execution-based. For this to contribute to downtown revitalization, it needs to be done at a high level and at the right sites. •This recommendation would be more complete if it included "when appropriate to enhance or achieve other goals." Adaptive reuse may be the right strategy in some instances, but that will only be clear in the context of a full district plan. Ensure adaptive reuse is the most effective strategy in each instance. •The City is unlikely to be the owner of these projects. To facilitate adaptive reuse, the City may need to update the code to make the process easier/more affordable. •Creating specific programs for small businesses, both education and incentives, may help facilitate private realization of adaptive reuse opportunities. •Consider new zoning allowance to expand beyond Core Business Area to all commercial areas and to include SW Warm Springs and old Precision Counters site.
1.2	Pursue site intensification projects.	This recommendation is not site specific. The most common form of site intensification is the replacement of parking lots with new buildings. Site intensification is recommended as a strategy to incrementally add density because it leaves existing buildings/businesses untouched, allowing owners to retain cash flow while developing additional real estate next door. This could be pursued either directly by the City, through development on underutilized public land, or through regulatory changes and incentive programs that promote private site intensification.	Civilis; pages 39-40, site intensification	2/4/2026	4.12	3.36	3.65	3.94	4.06	•Adding density downtown is critical and site intensification is one of the best strategies for accomplishing this. •Multiple members shared that they support this strategy, so long as we leave enough parking. •Finding a better example diagram may help to better illustrate this strategy. •Consultant's parking lot availability analysis combined blighted, unused property with established parking lots. Any future conversion requires an accurate analysis of parking lot highest uses, average use, special event use, and needs of existing businesses. ADA needs and "aging in place"goals must be considered. Better use of resources is to developed blighted areas.
1.3	Pursue a focal point project on the corner of Tualatin-Sherwood Road and Boones Ferry Road.	The empty lot at the corner of Tualatin-Sherwood Road and Boones Ferry Road is identified as an optimal location for a taller building than might be allowed on the rest of the Commons. Having something tall and dense at the intersection of two busy roads could provide a visual anchor for downtown.	Civilis; page 40, focal point project	2/4/2026	3.81	4.31	3.86	3.59	3.83	•Perhaps just as important as what we build is what goes into it. Multiple members stressed that it would be damaging to create a building with vacant retail space. •A focal point project is a good idea, but it is premature to set a location. It will be easier to consider the location question in relation to other elements, in the context of a district design plan. •We have to use caution when deliberating about projects on private property. We have limited influence over what gets done on this particular site. •While supportive of adding height for a focal point project, tall buildings on every parcel could obstruct the sun at the lake. •Density and height are important for enabling multi-family housing developments to pencil. Vertical housing tax credits are a proven model. •Prioritizing housing density in downtown, before other projects, would feed commercial development as new residents patronize businesses in the district. •A focal point project established an identity/symbol for downtown. •Do not ignore the potential uses on the rooftops of tall buildings. Particularly with the views of Hood over the lake to the east.
1.4	Pursue double-sided border density on the west edge of the WES line.	A common hallmark of downtown streets are buildings on both sides that create a sort of frame for the street and sidewalk. This recommendation is to pursue new structures on the ODOT-owned portion of the Floor & Décor parking lot, directly abutting the WES line, which would add double-sided border density to approximately two blocks of Boones Ferry Road. Row houses are a possible use identified in the report.	Civilis; page 41, double-sided border density	2/4/2026	3.75	3.21	3.44	3.21	3.32	•Double-sided border density is important throughout downtown. There also need for areas for interaction/gathering mingled throughout. •This specific site is not optimal. The railroad tracks prevent whatever is built on the other side from intuitively linking with downtown, without other intervention. •Recommending housing next to railroad tracks makes little sense. The entire shopping center should be considered for redevelopment with housing mixed with retail with a view to the wetlands. Additional infill should also be considered in the large parking lot since the center no longer has a major grocery store as a tenant.
1.5	Pursue double-sided border density on the north edge of Boones Ferry Road, abutting the Riverfront Park.	Same theory as above, different location. Civilis recommends adding structures along Boones Ferry Road, at its intersection with Martinazzi Ave. This 100% corner would serve as a visual cue to drivers that they are entering downtown. The land is City-owned, and new buildings would likely have a civic/park-related function.	Civilis; page 41, double-sided border density	2/4/2026	3.75	3.75	3.38	3.54	4.00	•This site is the opportunity to create something distinct, a gateway to Tualatin. •There were some serious questions about buildability on this site. •Congestion on Boones Ferry Road is already bad. This may impact access to structures on this site. We should also avoid contributing to congestion without improving traffic flow. •There was a mention of needing better pedestrian connections at this corner. •There could be an activity or attraction at this corner. •Recommendation overlooks the current traffic levels on SW Boones Ferry heading east or west. Pedestrian crossing is already a challenges. While is helps create a visual "main street", could it be impractical since the northside will be parkland with the intention of opening up a view of the river. A building would close off the view.

1.6	Assuming the first floor of a new building is elevated to address the floodplain, develop design standards requiring sidewalk-level activation.	This recommendation is not site specific. New downtown buildings will likely need to have an elevated first floor. Functionally, this recommendation involves adopting design standards to ensure new buildings include elements that engage the sidewalk. Civilis provides a handful of examples, including building straight up to the sidewalk, using large roll up doors and/or large storefront windows, mimicking old industrial buildings that are recessed from the sidewalk with large dock-style balcony areas, and creating multi-tenanted galleria-style spaces with a shared entrance.	Civilis; pages 42-43, floodplain	2/4/2026	4.30	4.24	4.00	3.88	4.12	•There are lots of creative ways to address the floodplain without building on stilts. The public library, for example, was designed to be sealed in the event of a high-water event. •Active ground floor uses with tuck-under parking are a well-established model. With these, it is important to make garage entrances look nice. •Why wouldn't we assume the first level will be parking or a temporary use space such as a temporary market or farmers market?
1.7	Add eco park features to the Lake at the Commons.	Adding floating gardens to portions of the lake is recommended to address the 'artificial' and 'uncomfortable' feeling reported by survey respondents. Depending on how it is constructed, this strategy may have the added benefit of improving water quality.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.8	Convert the Lake at the Commons into a natural water feature.	While the Lake at the Commons is man-made, this recommendation raises the possibility that it could be developed as a stormwater management asset, with variable water levels and native plantings. The feasibility/impact of such a conversion has not been assessed but, for the sake of evaluating this recommendation, assume it would positively contribute to the stormwater management system.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.9	Construct a pedestrian bridge over the Lake at the Commons.	Improving pedestrian movement across the lake (east-west) is the focus of this recommendation. In discussion, CAC members suggested developing a unique design for a pedestrian bridge, so it adds to the character of downtown and doubles as a community symbol. Members also raised the possibility of accommodating the pumpkin regatta with tall arches or removeable bridge segments. Seneca and Nyberg streets are the most likely locations for a pedestrian bridge.	Civilis; pages 44-45, bridges							SKIPPED 2/4/2026
1.10	Reduce the Lake at the Commons to a water feature.	This recommendation is to reduce the footprint of the lake while adding a grand fountain or water feature. The virtues of this proposal include introducing the sound and visual of water and reclaiming some of the lake's footprint for other purposes.	Civilis; page 45, water feature							SKIPPED 2/4/2026
1.11	Connect the Tualatin River Greenway Trail through downtown.	The Tualatin River Greenway Trail extends from Tigard High School to the far eastern edge of Tualatin, with a missing quarter-mile segment between Nyberg Rivers and Community Park. Civilis recommends bringing the trail across Martinazzi and into downtown before crossing Boones Ferry Road. This connection strategy would double as a link between the new Riverfront Park and downtown, creating all sorts of opportunities for cross-pollination between user groups.	Civilis; page 44, greenway connection	2/4/2026	4.42	4.36	4.00	4.42	4.50	•This is an incredible and high impact concept. •One member shared that it reminded them of the beltline in Atlanta. •Safety crossing Boones Ferry Road will be make-or-break for this concept. •Events like a fun run could help to activate the newly completed trail.
1.12	Add north-south streets on the east side of the lake.	The Civilis report notes how a series of interconnected parking lots on the east side of the lake creates circulation confusion, which could be alleviated with north-south streets. Neither precise street location nor implementation timeline are specified.	Civilis; page 44, eastside lack of n/s streets	2/4/2026	3.69	3.00	3.18	3.56	3.81	•It is not currently intuitive to move around downtown. A gridded system helps circulation and offers a sense of scale for pedestrians. •Adding north-south streets would not fix peak hour congestion •This system is too specific; we should be considering traffic/pedestrian movement throughout the district in aggregate. •Creating clear pedestrian corridors, potentially in lieu of streets, was raised as a possible alternative. •It is important to consider a sense of scale when thinking about connectivity and that smaller blocks are more comfortable for pedestrian activity. •This proposal would destroy the current lake atmosphere and be harmful to existing businesses built around the lake. It would benefit property owners on the west side. Since the city is a major property owner on the west side, it is very likely this would be challenged since any conversion of parkland to roadways requires an affirmative vote of Tualatin citizens.
1.13	Use distinctive signage and sculptures to make parking easy to find.	Creating a visually coherent series of parking indicators, combining signs and permanent public art, would enable drivers to find parking intuitively. These elements, backstopped by a comprehensive text/map wayfinding system, are recommended to improve the navigability of downtown.	Civilis; pages 45-46, current parking	2/4/2026	4.42	4.53	3.75	4.53	4.35	•This is consistent with one of the CCIO recommendations from the October 29, 2025 CAC meeting. •There is an opportunity to showcase Tualatin's diversity through these art pieces, specifically to honor native art and artists. In contrast to the City's white-made, native-inspired logo, this process should involve seeking out and employing native artists. •Signage also should include wayfinding for businesses and City features such as the lake, the splash pad, and any new features.
1.14	Use sidewalk paint to improve wayfinding from parking lots to the lake.	Survey respondents reported feeling disoriented upon reaching the lake. Using sidewalk paint to connect the lake to specific parking areas, while including sidewalk games along the way, is a specific wayfinding strategy recommended by Civilis.	Civilis; pages 45-46, current parking	2/4/2026	4.67	4.43	4.23	4.75	4.60	•This recommendation could be expanded to include painted trails and wayfinding, for things beyond parking and the lake. •The process of coming together to create these, community paint days, can be exceptionally fun. •Unclear on how this would work.

1.15	Centralize parking management to become a park once district.	In service of creating a walkable shopping district, Civilis recommends using data to inform parking management decisions. The first step identified in the report is to maintain an inventory of public/private parking capacity, differentiating between on-street parking, lot parking, and garage parking.	Civilis; pages 46-47, becoming a park once district	2/4/2026	4.14	3.70	4.07	4.07	4.14	•Downtown feels very spread out and there is not a unified walking network. For downtown to be a park once district, pedestrian movement throughout the district needs improvement. •Making walking in downtown more enjoyable/interesting would also significantly contribute to this goal. •Foot traffic is important to small businesses. •We should strive to find a balance between too much parking and parking for businesses. •Some concern was raised about big events like the Pumpkin Regatta and where attendees will park. •If this means only one parking lot for the entire core area, this proposal ignores the limits of aging users to walk long distances. It also ignores the reality of how little alternative transportation exists.
1.16	Establish a downtown association.	Civilis outlines several potential applications for a downtown association, including coordinating between business owners, property owners, and the City, supporting property owners with tenanting, and promoting downtown through marketing and events. A downtown association could be structured as a branch of the Chamber of Commerce.	Civilis; page 47, downtown association	2/4/2026	4.27	3.66	3.07	2.91	4.80	•This type of work would fit naturally under the Chamber umbrella. •Downtown activation will be unsuccessful if solely championed by the City. This type of organization could be exceptionally helpful in organizing/empowering downtown business owners. •Adding an extra entity to help manage and program downtown feels somewhat unachievable, given that existing business owners are already doing the work of their business and don't necessarily have the capacity or skill to participate in a downtown association.
1.17	Create a festival street.	Festival streets are designed to be periodically closed to traffic. They provide a venue for large-scale community events while limiting inactive hardscape during regular use. Civilis specifically identifies the western segment of Nyberg St, from the splash pad to Boones Ferry Road, as a viable location for a festival street.	Civilis; page 48, shared use public event space	3/4/2026	4.46	4.00	4.00	4.40	4.46	•A festival street should extend to the Commons. If at this location, the splash pad would be a logical anchor. •Festival streets serve as pedestrian connectors; this site may be a bit constrained. •Regardless of location, it will be important to ensure businesses along the festival street are not negatively impacted by road closures for events. •Activities held along a festival street, like a farmers' market, are terrific strategies to get people involved who do not have a storefront. A wine festival and a festival of lights were raised as specific programming ideas. •Shortly after the Commons was built, a farmers' market was held on this section of Nyberg Street. It worked well and the adjacent parking areas made it accessible.
1.18	Create a food cart pod.	Community members have consistently identified a food cart pod as one of their top priorities for downtown. Civilis highlighted the white parking lot as a natural location for food carts, along the pedestrian walkway stemming off Boones Ferry Road.	Civilis; page 49, food cart pod	3/4/2026	3.92	4.00	3.20	4.00	4.14	•A food cart pod would be a compelling draw for high school students. They have short lunch breaks and often get lunch as a group. Having a variety of options concentrated in one location would be ideal. •Pickleballers are another user group likely to patronize food carts. They are hungry after playing but do not want to go to a sit-down restaurant. •Food carts are reliably attractive to people from outside the area, and we have identified bringing people to downtown as a priority. •Care should be taken to ensure a food cart pod is done right. They should be clean and visually consistent with the rest of downtown. Execution is critical. •The Canby and Oregon City pods were raised as positive examples. They both have a central bar, are clean and well-organized. West Linn and Hillsboro were also referenced positively. •Parking is important to people investing in food carts. Customers need to be able to park on site or to make a very short walk. The Beaverton pods were referenced as an example with high demand but inadequate public parking. •Food carts are great for start-up businesses. How do we provide additional support to entrepreneurs to increase their chances of success? •It will be important not to oversaturate the market, we do not want to put pressure on brick-and-mortar dining establishments. •What is the goal of having a food cart pod instead of something else? Is it in preference to a larger park, a building, to parking? As a developer, every 'yes' is a 'no', we should be able to articulate why we would choose food cart pods over something else. •Investors should pick the location, not the City. •If we allow a food cart pod downtown, we should allow something similar in the industrial area.
1.19	Design spaces and activities to appeal to all ages.	Civilis recommends designing elements for specific age groups while ensuring universal accessibility. Examples of elements with targeted appeal include the splash pad for children, hangout spots for teens, and interactive art/furniture for adults. Creating a baseline of accessibility – through readable wayfinding text, even walking surfaces, and good lighting – are suggested methods to ensure everyone can come together.	Civilis; page 49, all ages friendly	3/4/2026	4.42	4.00	3.59	4.34	3.94	•Existing spaces designed for people of all ages have received positive feedback. •Some suggested elements include playground equipment by the splash pad, exercise equipment along the trails, and benches throughout. •Artwork throughout the Commons, especially around seating areas, would serve to advance this goal. Specifically suggested were murals that change color in the rain, tactile art, and descriptive signs that link to an online passport. •Making the Commons an attractive area where people come to hang out is key. The social aspect will make the Commons a desirable place to be.
1.20	Showcase existing uses with "improve what you have" programs.	Three examples Civilis provides of "improve what you have programs" are a window improvement program, paint improvement program, and exterior seating program. These are generally administered as small dollar matching grants, using TIF dollars to support tenant improvements.	Civilis; pages 50-52, showcase what is already active	3/4/2026	4.50	4.00	3.93	3.86	4.65	•This strategy is a great way to mitigate displacement of existing businesses. •It helps tie the whole downtown together, promoting a unified look-and-feel. •This program should be open to building owners, in addition to business owners, to encourage redevelopment of multi-tenant properties. •This tool is one of the best available to give back to the community, facilitate change, and to build relationships between the City and existing business/property owners. •Beaverton has successfully deployed this strategy recently. •It would be great if this program also funded improved signage.

1.21	Install temporary retail incubators.	Temporary retail spaces are recommended to help activate underutilized space in areas with high foot traffic. They could be City-owned and use a "percentage rent lease" model to support emerging retail businesses. Civilis sees this as a potential tool to conceptually link Riverfront Park to the lake.	Civilis; page 53, temporary retail space	3/4/2026	4.16	4.00	3.80	3.60	4.26	•Having different businesses rotate through would be a draw, encouraging shoppers to return and see what has changed. •In northwest Portland they do pop-up booths around the holidays, which are very popular. In DC, every transit stop is surrounded by booths like this. Hosting season-specific markets in fixed booths is another model that has been effective elsewhere. •Reserving some booth space for high schoolers or other young entrepreneurs would be a terrific way to support emerging businesses.
1.22	Pilot a Swiss style cooperative housing model.	Partnering with a non-profit housing developer to create Swiss style cooperative housing is recommended as an innovative way to balance ownership and affordability. In this model, residents purchase a share of the building when they move in, which gives them a vote on all matters of building governance. They pay relatively low rent, and their building shares are purchased back at the original price when they move out.	Civilis; page 53, Swiss style cooperatives	3/4/2026	3.17	4.00	2.92	3.06	3.05	•There are two modelss: oLand trusts. Each unit is located inside a land trust operated by a nonprofit, which restricts the sale value in the future. The owner can make a limited amount of equity per year but they own the condo. oBuilding corporations. Similar to the New York co-op model, a resident would buy shares of a corporation, which gives them the right to live in a particular condo. The corporation is responsible for building upkeep. Income restrictions on the next person you sell your shares to make this an affordable housing model. •These models are not time-limited, people can live in a unit as long as they want. There may be some natural turnover as familiar grow, but how do we ensure there is a reliable supply of affordable housing well into the future? •In downtown, the City could look to facilitate a project like this on the catalyst site. •Are there developers that will build this? In Oregon, most of this style of ownership is in townhomes. High-rise condos are not being built right now. In our region, Proud Ground manages hundreds of units in a land trust.
1.23	Pursue single stair housing development.	Single stair housing allows for apartments to be built above retail space with less of a ground floor footprint and more rentable space. This model has only been recently allowed in Oregon and the City's role in advancing this priority would likely be limited to a code update and possibly providing incentives.	Civilis; pages 53-54, single stair	3/4/2026	3.23	4.00	3.43	3.28	3.29	•In removing the need for double-loaded corridors, single stair developments allow for more cost-effective development and added density. •Ensuring code allows for this option invites additional creativity in project designs.
2.1	Create and distribute a Tualatin one-pager.	Telling the story of Tualatin through a visually appealing and widely circulated flyer helps to cultivate a shared identity among existing community members, and attract prospective residents, business owners, and entrepreneurs. OCG prepared an example (Appendix A, pp48). The City already maintains a City Profile, which serves a similar purpose but is not widely distributed.	OCG; pages 18-19, 48	3/4/2026	3.25	4.00	3.32	3.28	4.28	•This material will be useful if it answers the question "what is Tualatin famous for?" or "why would someone come to Tualatin?" It will be necessary to use some discipline to define the elements that make us distinctive. It could be valuable to coin a tag, like "gateway to wine country," that succinctly answers this question. •There is value in having shared language, a disciplined "why," but there is also value in leaving room for the messaging to be tailored seasonally, or to different audiences. •The opening of the Riverfront Park water access will bring in lots of external visitors, offering an opportunity to promote other downtown amenities. A pamphlet could be helpful in this context. •There may be limited value in a leaflet but a digital profile or tourism landing page could be more impactful. Adding QR codes to one-pagers could provide a gateway to a digital profile. •I think the suggestion to create something on paper is not current with how people receive information
2.2	Create a digital roadmap highlighting Tualatin's key attractions.	Premade itineraries make it easy for prospective visitors to plan a trip to Tualatin. By highlighting nature-related attractions, community areas, and shopping destinations these materials could prompt regional visitors to turn an errand run into a day trip. They could also be distributed beyond the metro to get people thinking about Tualatin as a destination. OCG prepared an example roadmap (Appendix A, pp49).	OCG; pages 18-19, 49	3/4/2026	4.00	4.00	4.00	4.26	4.40	•Any way we can market the city is a good idea. •The choose-your-own adventure format is appealing and could be enhanced by a live calendar that builds unique community events into itineraries. •Promoting local businesses and public amenities together makes the draw increasingly compelling. •Tailoring itineraries to how someone is moving – walking, biking, paddling – would be a unique way to market to visitors that emphasizes Tualatin's unique assets.
2.3	Revamp the City's website.	Providing an easy-to-navigate hub for community information is foundational. The City has nearly completed its website revamp and will be launching a new design in the coming months. This will elevate the new brand, offer a modern and intuitive layout, and provide an opportunity to ensure all information is up-to-date and reliably maintained.	OCG; page 30	3/4/2026	4.08	4.00	3.71	4.14	4.43	•This is already happening. •The Arts Committee is excited about the new website. They are preparing to develop content about the City's art installations, laying the foundation for launching an arts passport program. •Our messaging about Tualatin should emphasize that this is a great place to own and have a business. •A unified event calendar, including those organized by community partners, would be an asset for both residents and visitors.
2.4	Conduct targeted marketing campaigns, aimed at attracting visitors.	Targeted marketing involves identifying a specific audience and producing tailored messaging with them in mind. OCG prepared an example persona, the Smith family, which they invoked throughout the report to show how specific actions would appeal to their imagined audience. This is something we could do by reliably producing content showcasing Tualatin's attractions, particularly local businesses, and partnering with larger, interest-based accounts to share it more widely. @tualatinvalley does this well.	OCG; pages 30-31	3/4/2026	4.41	4.00	3.71	4.14	4.35	•No comments.
2.5	Host an annual Winter Fest.	To get people downtown in the dark months, OCG imagines an annual event on the Commons in December. This could include a tree lighting, raffle, food trucks, cocoa/cider tent, and live music performances. This would be a natural tie-in with the light parade.	OCG; pages 20-22	3/4/2026	4.33	4.00	3.94	4.20	4.60	•Any event like this is a no-brainer. It gets people to start seeing the Commons as a downtown. •For high school students, it would be great to have an event that breaks up routine and brings people together in the winter.

2.6	Host biweekly Movie Nights at the Commons.	Regular summer movie nights provide a predictable and low-cost opportunity to gather. OCG identifies theme-nights as a strategy to attract different audiences, partnerships with local businesses to encourage patronage, and the addition of food carts / vendors to enhance the experience.	OCG; pages 23-25	3/4/2026	4.59	4.00	4.14	4.34	4.47	•The City used to host movie nights and they were exceptionally popular. •Not sure this was a fully fledged idea given that we already do movies and/or concerts in the park •Movie nights used to be held near the Grange. Now, it may make more sense to hold them near Veteran's Plaza. Movie nights also do not have to all be in one place. We could use the event to introduce people to different spaces and businesses downtown. •It will be important to be super clean with these events, and to ensure they are accommodating of those living downtown (not too noisy or too late). •Events like this come with work. If movie nights are restarted, the City needs to be prepared to support them with staff time.
2.7	Organize monthly Lake Nights throughout the summer.	A monthly festival aimed at bringing residents and visitors together on the Commons. Programming proposed by OCG includes concerts, pop-up food carts, a maker village, and a 'water glow parade' which encourages attendees to float lanterns and paper art on the Lake.	OCG; pages 32-35	3/4/2026	4.46	4.00	3.86	4.14	4.46	•Great idea, we used to do this. Staff capacity will be necessary to sustain. •Add local theater and comedy to the programming slate. •Existing entertainment organizers may be able to help identify local talent to spotlight.
2.8	Establish a weekly Farmers' Market.	Increasing the frequency of Tualatin's farmers' market is essential to generating a regular user base. OCG proposers some potential locations, best practices, and startup strategies to support the creation of a weekly farmers' market.	OCG; pages 36-39	3/4/2026	4.51	4.00	4.20	3.94	4.20	•We should avoid reinventing the wheel. Consult with the organizers of successful farmers' markets in the region and follow a proven model. •When held previously, the farmers' market was run by volunteers. Volunteers get burnt out when not supported by staff. Volunteer coordination for Viva Tualatin was raised as a positive example. •Members have attended markets that remain very active between Thanksgiving and Christmas.
2.9	Establish a downtown business association.	A familiar recommendation, OCG outlines potential functions of a downtown business association. These could include improving business to city communication (voicing concerns, communicating events), promoting downtown as a business/tourist destination (running cohesive ads), improving access to grants for businesses (promoting opportunities, hosting workshops, and providing application assistance), and improving business retention (through a professional/peer support system).	OCG; page 26	3/4/2026	4.08	4.00	3.56	3.86	4.57	•If we want a downtown business association, it could be set up as a Chamber committee. This would be more efficient than having two organizations competing for membership. •Downtown business owners should have the ability to participate in a downtown business association without becoming members of the Chamber. •Same comments/concerns apply about capacity and how that will work with the Chamber.
3.1	Construct a pedestrian underpass under Boones Ferry Road.	A pedestrian underpass leads into the new Riverfront Park trail system, connecting the Fano Creek Greenway and the Tualatin River Greenway trails. Figure 28 shows this proposed connection (in blue), along with the other pedestrian paths and plazas proposed by the *walkability* group (recommendations 3.1-3.6).	MCRP; page 41, Boones Ferry pedestrian underpass	6/3/2026	3.46	3.36	3.31	3.62	3.23	•A tunnel between the park and downtown would be a great connector. •However, members raised concerns about how to make the tunnel feel safe, mitigate camping, and deter graffiti. They also questioned the viability of a tunnel given the high floodplain. •CAC members also expressed interest in a pedestrian bridge over Boones Ferry Road, citing the visibility and potential synergy with a bridge over the lake. Others flagged that bridges are challenging for seniors and long ramps take a lot of horizontal space.
3.2	Build a pedestrian bridge over the lake.	All three design proposals include a pedestrian bridge over the Lake of the Commons. One reconnects Nyberg Street, another Seneca Street, and a third spans between Veteran's Plaza and the splash pad. All three proposals aim to restore pedestrian circulation across the lake. Some groups imagined an arched bridge while others described a removeable structure; all designs preserve the Pumpkin Regatta.	MCRP; pages 42, Bridge of the Commons; 56, new development; 66, protected bike lanes							SKIPPED 6/3/2026
3.3	Strengthen crossings along Boones Ferry Road.	By shifting several of the mid-block crossings on Boones Ferry Road, this proposal seeks to close the gaps between crossing opportunities. The design also proposes raising the two western-most mid-block crossings on Boones Ferry Road to slow traffic and reduce pedestrian stress. See figure 32, below.	MCRP; page 43, strengthened crossings	6/3/2026	3.75	3	3	4	3.83	•This idea may be limited by regulations about how far mid-block crossings need to be from intersections, which influenced the placement of current crossings. •This section of Boones Ferry Road is already busy, more pedestrian crossings may make it worse. •Minimizing construction time, and maintaining access to existing businesses during construction, would be critical.
3.4	Create a flex plaza on the edge of the Riverfront Park.	Just south of the future Riverfront Park, between Hedges Creek and SW Boones Ferry Road, is a flat area of a little more than three-quarters of an acre. This site is well-suited to become a flexible public plaza that could accommodate a wide range of community activities. By adding power and water hookups, this space could host food trucks, farmers' markets, and rotating art installations, creating a dynamic destination to complement the activities of the riverfront park.	MCRP; page 44, riverfront flex plaza	6/3/2026	3.71	3.73	3	3.29	3.17	•A plaza would be a cool addition, but we already have a hardscape by the lake. •There are potential traffic concerns, and we would need to ensure the plaza/park doesn't rely on parking that is too far away. •While this could increase the visibility of downtown activity, in theory, road noise could make this an unpleasant space to gather. It would also shift activity away from downtown businesses. •There may be a better plaza location than our new riverfront park, which has the opportunity to introduce natural elements and greenspace. •The park design should prioritize water access, and the proposed plaza may interfere with a drop-off area for boaters or ADA parking. Both items are more important than a plaza.

3.5	Develop twin plazas in/across from the Green Lot.	The Twin Plazas would be located on either side of SW Boones Ferry Road, with the northern lot owned by the City (Green Lot) and the southern lot privately owned. Together, these sites present a significant opportunity to create a vibrant pedestrian gateway to the Lake at the Commons. To enhance the plazas, the City could introduce new restaurants or cafés on both sides of the street, which would provide consistent ground-floor activity and attract visitors to the lake. Additionally, streetscape improvements and better pedestrian crossings across Boones Ferry Road would help unify the two sides, transforming the area from a fragmented, vehicle-dominated corridor into a space that invites residents, and visitors to step out of their vehicle. Figures 34 and 35 show before/after renderings.	MCRP; pages 44-45, twin plazas	6/3/2026	2.91	2.92	2.57	2.79	2.79	•We can't redevelop every publicly owned surface lot downtown. The upcoming parking study will help us better understand utilization. •There may be adequate parking but there is still low visibility for downtown businesses. It may be worth trading some parking spaces for increased foot traffic and visibility. •Successful redevelopment of parking lots would keep ground flood parking and add active uses above. •Do we already have too much hardscape downtown? This design replaces hardscape with hardscape.
3.6	Create a pedestrian mall in the White Lot.	The proposed Pedestrian Mall aims to transform the City-owned White Lot into a pedestrian-friendly, mixed-use development that enhances north-south connections between Boones Ferry Road and the Lake at the Commons. This space will feature active commercial spaces on the ground floor, with residential units above, bringing new residents and increased daily activity to the heart of downtown. By converting the existing parking lot into a walkable public area surrounded by shops and housing, the Pedestrian Mall will create a clear and inviting pathway that attracts visitors from Boones Ferry Road toward the lake and nearby public spaces. Figures 36 and 37 show before/after renderings.	MCRP; page 46, pedestrian mall	6/3/2026	3.38	3.15	3	3.54	2.83	•White Lot redevelopment needs to ensure there is still accessible parking for visitors to the Vet's plaza. •If we are doing parking lot transformation, the Green Lot is preferrable, as it is less utilized than the White Lot.
3.7	Develop housing in the Blue Lot.	This proposal calls for a multi-story residential building in the Blue Lot. This building would add approximately 40 additional housing units, increasing the number of residents downtown and creating a more active, lively setting.	MCRP; page 47, housing	6/3/2026	3.23	2.58	2.5	3.08	3.38	•We want affordable housing downtown; support for this recommendation is somewhat dependent on the proposed housing type. •Regardless of location, creating housing that is affordable to people working downtown is a catalyst development. Walkable communities are only walkable when the people who work downtown can live nearby and walk to work, too. •The back of the Blue Lot floods when it rains; this creates an issue for residents even if there is ground floor parking. •This lot is already challenging to enter/exit, this would not be a fun place to commute in/out of. •We would need to ensure the bridge to the park remains visible and easy to access.
3.8	Establish a vertical landmark in the vicinity of the lake.	A vertical landmark on the Lake at the Commons would help draw visitors off the road. This could be a flagpole, a piece of public art, a clock tower, or any interesting feature that can be seen from afar, over the buildings of downtown.	MCRP; pages 47-48, wayfinding and landmarks; 67, landmarks	6/3/2026	3.7	4.17	2.8	3.08	3.55	•This would help make drivers aware of the lake. It would also help people walking around downtown to orient themselves. •Defining what this would be is a challenge. •Prioritizing this recommendation over others is also challenging, as it seems relatively low impact. •Vertical art was considered as a part of the Vet's Plaza project. Medium-sized pieces that support pedestrian orientation were ultimately chosen.
3.9	Improve landscaping to highlight the lake.	This proposal calls for landscaping in the downtown area that highlights the lake rather than obscuring it. This could involve some of the hedges and tall shrubbery that block the view of the lake from Boones Ferry Road, as shown in figures 38 and 39.	MCRP; pages 47-48, wayfinding and landmarks	6/3/2026	3.67	3.92	3.46	3.08	3.54	•We really like the idea of making the lake more visible. •It is important to couple visibility with commons entry points. •Other ways to increase visibility include adding signage that directs people toward the lake, identifying and labeling sections of lake on Google Maps, and physically color-coding access points. •Boones Ferry Road is so busy, we need to fully consider the visibility to road noise trade-off. Part of the lake's draw is its tranquility, and the condo owners would be particularly impacted by this proposal.

3.10	Host community events at the Commons.	The economic development group identifies hosting community events as a high-impact activation strategy for the Commons. Specifically, they propose five event types to further explore: •Identity-focus. Connecting existing cultural celebrations, like Viva Tualatin, to the Commons would enable downtown to leverage their success. Replicating this event model to celebrate other identities and cultures represented in Tualatin could expand the draw. •Food-focus. Events celebrating Oregon's food culture are reliable hits. Hosting them downtown has the added benefit of introducing potential restauranters to an emerging market. •Wine festival. Incorporating regional economies into community events, much like the Pumpkin Regatta, helps to cultivate an authentic community identity. Oregon's wine country sits beyond the borders of Tualatin and would be a strong festival partner. •Farmers' market. Oregon's reputation as a farming haven also presents an opportunity to connect Tualatin to larger regional economies. Farmers' markets are not only community events but also offer small farms, growers, and their employees' pathways to showcase their harvests. •Holiday festivals. Holiday festivals include multiple opportunities to draw people to the Commons year-round. Events such as Christmas Markets, 4th of July Celebrations, or Halloween Towns are family-friendly and can attract people, boosting the local economy and the vendors who participate.	MCRP; pages 53-54, community events	6/3/2026	4.62	4.54	3.77	3.85	4.46	•No comments.
3.11	Increase public art throughout downtown.	Public art is a powerful way to attract people to a location, support local artists, and share a place's story and history. This helps develop a community's identity, encourages social connections, humanizes the environment, and boosts economic vitality. Public art can take many forms, including murals, installations, and sculptures. By utilizing the talents of artists in Tualatin and beyond, the City can create opportunities for people to visit the Lake at the Commons area. The Confederated Tribes of the Grand Ronde offer artist fellowships that could be a potential partner to Tualatin's endeavor to add art to the City.	MCRP; pages 55, public art; 67, landmarks	6/3/2026	4.54	4.54	3.38	3.77	4.23	•Art needs to be a part of the design process. You can tell when art is added as a non-site-specific afterthought. •We should prioritize indigenous art. This is currently being discussed by the IDEA committee. •Hiding little Tualatin-specific elements throughout downtown (pumpkins, mastodons, etc) would be fun, distinctive, and family-friendly. •The electric box art has been an effective graffiti deterrent; the Arts Committee is concentrating their next batch of box wraps downtown •Combining art with wayfinding signs/elements is a natural pairing. •A mural in Portland includes natural elements (the hair is live plants). This could be a model for combining art and connections to nature. •An art passport would be a great next step, serving to tie all these installations together.
3.12	Enter into a parking partnership with the owners of the large retail center adjacent to the WES station.	The large retail center west of the downtown core offers an opportunity for a public-private parking partnership. Its parking spaces, most of which are underused for many hours, can be shared to support the emerging mixed-use and commercial districts. Using the existing supply reduces the need for new parking within the redevelopment area and frees up land for higher value uses, enhancing walkability. This partnership could be established through a coordinated process led by the City in collaboration with property owners. A Shared Parking Agreement would specify the number of stalls available, the hours of shared access, and the responsibilities for maintenance and security.	MCRP; page 58, parking partnership	6/3/2026	3.77	2.75	3.62	3.46	4	•The property owner doesn't necessarily see this property as underutilized. The parking spaces are likely committed to tenants and written into lease agreements. •Adding downtown parking could have spillover benefits for shopping center tenants. •We like the idea of expanding downtown across BFR to the west. •This could be a long-term redevelopment opportunity. •With any private parking partnership, people would need to get used to paying for parking.
3.13	Develop a mixed-use apartment complex in Green Lot.	To increase age-friendly initiatives in downtown Tualatin, the team suggests constructing an affordable, mixed use apartment complex to increase both housing density and affordability. Higher density and lower-cost housing make it easier for people of all ages to live and remain in the community, supporting walkability, access to services, and social connection. The team suggests a ground floor commercial space with a café and market, with apartments ranging from 1-3 bedrooms above.	MCRP; pages 63-64, mixed-use apartment complex	6/3/2026	3.25	2.67	2.5	2.75	3.36	•With any housing development, how can we prioritize those already working in Tualatin? •An aging-in-place consideration: how do we create units that are accessible and feel accessible. Even if technically ADA compliant, vertical designs can be daunting to those with mobility limitations.

3.14	Create a farmers' market pavilion in White Lot.	The team recommends constructing a farmer's market pavilion modeled after Eugene's Farmers Market Pavilion and Plaza. This amenity would strengthen community development by providing a central gathering space, supporting local vendors, and encouraging regular social interaction among residents of all ages. Locating a market in a walkable downtown area allows people who do not drive, such as older adults, youth, and people with disabilities, to access fresh food, services, and social activities close to home. Older adults, families with children, teens, and young adults all use farmer's market space, fostering intergenerational connection which is an essential age-friendly principle. The proposal also suggests adding rentable office space and creative suites above the pavilion to increase year-round usability, even on non-market days.	MCRP; pages 63-64, farmers market pavilion	6/3/2026	4.25	4.17	3.46	3.67	4	•While our farmers' market has had limited benefits to surrounding businesses, more established markets generally have significant spillover benefits. •Our community engagement made it clear that Tualatin residents want a farmers' market. •We like the idea of a designated space for the farmers' market and should design downtown with this in mind. Milwaukee has a booming farmers' market but it feels like an afterthought, downtown grinds to a halt when the market is running. •Ideally, you want a market to get established, then have its success drive the creation of a designated space. This would be an 'if we build it...' approach, which is a gamble. •The Grange is not hosting their farmers' market this year. •For a market to be successful, it needs to be affordable for vendors, include produce options, have a designated manager willing to put in the time (paid), maintain a consistent (weekly) rhythm, and be easy to find.
3.15	Add street art to key crossings and roadways.	To advance pedestrian safety, this proposal suggests using street art that visually narrows the roadway to encourage slower, more cautious driving. Not only does street art calm traffic down, but it also contributes to placemaking and to the overall identity of downtown Tualatin.	MCRP; page 65, traffic calming	6/3/2026	4.21	4.43	3.69	3.79	4.14	•This needs to be coupled with a budget to maintain the art. The stormwater installations are already fading.
3.16	Install protected bike lanes along Boones Ferry Road.	To ensure cyclists' safety, the team suggests adding protected bike lanes on SW Boones Ferry Road. Using bollards is a relatively easy way to create physical separation between cyclists and drivers and does not require any street widening. A more expensive option is using planters and green space to create physical separation. Planters and green space not only beautify the space but also contributes to stormwater management and decreases the urban heat island effect. Although, this type of bike lane requires widening the road, which may cost more time and money, as well as needing to potentially establish easements to access private property.	MCRP; pages 65-66, protected bike lanes	6/3/2026	3.67	3.25	3.62	3.83	3.45	•We should consult with the bicycle community on this design proposal, this type of bike infrastructure can get covered in street debris and be challenging to maintain. •Need to confer with TVF&R and AMR to ensure this does not impact emergency response needs.
3.17	Create a community fitness court with outdoor exercise equipment.	An outdoor exercise equipment pad could be added to the east of the pickleball courts, providing a place for people to use gym equipment without the barrier of a monthly fee. Developing an outdoor fitness court near the existing pickleball and basketball courts will further diversify the amenities offered space, encouraging engagement from a wider range of ages. The National Fitness Campaign provides grants for implementing their outdoor fitness courts and they have partnered with artists from across the nation to beautify their courts as well. One such artist is Allison McKlay, an Oregonian who has painted numerous murals across the state, including several in Portland.	MCRP; pages 66-67, new community spaces							
3.18	Create a community garden on the border of the Riverfront Park.	A community garden is proposed just south of the Juanita Pohl Center. This should be a community-led project supported with initial funding from the City. Grants for ongoing development and maintenance of community gardens are available through the Food Well Alliance. Grants are also available through the U.S. Department of Agriculture if the garden is registered through the USDA website as a "People's Garden". Construction of wooden garden beds could be completed through partnering with local high school woodworking classes, and a local garden supply store could be asked to donate soil and seeds.	MCRP; pages 66-67, new community spaces							
3.19	Add benches along pathways.	Adding more benches along existing pathways will increase accessibility for individuals who need to take more breaks, while also offering landmarks to help people orient themselves to the space. Individuals with mobility issues, as well as parents with young children, will likely be encouraged to walk paths with more opportunities to sit and rest. The benches themselves can also be an opportunity for beautifying the space, through painting the benches or by making them sculptural pieces to sit on.	MCRP; page 67, landmarks							

3.20	Add informational/interactive plaques along walkways.	Adding informational plaques along walkways would be an opportunity to celebrate the history and the ecology of Tualatin. The plaques themselves could be interactive, with “lift the-flap” and spinning elements to be more engaging to children of all ages. Potential topics for such plaques include history of the Atfalati people, history of the railroads and their role in the incorporation of the city, and wildlife that inhabit the local wetlands such as the green heron and the long-toed salamander. These plaques would contribute to the creation of a shared community identity.	MCRP; page 67, landmarks		
3.21	Replace existing art walk signage with intuitive wayfinding signs.	The existing art walk signage should be replaced with a more easily understandable set of signs that can be used for everyday wayfinding. The team proposes naming existing walkway sections after local ecology and creating corresponding signs for those sections, for example having one section of path be “the frog path” and another be “the camas path.” The signs should have the name of the path in large black font on a white background, for more age accessible design. Additionally, the signs should include a black silhouette picture that corresponds with the name, as a memory tool. If the City wants to incorporate color into the signs, the team suggests doing so with a thick band of color around the edge of the sign, to maintain the high contrast of black text on a white background. This will make the signs easier to read for seniors who may have deteriorated vision.	MCRP; pages 47-48, wayfinding and landmarks; 67, landmarks		
4.1	Couple a controlled pedestrian crossing with traffic calming measures on Tualatin-Sherwood Road.	Install a safe, controlled crossing such as a Pedestrian Hybrid Beacon (PHB) coupled with traffic calming, such as speed management measures and improved visibility, to reduce crash risk and create predictable gaps for pedestrians and vehicles exiting driveways and parking lots. Score 80/100.	Multimodal Transportation; page 14, (A1) safer, controlled crossing on SW Tualatin-Sherwood Rd		
4.2	Add a protected two-way bikeway along the north edge of Tualatin-Sherwood Road and the west edge of Martinazzi Avenue.	Add a two-way bikeway on the north edge of Tualatin-Sherwood Road, stretching up Martinazzi Ave, to complete the downtown bicycle infrastructure network. Note that this design proposal was developed by a different group of students and is inconsistent with recommendation 4.1. Score 82/100.	Multimodal Transportation; page 15, (A2) protected bike lanes and enhanced bikeway connections		

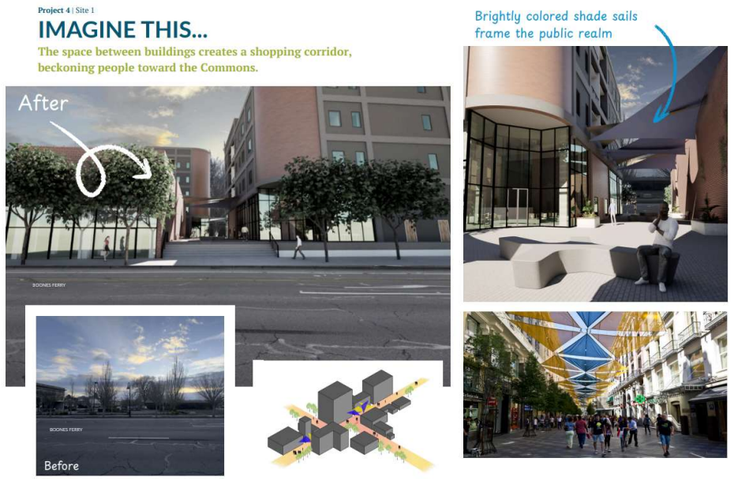
4.3	Turn a segment of Martinazzi Avenue into a pedestrian plaza.	Convert the segment of Martinazzi Avenue between Nyberg Street and Boones Ferry Road into a pedestrian plaza. This design would restrict vehicle traffic while maintaining emergency access and transit routes, creating comfortable pedestrian movement between the Lake of the Commons and the Tualatin Public Library. Adding pedestrian and cycling amenities such as benches and bike parking would further improve the appeal of this space. Score 73/100.	Multimodal Transportation; page 16, (A3) pedestrian plaza on Martinazzi Avenue		
4.4	Turn a segment of SW 84th Ave into a pedestrian corridor.	Reconstruct the one block segment of SW 84th Avenue between Seneca and Nyberg as a pedestrian-first connector. The proposed design would include plant buffers, improved lighting, additional seating, bike racks, and accessible pathways. Score 67/100.	Multimodal Transportation; page 17 (A4) downtown pedestrian alleyway (connection to lake district)		
4.5	Improve wayfinding to highlight the Tualatin River Greenway Trail.	Improve trail visibility with clear signage. Give particular attention to the trail gap in the commercial core, making it intuitive/comfortable to continue riding between trail segments. Score 61/100.	Multimodal Transportation; page 17, (A5) wayfinding of Tualatin River Greenway Trail		
4.6	Add a traffic garden near the Lake of the Commons.	Add a traffic garden near the Lake of the Commons to promote bicycle safety education and provide a draw for young riders. This could serve as a starting point for those learning to ride, allowing them to graduate from the traffic garden to the greenway trail system. Score 59/100.	Multimodal Transportation; page 18, (A6) traffic garden		

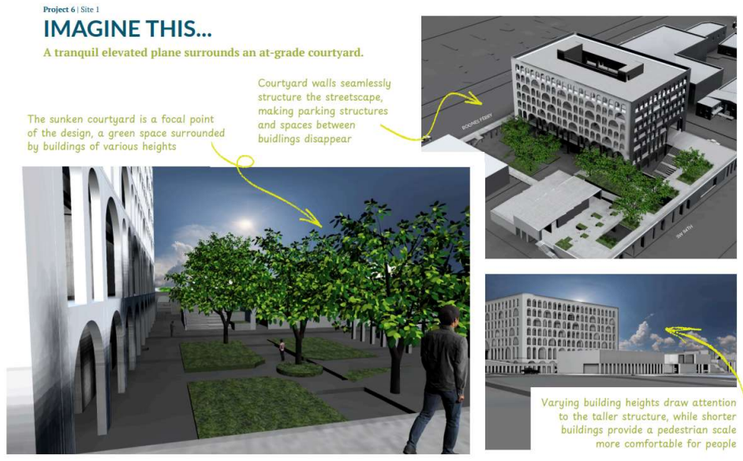
4.7	Grade separate the rail crossing on Tualatin-Sherwood Road.	Redesign the intersection of Tualatin-Sherwood Road and Boones Ferry Road to eliminate the railroad crossing. This crossing creates congestion and unpredictable delays at a high-volume intersection, disrupting traffic flow and network reliability. The City Council is currently studying this possibility and has selected an option that brings Tualatin-Sherwood Road over the railroad for further study. Score 76/100.	Multimodal Transporation; page 21, (B1) rail grade separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road		
4.8	Reconfigure the N/S Boones Ferry Road segment to improve pedestrian/bicycle connectivity and comfort.	Maintain vehicular throughput on Boones Ferry Road while improving the experience for bicyclists and pedestrians. Adding protection to existing bike lanes, introducing a median, and providing clearer crossings at Nyberg and Seneca are the key strategies suggested. Score 73/100.	Multimodal Transporation; page 22, (B2) Boones Ferry Road corridor redesign		
4.9	Redesign the intersection of Nyberg St and Martinazzi Ave.	The intersection has long pedestrian crosswalks, multilane turns, and limited pedestrian protections. These conditions, coupled with high traffic volumes, reduce comfort and safety for pedestrians and cyclists. Redesigning the intersection to shorten pedestrian crossings, simplify turning movements, and incorporate protected multimodal elements such as curb extensions may serve to reduce conflict points and create clearer, more predictable movement patterns for all users. Score 73/100.	Multimodal Transporation; page 23, (B3) intersection redesign at SW Nyberg Street & SW Martinazzi Ave		
########	Implement a Smart Traffic Management System.	Install adaptive signal control and data systems to optimize traffic efficiency in real time, prioritizing transit operations where appropriate. This recommendation would ideally be paired with corridor redesign projects to improve traffic flow and safety. Score 57/100.	Multimodal Transporation; page 23, (B4) smart traffic management system		

4.11	Construct a parking garage.	Construct a multi-level parking garage to consolidate parking supply and free land for redevelopment. The Floor and Décor parking lot was identified as a possible location, given the volume of underutilized surface parking. This strategy addresses the need for adequate parking supply to serve commercial uses while supporting a "park once" model. Score 66/100.	Multimodal Transporation; page 25, (C1) multi-level parking structure		
4.12	Convert the gravel lot near Grab A Gyro into green space.	Convert the gravel lot near Grab A Gyro into a green space with shade, seating, and play features. Alternatively, repave to a compliant surface if parking supply remains a necessity. This lot was identified as negatively contributing to overall downtown aesthetics and this suggestion appears to be an interim solution. Score 63/100.	Multimodal Transporation; page 26, (C2) gravel lot conversion to green space (or compliant repaving option)		
4.13	Redevelop public parking lots.	Redevelop some of the publicly owned parking lots downtown to support the mixed-use commercial core. Prioritize developments that have active ground floor uses and add housing density. Score 55/100.	Multimodal Transporation; page 26, (C3) cultural, retail, & social district		

MASTER Rendering List
Updated: June 3, 2026

#	Site	Rendering	Student	CAC Review Date(s)	Notes
1	1		Alex Schulte	4/1/2026	•Very eye catching and nicely rendered. However, we would like to see a more distinct "Tualatin style" (not sure exactly what that looks like just yet). The wood pillars mimic trees, like wooded areas that are all throughout Tualatin. oThe building materials are aesthetically appealing, but we have some concern about the maintenance of wood. •We like the mixed-use style with this level of density. •The scale is good. The variety of building structures and heights break up the mass. •Placing commercial uses on outward/busy streets, with residential uses in quieter (and elevated) areas, seems balanced. •We like the elevated community spaces and how it brings nature into space on all floors. It has a park feel. oMaintenance of vegetation could pose a challenge. •This would be a draw for both residents and visitors. •Neat idea that the pillars material could be built up in phases to grow structurally with the community's needs. •This design could be more inviting / better connected to the streetscape. •There are some concerns about the shade cast by the taller buildings, as well as temperature regulation from east/west windows. •There may be access issues created by the varied planes of activity. •There may not be adequate parking for the Robinson Crossing development.
2	1		Kaz Miura	4/1/2026	•Our group enjoyed seeing the green space close to the street (larger setback). We also liked the trees in the interior corridors. oSome wanted to see more designated open space and greenery. •The elevate plane is an intriguing strategy to deal with flooding and parking. •Underground parking ensures short walking distances, which benefit seniors. •There were concerns about visibility/access for businesses located in the interior corridors. •The building style was airy but not inviting or eye catching in a way that would draw a passer-by in. It felt a little dated and didn't flow well into the next lot. oOthers described the style as institutional, prison-like, and resembling a high school.

3	1		Abigale Mcintyre	4/1/2026	•We liked (or loved) the pedestrian alley. oWe did feel that the walk-through needed to be a bit wider with more design features to draw you in. •We like the different roof heights and shapes, as well as the light brick. •The building setbacks with large green spaces were appealing in this design, too. oShould we allow setbacks this large in some parts of a downtown development? •One group asked if business/tenants will want to be here. Another commented that the building seemed to be largely residential, potentially supporting more affordable units at the ground level up to more lux at the top.
4	1		Keaton Lord	4/1/2026	•This one was a hit for many. The big positives were the curved exterior brick, the use of multiple walk-through spaces that cross one another, height differential in the buildings, as well as the shade sails. •The curved corners are inviting, but the curve could be pushed further by adding an art element or making it curved glass for more dramatic appeal. •We like Joyful Design, with one group discussing how our brains are mapped to seek out curves and soft flowing lines which could help to make these spaces "magnetic" and pull people to our downtown. •The elevated buildings, with underground parking, solve multiple challenges. •The shade sails over the wide inviting path offer scale to the open space, providing room for people to move around. The shade sails, particularly, are visually stunning and practical, offering protection from both the sun and rain. •The interior corridor has a festival street feel. We should integrate some of the strengths from project 3's pedestrian corridor into this design. •This design has the best flow to the Commons, it's inviting! We need a corridor/path like this to connect through all project areas (sites 1-4). •The design style is somewhat dated; we are looking for timeless design.

5	1		Ryan Pool	4/1/2026	•They did a really great job pulling inspiration from nature and rain in Tualatin and representing those elements in the exterior building facade. Really like the façade, it has an aquatic feel. •Don't like. We have concerns about how the texture will wear and need maintenance over time and with weather. Polka dot screens are not timeless, but their use for shading is a cool idea. Is this compatible with the Tualatin look? •The many ramp structures leading you up from street level to the center buildings were a great way to make it super ADA and family friendly. The gentle ramps are an accessible design, could be senior living. •The variety of levels may be hard for seniors. •As this is a good-sized lot and there's a need for housing it felt that there should be more structures for housing potential. One comment reflected the choice for a deep set back from the curb should be combined with a higher building to address the loss of usable structure space. •Don't think the big building with plazas is the way forward for our space. The other models that bring people in and through the space seems far more inviting. •The mass of buildings in the center provide a great event space around the margin. The green spaces were such a nice touch. The famers' market spaces might be redundant. •Like the parking spaces below the buildings. •What are the imaged uses for the smaller outer buildings?
6	1		Zhaojie Zhai	4/1/2026	•There wasn't a lot of excitement with this design. It didn't read Tualatin for us. •We liked the green area in the center courtyard. •This feels like a throwback to architecture from a bygone era. It looks a bit like dorms and is not particularly visually enticing. •We prefer various height buildings. •The corner of 84th feels like wasted space. •We have concerns about the quality of light reaching the interior of the landmark building.

7	2		Laura Lopez	4/1/2026	•Looks quiet, which is ideal for housing. •We liked the windows and terraces. •It resembled row houses, which is potentially appealing. •I like this just fine. Feels similar to existing downtown housing options - curious how it will integrate with that? •The buildings conform with Tualatin standards. •Mixed reviews on this one. Some wanted the buildings a lot higher for a better view of the lake and overall downtown area. The balconies were a nice touch. The lake on one side and the sloped walkway on the other side hiding parking underneath was a good thought. •Unsure if the parking structure is adequate.
8	2		Madeline Maxwell	4/1/2026	•We really like this design. The greenhouse style would be easy to implement and adds non-retail use to the Commons. •Excellent synergy with the Grange. •Popular one! Many said it felt European. We loved the sightline through to the lake. Open and airy. The community garden would be nice. •The open use garden and the use of glass/garage door helped make this design feel permeable and light. •LOVE the nursery and the glass walled buildings. Who would operate/be responsible for the nursery? •Could be a fun extension of the lake and, if run by the City, used in various ways to engage with the community and visitors: indoor/outdoor farmers market, add garage doors for more flex space to spill out, flex space for art shows/wine pop ups/yoga, etc. •Transparent buildings are perfect for civic events, art shows, farmers market. •We like that buildings scale down as they get closer to the lake. •The new structure imagined on the Commons would require lots of signage to find. •Similar to Seattle Spheres: businesses, food carts, coffee shops, utilize garage doors access to outdoors in warm weather.

9	3		Jade Kuenzi	•All groups valued that this design leaves room for the pumpkin regatta while using more of the lake space. One group shared that this design would really make the lake feel alive. Another cited that it could further activate the veteran's plaza. •Another universal valued attribute of this design was the improved pedestrian circulation. It shortens the walk and improves connections between businesses. •Lots of thought was given to the uses on the lily pads. Some groups saw the kiosk structure as a great site for a retail incubator or event vending. The abundance of benches was well-liked. All groups cited additional shade as a desire, be it structured or from trees. The addition of a play structure and other permanent draws like a water-powered art structure or community art space were suggested as additional opportunities. •The larger building on the north end raised some concerns, as it would likely block the view from condos and north-end businesses. •Improving water quality was raised as a priority, with ideas including the addition of a water feature (which also adds sound), adding a circulation system to the lake, and automatic cleaning machines. •Generally, members lauded this design as creating a destination. They liked the low-profile of the lily pads, which keeps the commons area feeling large and open. They described the curves of the lily pads as echoing the existing design of the lake. The natural materials were described as visually beautiful; selecting durable and low-maintenance building materials was raised as important.
10	3		Koosha Mirarabshahi	•Multiple groups said this building felt out of place and did not look like Tualatin. It was described as too big, too dark, too modern, and CIA-like. •Another concern was that these structures block the view from the businesses and condos behind them, creating a closed off space to the north. •The plaza formed on the north end of the lake and improved pedestrian circulation were cited as positives of the design. The wicker chairs were also a positive. •One member suggested adding a mural to the building. •This reinforced one members desire for natural building materials, which were largely absent from this design.

11	3		Kyungjoon Han	•Members generally supported the aim of creating a connected pathway along the north end of the lake. They liked the combination of a sitting area with the corridor and found the integration of nature along the pathways/ramps appealing. •Multiple groups likened the configuration to an amphitheater, suggesting it could make the lake a great stage for outdoor performances (potentially combined with the lily pad idea?) The unprogrammed space under the ramp was flagged as a concern, with members describing it as sketchy and unsafe. •The potential to increase use on the north end of the lake was appealing but some members commented that this design would not add much usable space. Members raised concerns about tenanting, both attracting interest and ensuring the building has active use tenants. Someone suggested using the structure as a community space. •The use of glass was applauded for reducing the visual weight of the new structure on the commons. •Other comments described this design as very modern and not practical.
12	4		Zoe Todorov	•The pedestrian trail connecting downtown to the riverfront park was a widely praised idea, as were the natural elements and building materials used in this design. •The path feels much safer to move through than the current parking lot. The trail lights were specifically identified as a high-value feature. •The major concern with this design is the loss of parking. One group said that while there is too much parking now, we also don't want to take too much away. Others asked about how we can reduce parking without damaging existing businesses. •One group said this design rebalanced the distribution of hardscape and natural elements in the lot, which is currently all asphalt. Another pointed out that people are more willing to walk in pedestrian friendly and visually interesting spaces. •Ensuring there is well-placed senior and ADA parking was listed as a priority.

13	4		Kiana Woodruff	•Members liked the blend of commercial and natural elements. They described this design as visually appealing and timeless, and the proposed mix of businesses and housing as cool. •The elevated design was recognized as a creative solution to both the parking and flooding issues. There is, however, a new mobility challenge posed by the stairs, which is both actual and perceived accessibility. •The trees growing through the parking structure were well liked. They were also cited as a potential maintenance challenge. In general, members appreciated the trees and greenery in this design. •The limited vehicular access to the structure poses a potential circulation challenge.
14	4		Beck Needham	•Most comments on this design focused on the retail incubator / food cart pod. Members liked the introduction of small local vendors to downtown and the way this design creates a node of activity along a pedestrian corridor. •Members raised concerns about vacancy, start-up time, impact to existing businesses, and sequencing -- suggesting it may make more sense to get people downtown first. •There were also questions about whether this would be the right location for food carts, as the design offers somewhat limited visibility. •Some of the spaces seemed dead, leading members to suggest finding a better balance between commercial and natural elements. •This one also may require too much walking to get to/from parking, and leaves some flooding concerns unaddressed.

PRACTICE: Today is American Zoo Day. When visiting the Oregon Zoo, how excited are you to see each of the following exhibits?

13



Not at all — Overwhelmingly

Primate forest

3.75

Condors of the Columbia

3.46

Elephant lands (specifically Tula-Tu)

4.5

Insect zoo

2.91

Pacific shores

4.23

vevox
Audience Engagement

3.17 To what extent would **creating a community fitness court with outdoor exercise equipment** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



vevox
Audience Engagement

3.18 To what extent would **creating a community garden on the border of the Riverfront Park** help to make downtown...

13

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



vevox
Audience Engagement

3.19 To what extent would **adding benches along pathways** help to make downtown...

11

Not at all

Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

3.20 To what extent would **adding informational/interactive plaques along walkways** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

3.21 To what extent would **replacing existing art walk signage with intuitive wayfinding signs** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



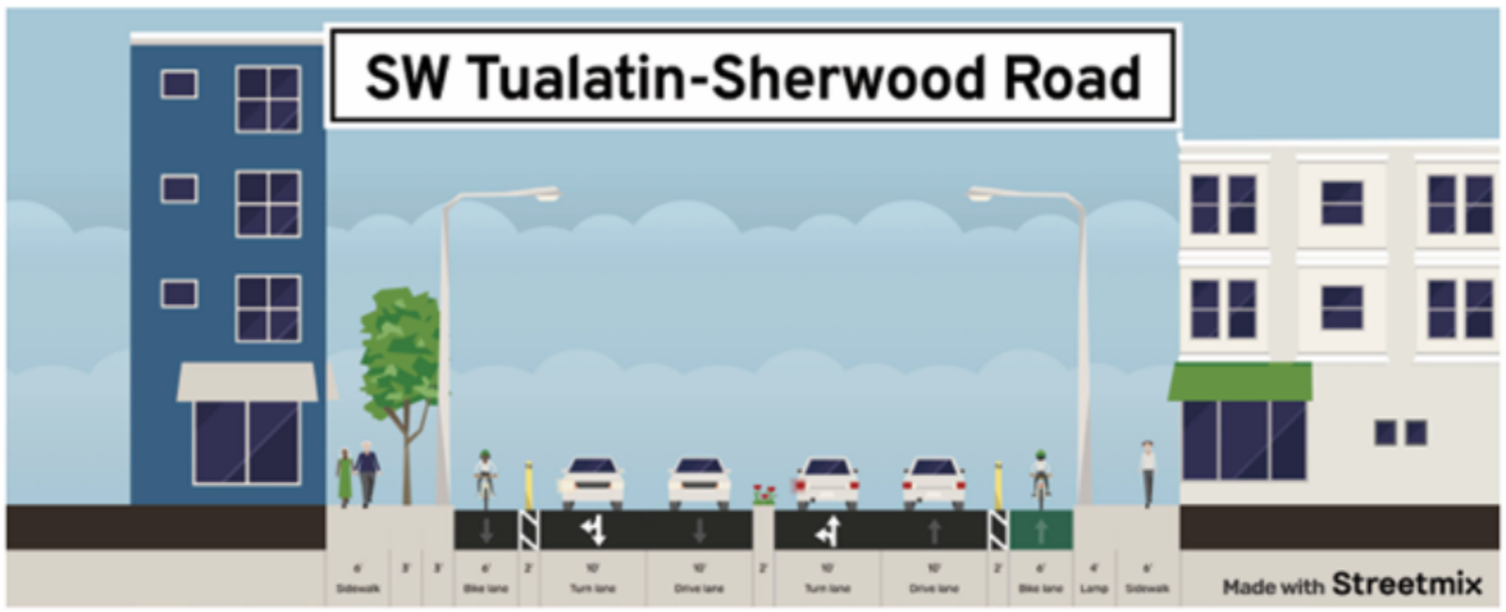
Supportive of Businesses



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Audience Engagement

4.1 To what extent would **adding a controlled pedestrian crossing with traffic calming measures on Tualatin-Sherwood Road** help to make downtown...

12



Not at all — Significantly

A Vibrant Mixed-Use Area

3.2

Distinct & Magnetic

2.67

Environmentally Sustainable

3.6

Navigable & Safe

5

Supportive of Businesses

3.67

vevox Audience Engagement

4.2 To what extent would **adding a protected two-way bikeway along the north edge of Tualatin-Sherwood Road and the west edge of Martinazzi Avenue** help to make downtown...

11



Fig. 3 Current downtown bike lanes.



Fig. 4 Proposed two-way bikeway.

Not at all — Significantly

A Vibrant Mixed-Use Area

3.6

Distinct & Magnetic

3.4

Environmentally Sustainable

3.45

Navigable & Safe

4

Supportive of Businesses

3.4

vevox Audience Engagement

4.3 To what extent would **turning a segment of Martinazzi Avenue into a pedestrian plaza** help to make downtown...

12



Not at all — Significantly

A Vibrant Mixed-Use Area

1.63

Distinct & Magnetic

1.75

Environmentally Sustainable

1.5

Navigable & Safe

1.11

Supportive of Businesses

1.4

vevox Audience Engagement

4.4 To what extent would **turning a segment of SW 84th Ave into a pedestrian corridor** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

4.5 To what extent would **improving wayfinding to highlight the Tualatin River Greenway Trail** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



vevox
Audience Engagement

4.6 To what extent would **adding a traffic garden near the Lake of the Commons** help to make downtown...

13



Not at all — Significantly

A Vibrant Mixed-Use Area

3.38

Distinct & Magnetic

3.15

Environmentally Sustainable

2.83

Navigable & Safe

3.33

Supportive of Businesses

2.64

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Audience Engagement

4.7 To what extent would **grade separating the rail crossing on Tualatin-Sherwood Road** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



vevox
Audience Engagement

4.8 To what extent would **reconfiguring the N/S Boones Ferry Road segment to improve pedestrian/bicycle connectivity and comfort** help to make downtown...

13



Not at all — Significantly

A Vibrant Mixed-Use Area

3.38

Distinct & Magnetic

3.08

Environmentally Sustainable

3.54

Navigable & Safe

3.54

Supportive of Businesses

3

vevox Audience Engagement

4.9 To what extent would **redesigning the intersection of Nyberg St and Martinazzi Ave** help to make downtown...

13

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

4.10 To what extent would **implementing a Smart Traffic Management System** help to make downtown...

13

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



vevox
Audience Engagement

4.11 To what extent would **constructing a parking garage** help to make downtown...

12

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

4.12 To what extent would **converting the gravel lot near Grab A Gyro into green space** help to make downtown...

13

Not at all — Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

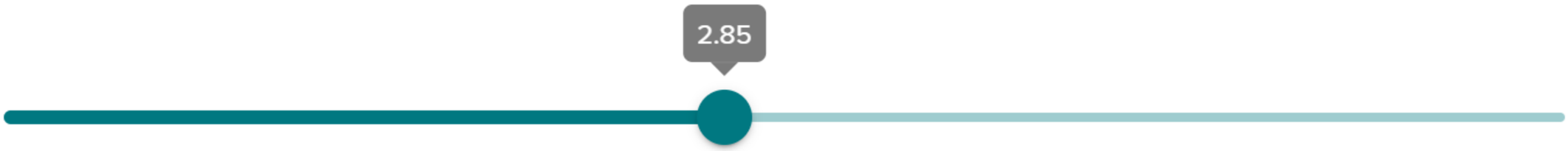
4.13 To what extent would **redeveloping public parking lots** help to make downtown...

13

Not at all

Significantly

A Vibrant Mixed-Use Area



Distinct & Magnetic



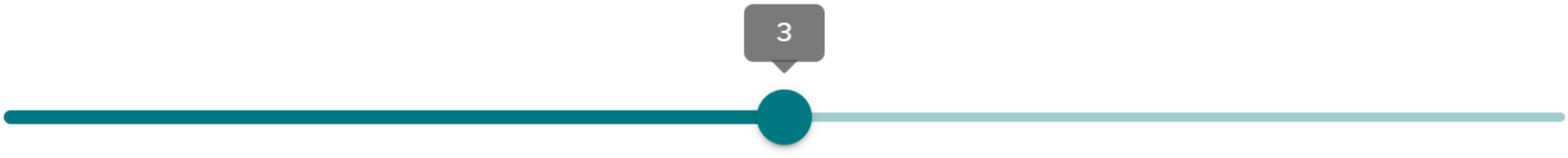
Environmentally Sustainable



Navigable & Safe



Supportive of Businesses



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Audience Engagement

Downtown Revitalization CAC
Summary of Recommendations – Multimodal Transportation Study
June 3, 2026

The Multimodal Transportation Study was produced by students in the University of Oregon's urban transportation course, in partnership with the Sustainably City Year Program. Students prioritized three focus areas, which structure this report: multimodal transportation, network connectivity, and parking & land use.

To evaluate their recommendations, students developed the scoring system outlined below. Their evaluation of each recommendation is included at the end of each blurb.

#	CRITERION NAME	WEIGHT / 20	SCORE RANGE (MULTIPLIED BY WEIGHT %)	PURPOSE OF CRITERION
1	**Safety & Accessibility**	5	1 – 5 points	Evaluates how well the project can reduce crash risk and improve access and comfort for people walking, biking, rolling, using mobility devices, and/or transit.
2	**Multimodal Connectivity**	4	1 – 5 points	Evaluates how well the project closes key gaps between destinations with continuous, intuitive and protected routes.
3	**Efficiency**	4	1 – 5 points	Evaluates improvements to corridor/ intersection performance and reliability for people and vehicles. Including removing rail delays and improving signal operations.
4	**Sustainability & Placemaking**	4	1 – 5 points	Evaluates improvements in green space and quality of community spaces that support downtown vitality.
5	**Feasibility & Strategic Fit**	3	1 – 5 points	Evaluates the complexity and policy alignment of proposed projects. This criterion considers estimated costs, need for partner collaboration, and how well it aligns with key plans including TSP 2045, CORAP, and Comprehensive Plan 2040.

We will evaluate these recommendations, summarized below, at the CAC meeting on July 1, 2026.

Multimodal Transportation

Recommendation 4.1 – Couple a controlled pedestrian crossing with traffic calming measures on Tualatin-Sherwood Road.

Reference page 14, (A1) Safer, Controlled Crossing on SW Tualatin-Sherwood Rd.

Install a safe, controlled crossing such as a Pedestrian Hybrid Beacon (PHB) coupled with traffic calming, such as speed management measures and improved visibility, to reduce crash risk and create predictable gaps for pedestrians and vehicles exiting driveways and parking lots. Score 80/100.

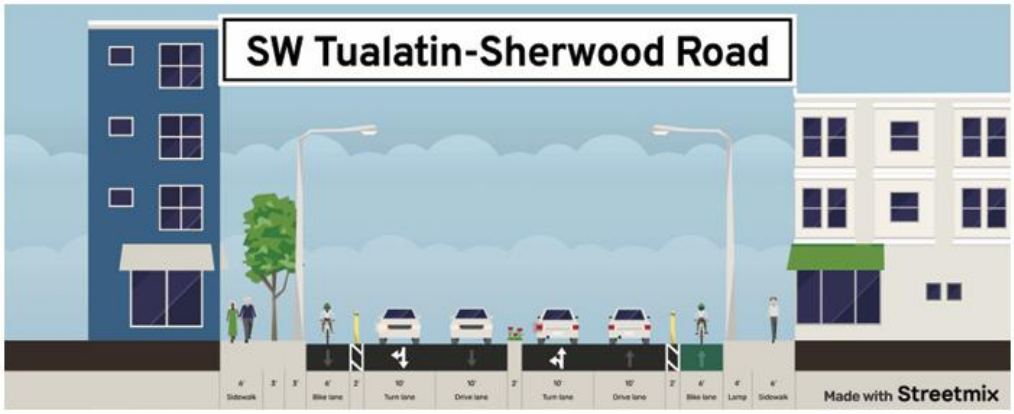


Fig. 2 *Proposed traffic mix on Tualatin-Sherwood Road.*

Recommendation 4.2 – Add a protected two-way bikeway along the north edge of Tualatin-Sherwood Road and the west edge of Martinazzi Avenue.

Reference page 15, (A2) Protected Bike Lanes and Enhanced Bikeway Connections.

Add a two-way bikeway on the north edge of Tualatin-Sherwood Road, stretching up Martinazzi Ave, to complete the downtown bicycle infrastructure network. Note that this design proposal was developed by a different group of students and is inconsistent with recommendation 4.1. Score 82/100.



Fig. 3 *Current downtown bike lanes.*

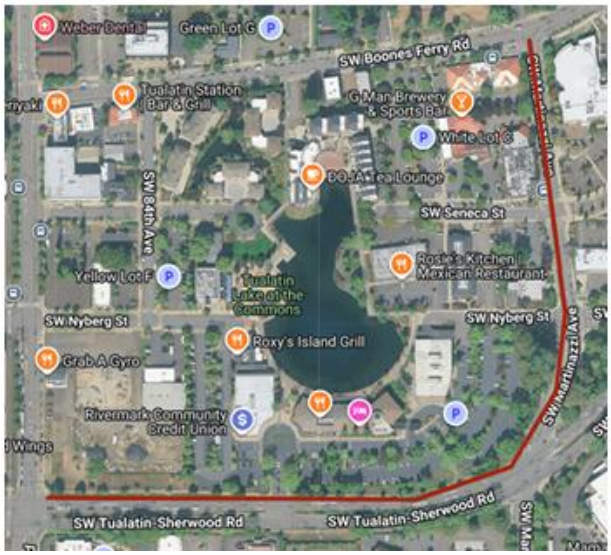


Fig. 4 *Proposed two-way bikeway.*

Recommendation 4.3 – Turn a segment of Martinazzi Avenue into a pedestrian plaza.
Reference page 16, (A3) Pedestrian Plaza on Martinazzi Avenue.
Convert the segment of Martinazzi Avenue between Nyberg Street and Boones Ferry Road into a pedestrian plaza. This design would restrict vehicle traffic while maintaining emergency access and transit routes, creating comfortable pedestrian movement between the Lake of the Commons and the Tualatin Public Library. Adding pedestrian and cycling amenities such as benches and bike parking would further improve the appeal of this space. Score 73/100.



Fig. 5 *Proposed Martinazzi Avenue Pedestrian Plaza.*

Recommendation 4.4 – Turn a segment of SW 84th Ave into a pedestrian corridor.
Reference page 17, (A4) Downtown Pedestrian Alleyway (Connection to Lake District).
Reconstruct the one block segment of SW 84th Avenue between Seneca and Nyberg as a pedestrian-first connector. The proposed design would include plant buffers, improved lighting, additional seating, bike racks, and accessible pathways. Score 67/100.

Recommendation 4.5 – Improve wayfinding to highlight the Tualatin River Greenway Trail.
Reference page 17, (A5) Wayfinding of Tualatin River Greenway Trail.
Improve trail visibility with clear signage. Give particular attention to the trail gap in the commercial core, making it intuitive/comfortable to continue riding between trail segments. Score 61/100.

Recommendation 4.6 – Add a traffic garden near the Lake of the Commons.
Reference page 18, (A6) Traffic Garden.
Add a traffic garden near the Lake of the Commons to promote bicycle safety education and provide a draw for young riders. This could serve as a starting point for those learning to ride, allowing them to graduate from the traffic garden to the greenway trail system. Score 59/100.



Fig. 6 *Example of a traffic garden.*

Network

Recommendation 4.7 – Grade separate the rail crossing on Tualatin-Sherwood Road.
Reference page 21, (B1) Rail Grade Separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road.
Redesign the intersection of Tualatin-Sherwood Road and Boones Ferry Road to eliminate the railroad crossing. This crossing creates congestion and unpredictable delays at a high-volume intersection, disrupting traffic flow and network reliability. The City Council is currently studying this possibility and has selected an option that brings Tualatin-Sherwood Road *over* the railroad for further study. Score 76/100.

Recommendation 4.8 – Reconfigure the N/S Boones Ferry Road segment to improve pedestrian/bicycle connectivity and comfort.
Reference page 22, (B2) Boones Ferry Road Corridor Redesign.
Maintain vehicular throughput on Boones Ferry Road while improving the experience for bicyclists and pedestrians. Adding protection to existing bike lanes, introducing a median, and providing clearer crossings at Nyberg and Seneca are the key strategies suggested. Score 73/100.

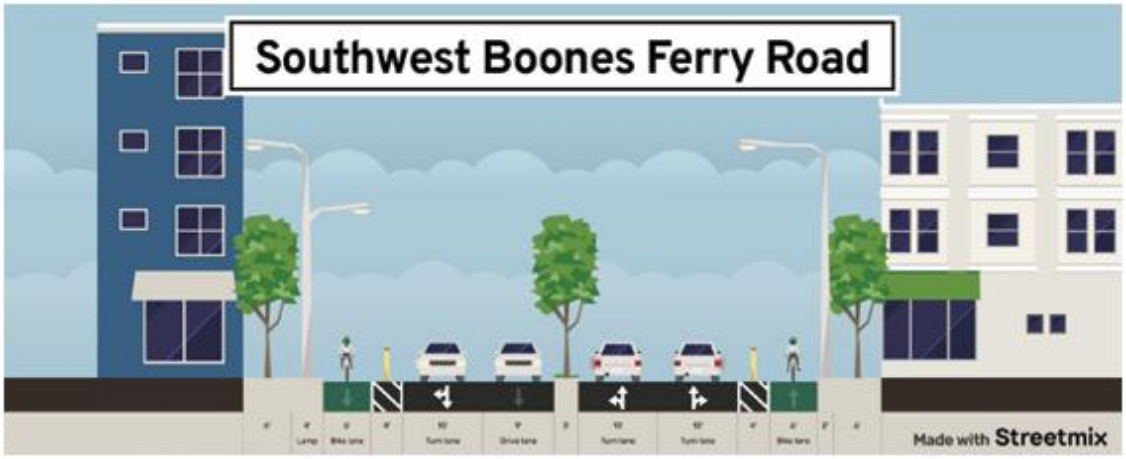


Fig. 10 *Proposed reconfiguration of the N/S segment of Boones Ferry Road.*

Recommendation 4.9 – Redesign the intersection of Nyberg St and Martinazzi Ave.
Reference page 23, (B3) Intersection redesign at SW Nyberg Street & SW Martinazzi Avenue.
The intersection has long pedestrian crosswalks, multilane turns, and limited pedestrian protections. These conditions, coupled with high traffic volumes, reduce comfort and safety for pedestrians and cyclists. Redesigning the intersection to shorten pedestrian crossings, simplify turning movements, and incorporate protected multimodal elements such as curb extensions may serve to reduce conflict points and create clearer, more predictable movement patterns for all users. Score 73/100.

Recommendation 4.10 – Implement a Smart Traffic Management System.
Reference page 23, (B4) Smart Traffic Management System.
Install adaptive signal control and data systems to optimize traffic efficiency in real time, prioritizing transit operations where appropriate. This recommendation would ideally be paired with corridor redesign projects to improve traffic flow and safety. Score 57/100.

Parking & Land Use

Recommendation 4.11 – Construct a parking garage.

Reference page 25, (C1) Multi-Level Parking Structure.

Construct a multi-level parking garage to consolidate parking supply and free land for redevelopment. The Floor and Décor parking lot was identified as a possible location, given the volume of underutilized surface parking. This strategy addresses the need for adequate parking supply to serve commercial uses while supporting a "park once" model. Score 66/100.

Recommendation 4.12 – Convert the gravel lot near Grab A Gyro into green space.

Reference page 26, (C2) Gravel Lot Conversion to Green Space (Or Compliant Repaving Option).

Convert the gravel lot near Grab A Gyro into a green space with shade, seating, and play features. Alternatively, repave to a compliant surface if parking supply remains a necessity. This lot was identified as negatively contributing to overall downtown aesthetics and this suggestion appears to be an interim solution. Score 63/100.

Recommendation 4.13 – Redevelop public parking lots.

Reference page 26, (C3) Cultural, Retail, & Social District.

Redevelop some of the publicly owned parking lots downtown to support the mixed-use commercial core. Prioritize developments that have active ground floor uses and add housing density. Score 55/100.

FALL 2025

TUALATIN

PPPM 399: URBAN TRANSPORTATION

SCHOOL OF PLANNING, PUBLIC POLICY & MANAGEMENT

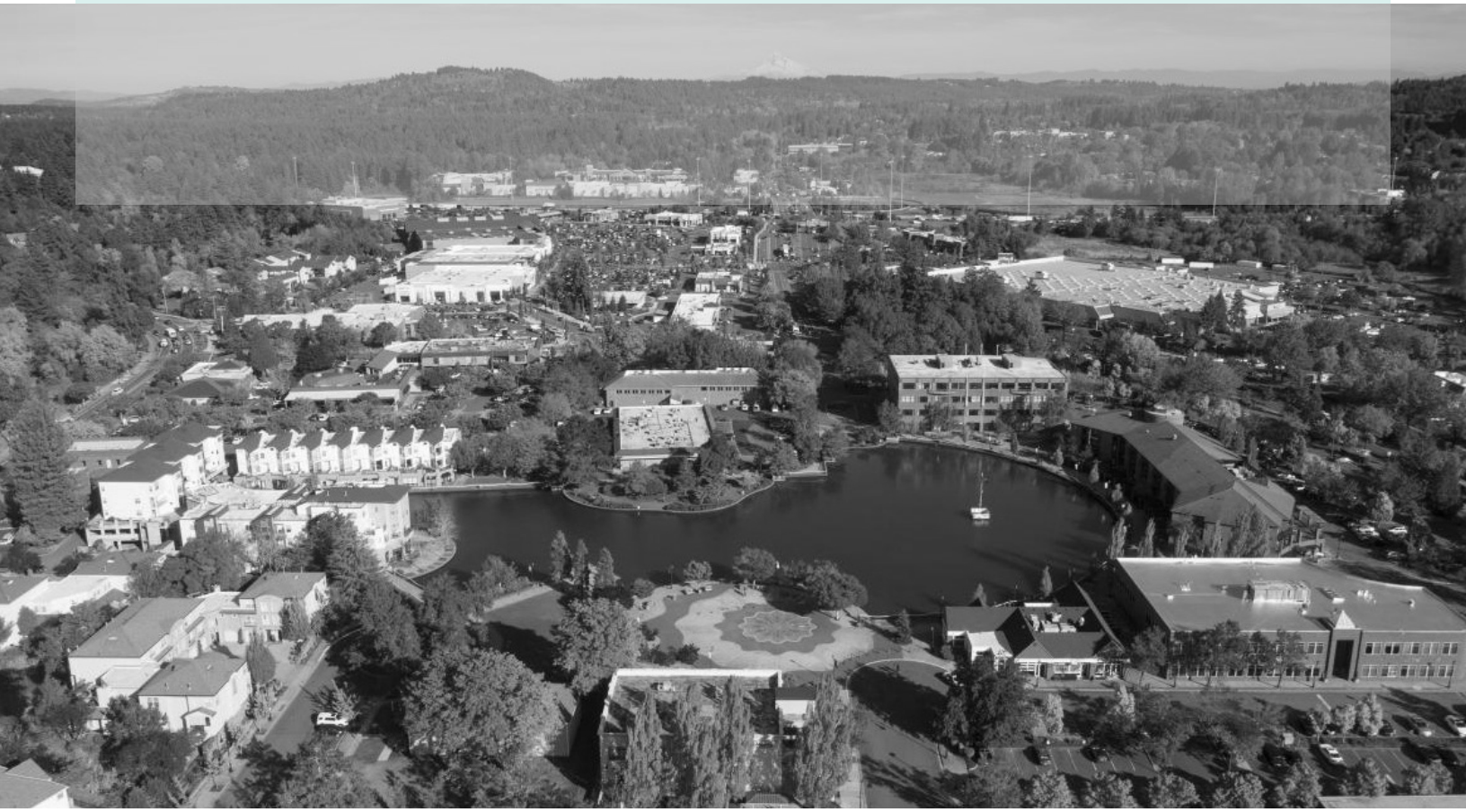
Pathways to Progress: Transportation Planning for People, Parking, and Public Spaces in the City of Tualatin

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UNIVERSITY OF OREGON

CITY of TUALATIN

SCI Sustainable Cities Institute

SCYP Sustainable City Year Program

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Valerie Pratt, City Council President

Sidaro (Sid) Sin, Urban Renewal and Economic Development Manager

Quin Brunner, Urban Renewal and Economic Development Policy Analyst

This report represents original student work and recommendations prepared by students in the University of Oregon's Sustainable City Year Program for Lane Transit District. Text and images contained in this report may not be used without permission from the University of Oregon.

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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and
2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a yearlong partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service- learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

Community partnerships are possible in part due to support from U.S. Senators Ron Wyden and Jeff Merkley, as well as former Congressman Peter DeFazio, who secured federal funding for SCYP through Congressionally Directed Spending.

About City of Tualatin

The City of Tualatin is a thriving, welcoming community of nearly 28,000 residents. Known for its exceptional quality of life, strong community involvement, and attractive location. Tualatin offers a balance of small-town charm and big-city access. Its strategic location 12 miles south of Portland and 30 miles north of Salem at the crossroads of Interstates 5 and 205, combined with commuter rail access via the Westside Express Service (WES), makes Tualatin a vital hub for both residents and businesses in the Portland metropolitan area.

The city's history dates back to the mid-1800s and is rooted in entrepreneurship and transportation. From its early days as a ferry crossing and rail depot, Tualatin has grown into a forward-thinking city with a strong economic base. Today, its economy is anchored by key industry clusters in advanced manufacturing, software and technology, health and wellness, transportation and logistics, and corporate services.

Tualatin's residents enjoy over 200 acres of public parks and riverfront spaces, top-rated schools through the Tigard-Tualatin School District, and one of Oregon's premier shopping destinations—Bridgeport Village. The city is also rich in recreational and cultural offerings, including the famed Giant Pumpkin Regatta.

Downtown Tualatin, anchored by the Lake at the Commons, serves as a central gathering place for residents and visitors alike. With its blend of residential, retail, and office space surrounding a small manmade lake and public plaza, the Commons exemplifies the city's emphasis on livability and smart design.



Course Participants

UNDERGRADUATE STUDENTS

Team 1:
Stone Fell, Architecture
Finn Halligan, Pre-PPPM
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Ariana Nyxi, Planning, Public Policy & Management
Ginger Pan, Chemistry
Milo Bucci, Pre-PPPM
Kate Lienhart, Pre-PPPM
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Course Description

PPPM 399 URBAN TRANSPORTATION

Transportation is central to how people move through space and access opportunities. This course provides a foundation in transportation planning and covers a variety of topics related to the planning for and management of transportation systems. The course presents a survey of issues transportation planning raises—such as equity, congestion, health, and environmental—across a variety of modes, as well as considers the opportunities and challenges new technologies present. Course assignments use Oregon cities as a transportation laboratory and challenge students to synthesize knowledge and original data collection into planning and policy recommendations.

Executive Summary

This report reflects a collaborative effort to evaluate transportation conditions and opportunities in and around the Lake at the Commons area of Downtown Tualatin, Oregon. The report focuses on three integrated focus areas: (1) Multimodal Transportation, (2) Network and (3) Parking & Land Use.

Collectively, these focus areas identify opportunities to support Tualatin's vision of a safe, multimodal, accessible, and future-oriented transportation system that supports community, livability, economic development and sustainable growth (City of Tualatin, 2025).

Downtown Tualatin currently functions as an auto-oriented corridor shaped by major arterials, commuter-through traffic, and physical barriers such as Interstate 5 (I-5) and rail crossings.

Key existing conditions include:

- Major arterials (SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Nyberg Street) that provide high vehicle volumes yet create hostile walking and biking conditions.
- Gaps in comfortable, intuitive multimodal connections between destinations such as the WES station, downtown businesses, trails, and the Lake at the Commons.
- Extensive, underutilized surface parking that limits downtown vibrancy and limits connectivity.

The proposed recommendations emphasize building a cohesive downtown core while preserving regional connectivity on key corridors.

The recommended projects include:

- Rail grade separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road: Reduce recurring congestion and reliability issues caused by rail crossings at high-volume intersections.
- Boones Ferry Road Corridor Improvements: Clearer lane organization to improve connectivity to the WES station, trail system and downtown core using protected bike facilities, safer crossings and reduced conflict points.
- Targeted Pedestrian Safety Interventions on SW Tualatin-Sherwood Road: Improve controlled crossings, through pedestrian hybrid beacons, traffic calming and speed management.
- Downtown placemaking and pedestrianization: Shift priority from through-traffic to local access and community life, including a Martinazzi Pedestrian Plaza and a downtown pedestrian alley connection into the Lake at the Commons.
- Parking and Consolidation and redevelopment: Develop a multi-level parking structure to free land for mixed-use, cultural, retail and social spaces, complemented by converting a gravel lot to a green space to improve aesthetics, placemaking and climate resilience.

Put together, these projects offer recommendations to improve safety, multimodal connectivity, support placemaking and economic development, and shift Tualatin from car-dominant design toward a safer, more connected, and sustainable downtown.

Introduction

The City of Tualatin envisions "an efficient, accessible, innovative, sustainable, and connected transportation system that effectively and safely meets the needs of our entire community" (City of Tualatin, 2030 Vision). Guided by that vision, the City of Tualatin partnered with the University of Oregon's Sustainable City Year Program (SCYP) to better understand the current challenges and identify key opportunities to support a more connected, livable, and sustainable downtown core.

This report presents the work of student teams in PPPM 399: Urban Transportation, produced in collaboration with the City of Tualatin. Over the course of the term, students engaged in an applied transportation planning process that included field observations, mapping exercises, evaluations of existing conditions, and policy reviews.

The class began with a site visit to downtown Tualatin in early October 2025. Each student documented observations related to safety, mobility, access, and land-use conditions through an individual memo. An in-class community engagement simulation then challenged students to identify broader themes, articulate community values, and consider the perspectives of multiple stakeholder groups. Students then prepared a second memo with insights from this simulated engagement process.

Students were then assigned to one of three focus areas: (1) Multimodal Transportation, (2) Network or (3) Parking & Land Use, to conduct an existing condition and needs assessment. These assessments identified recurring challenges such as congestion, gaps in pedestrian and cycling infrastructure, barriers to transit access, and underutilized land and parking lots. Based on these assessments, each focus-area group developed an initial list of potential projects to improve the needs they identified.

In the final phase of the course, students were grouped into three large multidisciplinary teams with members from all three focus areas. These teams refined their analyses, integrated multimodal and mixed-use considerations, and created cohesive presentations. Each team presented a final briefing with Tualatin staff, Community Advisory Council members, and the mayor.

Focus Areas

MULTIMODAL TRANSPORTATION

Multimodal transportation refers to a system that supports multiple travel options, such as walking, biking, rolling, and transit, through infrastructure like sidewalks, bike lanes, and transit stops. The purpose of multimodal transportation is to provide safe, convenient alternatives to driving so users can access opportunities and resources regardless of car ownership.

Multimodal transportation is an important consideration because it expands mobility choices, reduces dependency on single-occupancy vehicles, lowers greenhouse emissions, and supports active modes of travel (Litman, 2024). Including multimodal transportation ensures the transportation system is designed for all users and aligns with the City of Tualatin's goals for sustainability, equity, and improved access ("Core Opportunity Reinvestment Area Plan", 2022).

NETWORK CONNECTIVITY

Network connectivity refers to a system of roadways and transit routes that enable the movement of people and goods throughout an area. The network includes streets, intersections, highways, and transit corridors to support efficient and reliable travel.

A well-functioning transportation network is important because it provides the foundation for local and regional mobility. Roadways support day-to-day travel and freight movement, while transit offers mobility for regional access and high-capacity travel in congested areas. Including network connectivity ensures the transportation system is designed to support safety, mobility, efficiency, and long-term growth.

PARKING & LAND USE

Land Use refers to how land is developed and used, including housing, commercial, industrial and public use, and how these spaces shape where people live, work, and travel. Parking refers to the supply, location, and use of parking spaces, including on-street parking, surface lots, and structured parking.

Together, land use and parking strongly influence travel behavior, transportation demand, and the overall efficiency of the transportation system. Including land use and parking ensures the transportation system supports mobility, development patterns, and economic growth.

Study Area

This report will focus on transportation surrounding the Lake at the Commons area of downtown Tualatin, Oregon. Key locations within the study area have been identified.

Map of Study Area w/ Key Planning Locations Identified

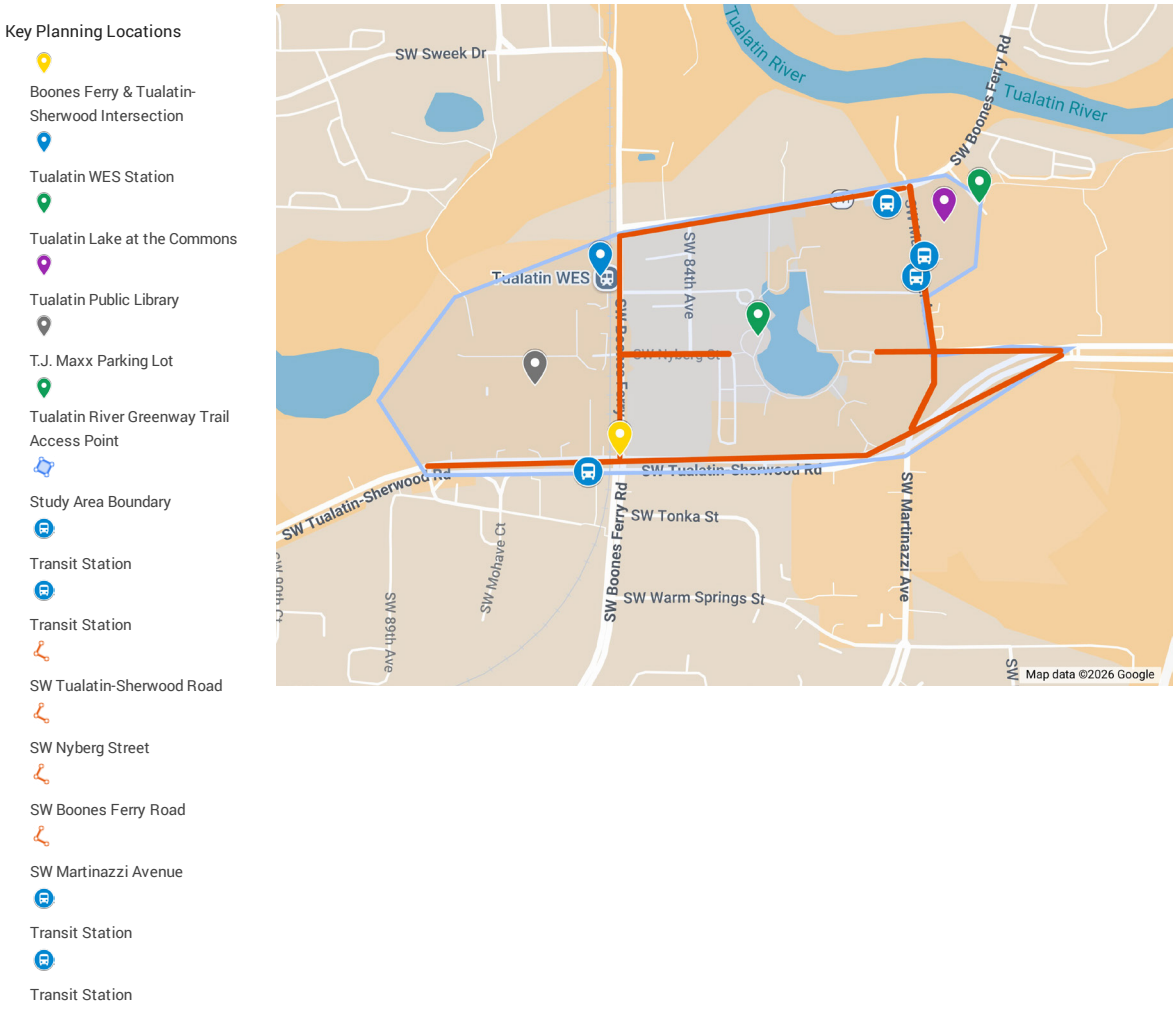


FIG. 1

Map of Study Area with Key Planning Locations Identified.

Image credit: PPPM 399

Current Transportation Plans and Policies

Tualatin's current transportation planning emphasizes multimodal accessibility, improved community space, and sustainable mixed-use development. Key documents include the 2045 Transportation System Plan (TSP) (effective September 2025), the Core Opportunity Reinvestment Area Plan (CORA) (2022), and the Comprehensive Plan 2040.

Together, these documents establish a vision and goals for transportation including multimodal access, quality of life, and strategic reinvestment in underutilized space. The City of Tualatin envisions a safe, multimodal, accessible, and future-oriented transportation system that supports community, livability, economic development, and sustainable growth (City of Tualatin, 2025).

Existing Conditions & Needs by Focus Area

MULTIMODAL TRANSPORTATION

Existing Conditions:

Downtown Tualatin offers infrastructure for walking, biking, and rolling but connections among trails, Lake at the Commons, shopping centers, and transit infrastructure often lack safe infrastructure, intuitive connections, and protective separation from high-speed traffic.

Bicycle infrastructure on fast arterials is largely unprotected (often paint-separated), and safety concerns have been reported in cyclist-involved collisions along Boones Ferry Road and SW Tualatin-Sherwood Road. Similarly, pedestrian safety improvements (e.g. installations of Rectangular Rapid Flashing Beacons) address some crossing issues, but do not fully resolve broader connectivity to key destinations for pedestrians.

Transit hubs include the WES Commuter Rail (weekday peak-period service), the Tualatin Park & Ride (bus connections to Lines 76, 96, 97), and the Ride Connection Tualatin Shuttle for first/last-mile access. However, gaps remain in first/last mile connectivity between transit stops/hubs and the downtown core, particularly across large arterials and through areas with large surface parking.

Needs:

Close pedestrian gaps, add protected bike lanes on high-volume corridors, provide safer and more legible crossings, upgrade transit access and amenities near high-demand nodes inducing the WES, Park & Ride, and commercial zones.

NETWORK CONNECTIVITY

Existing Conditions:

The downtown network is shaped by automobile-oriented design and the dominance of major regional corridors, including SW Tualatin-Sherwood Road, SW Boones Ferry Road, and SW Nyberg Street. Additionally, Interstate 5 (I-5) provides major access to the greater Portland Metropolitan area and neighboring states, reinforcing the City's role in regional mobility.

However, this auto-centered design combined with the presence of rail infrastructure and multiple at-grade crossings, creates reliability challenges

and recurring traffic flow disruptions. These conditions contribute to an environment that prioritizes vehicle throughput over local mobility, multimodal access, and comfortable downtown connectivity.

The intersection of SW Tualatin-Sherwood Road and SW Boones Ferry Road is one of the busiest in Washington County and is further constrained by an adjacent at-grade rail crossing. Congestion near I-5 and along Nyberg Street and Martinazzi Avenue corridor also frequently restricts traffic flow, leading to spillback, turning conflicts, and traffic delays.

Traffic volumes at the intersection of SW Boones Ferry Road and SW Tualatin-Sherwood Road are among the busiest in the county with 25,000 to 38,000 vehicles travelling per day in each direction between 2021 to 2025. When trains block the at-grade crossing, delays place further strain on existing congestion and significantly reduce network reliability. These recurring issues suggest that grade separation or operational redesign could improve Tualatin's overall transportation system.

Needs:
Improve safety and reliability at key intersections like SW Tualatin-Sherwood Road and Boones Ferry Road. Maintain regional person throughput for freight and commuters and create predictable and comfortable crossings for non-drivers.

Due to Tualatin's geographical position, it serves as a throughway for commuters, bringing in high traffic volumes that often cause congestion. Tualatin would benefit from redesigning major arterial roads to incorporate safer mid-block crossings, protected bike lanes, and linkages to trail systems.

PARKING & LAND USE

Existing Conditions:
The downtown district includes extensive surface parking that appears largely underutilized and poses barriers to a vibrant, walkable downtown core. In addition to reducing downtown activity, large parking spaces can create unsafe conditions for pedestrians due to car activity.

These conditions present various opportunities to consolidate parking and redevelop freed land for active uses such as mixed-use retail, cultural districts, community gathering spaces, and green space. Additionally, the recent state policy updates of HB2001 eliminate parking minimums and opens pathways for parking consolidation and mixed-use design.

Needs:
Consolidate parking space into a structured facility to free up land for green space, public space, and/or retail. Ensure design adheres to updated code and advances walkable and mixed-use design.

Evaluation Criteria for Project Recommendations

Project recommendations were assessed using a weighted, multi-criteria approach emphasizing (C1) Safety & Accessibility, (C2) multimodal connectivity, (C3) Efficiency, (C4) Sustainability & Placemaking, (C5) Feasibility & Strategic Fit. These criteria along with the City's vision of creating a transportation system that is "efficient, accessible, innovative, sustainable, and connected in a way that effectively and safely meets the needs of the entire community." Each project was then scored based on their alignment with each criterion. Scores reflect the project's impact and prioritization and are a tool to guide further planning and phasing stages.

#	CRITERION NAME	WEIGHT / 20	SCORE RANGE (MULTIPLIED BY WEIGHT %)	PURPOSE OF CRITERION
1	**Safety & Accessibility**	5	1 – 5 points	Evaluates how well the project can reduce crash risk and improve access and comfort for people walking, biking, rolling, using mobility devices, and/or transit.
2	**Multimodal Connectivity**	4	1 – 5 points	Evaluates how well the project closes key gaps between destinations with continuous, intuitive and protected routes.
3	**Efficiency**	4	1 – 5 points	Evaluates improvements to corridor/ intersection performance and reliability for people and vehicles. Including removing rail delays and improving signal operations.
4	**Sustainability & Placemaking**	4	1 – 5 points	Evaluates improvements in green space and quality of community spaces that support downtown vitality.
5	**Feasibility & Strategic Fit**	3	1 – 5 points	Evaluates the complexity and policy alignment of proposed projects. This criterion considers estimated costs, need for partner collaboration, and how well it aligns with key plans including TSP 2045, CORAP, and Comprehensive Plan 2040.

Project Recommendations by Focus Area

MULTIMODAL TRANSPORTATION PROJECT RECOMMENDATIONS

A1. Safer, Controlled Crossing on SW Tualatin-Sherwood Rd

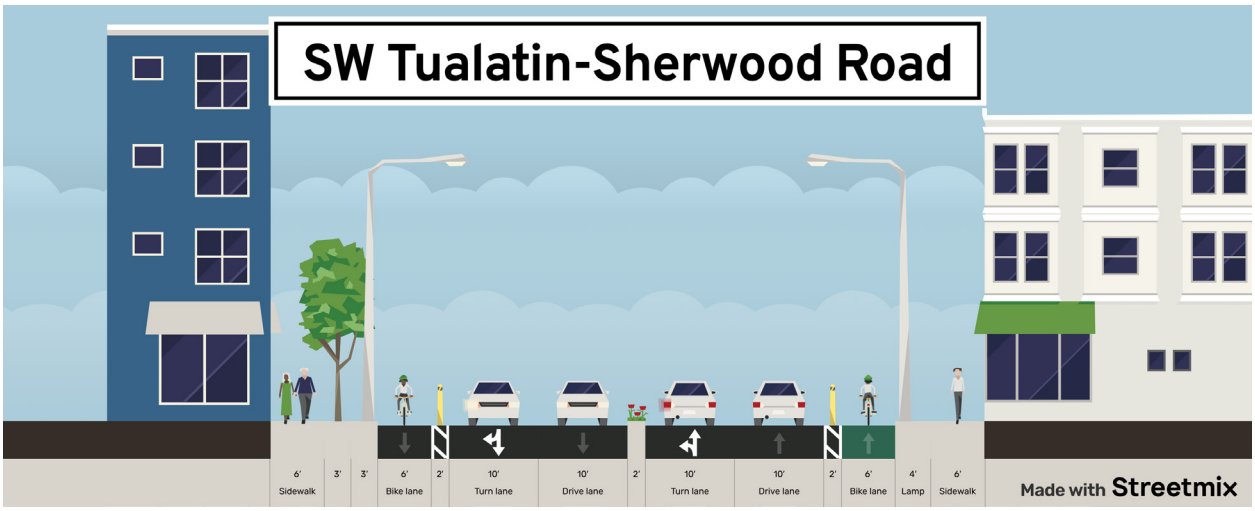


FIG. 2

Safer, Controlled Crossing on SW Tualatin-Sherwood Road.

Image credit: PPPM 399

Location

SW Tualatin-Sherwood Road corridor

Problem

High speeds and arterial design create unsafe conditions for pedestrians, especially in high-risk segments where crash risks are concentrated.

Recommendation

Install a safe, controlled crossing such as a Pedestrian Hybrid Beacon (PHB) coupled with traffic calming, such as speed management measures and improved visibility, to reduce crash risk and create predictable gaps for pedestrians and vehicles existing driveways and parking lots.

Expected Outcomes

Reduce crash risk, improve access through street crossings, and safer access between shopping areas and the Lake at the Commons district.

A1 Score: 80

This project prioritizes safety on a high-speed arterial that could significantly improve pedestrian protection, comfort, access, and is strongly aligned with existing transportation policies.

A2. Protected Bike Lanes and Enhanced Bikeway Connections

Location

SW Tualatin-Sherwood Road segments that currently lack bike lanes or have connectivity gaps; extensions toward Martinazzi Ave connections.

Problem

Lack of protected infrastructure and disconnected biking networks create safety risks and discourage cycling, particularly where bike lanes end near high-conflict intersections.

Recommendation

Reconfigure roadway space to implement protected bike lanes or a protected two-way bike lane to connect existing bike facilities, transit hubs, and downtown destinations.

Expected Outcomes

Safer, more comfortable biking, improved downtown access from neighborhoods; increased healthy, active modes of transportation.

A2 Score: 82

This project transforms a complex corridor into a protected multimodal link, enhances biking safety, and closes major gaps in connectivity.

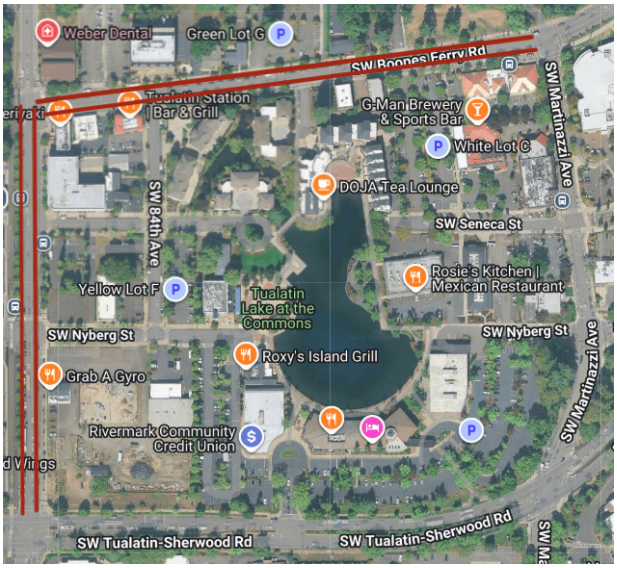


FIG. 3

Current Bike Lane Segments on SW Boones Ferry Road and SW Tualatin-Sherwood Road.

Image credit: PPPM 399

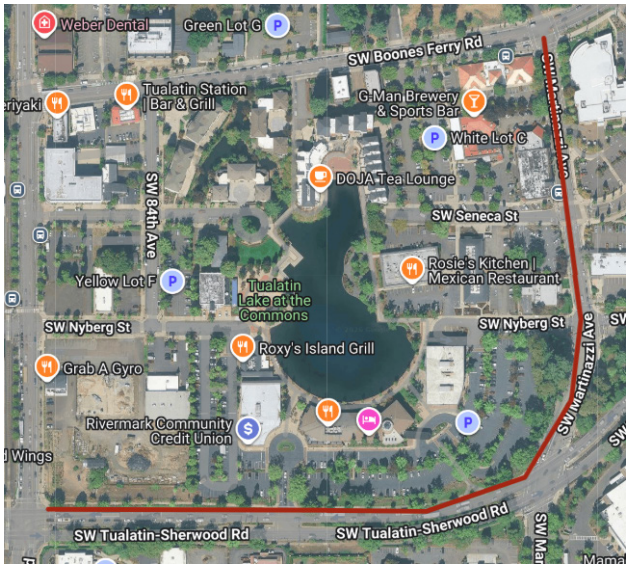


FIG. 4

Proposed 2-Way Bikeway Segment on SW Tualatin-Sherwood Road and SW Martinazzi Avenue.

Image credit: PPPM 399

A3. Pedestrian Plaza on Martinazzi Avenue

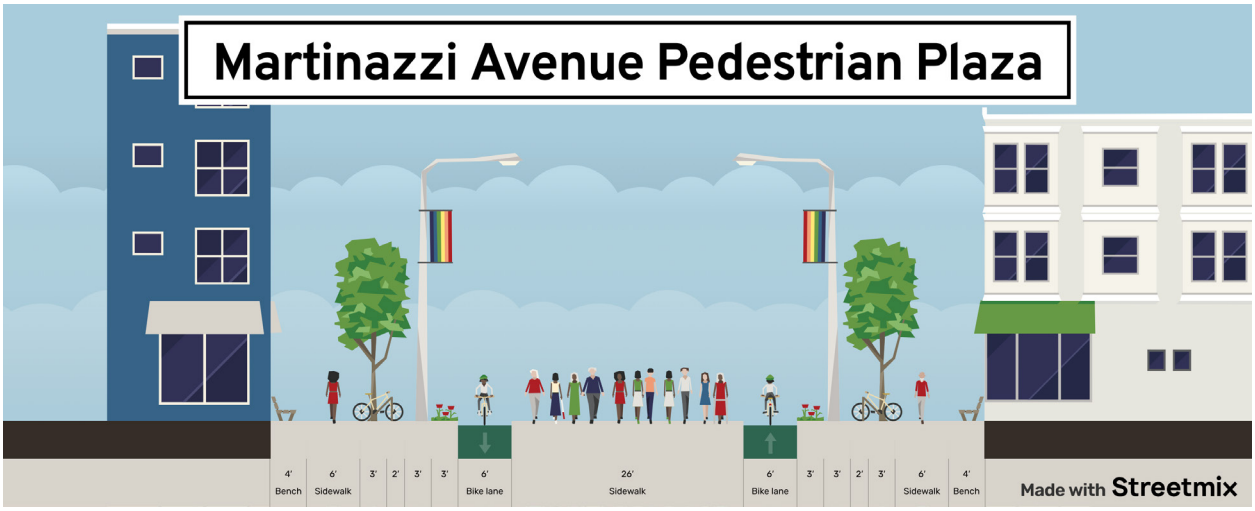


FIG. 5

Concept of Martinazzi Avenue Pedestrian Plaza.

Image credit: PPPM 399

Location

Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road.

Problem

Downtown's auto-centric design reduces safety and connections to public spaces like the Tualatin Public Library and Lake at the Commons.

Recommendation

Convert the Martinazzi Avenue segment into a pedestrian plaza that restricts vehicle access while maintaining emergency access and transit options. Add pedestrian and cycling amenities such as benches and bike parking to improve practicality and accessibility.

Expected Outcomes

Stronger downtown identity, improved access to key destinations including the Tualatin Public Library and local businesses, enhanced safety for pedestrians and cyclists, and increased economic activity from foot traffic.

A3 Score: 73

This project creates a designated pedestrian-priority space that supports downtown walkability and placemaking, connecting key destinations in and around the Lake at the Commons while reducing vehicle conflicts.

A4. Downtown Pedestrian Alleyway (Connection to Lake District)

Location
SW 84th Avenue between SW Seneca Street & SW Nyberg Street, connection to Lake District.

Problem
Car-centric alley conditions and limited pedestrian infrastructure reduce comfortable access into the Lake at the Commons area from transit stops and nearby neighborhoods.

Recommendation
Rebuild the alley as a pedestrian-first connector with planting buffers, lighting, seating, bike racks and accessible pathways.

Expected Outcomes
Improved connectivity among parking, public transit and downtown spaces, and enhanced multimodal access into the downtown core.

A4 Score: 67
This project turns an underutilized vehicle-oriented alley into a safe, welcoming and walkable connection directly into the Lake at the Commons, with strong feasibility and local impact. This project also offers opportunities for public art projects.

A5. Wayfinding of Tualatin River Greenway Trail

Location
Tualatin River Greenway Trail connecting toward WES station and Lake at the Commons.

Problem
The existing trail entrances and links lack clearer signage for wayfinding; and limit connectivity between the Tualatin River Greenway Trail, WES Station and the Lake at the Commons.

Recommendation
Improve trail visibility and create continuous pedestrian/cycling connections, including protected segments and clear wayfinding, that allow people to travel safely through the Tualatin River Greenway Trail, WES Station and downtown.

Expected Outcomes
Better first/last mile connectivity, and stronger linkage between green space and Tualatin's downtown core.

A5 Score: 61
This project improves clarity and usability of multimodal paths among major destinations, strengthening connectivity with minimal costs and simple implementation, though direct safety or operational impacts are limited.

A6. Traffic Garden



FIG. 6

Example of a Traffic Garden.

Image credit: Oregon Dept of Transportation Safe Routes to School

Location

Lake at the Commons District.

Problem

Even with better corridors, limited secure bike parking and safety education can reduce biking activity and family-friendly transportation.

Recommendation

Add a traffic garden in or near the Lake at the Commons for recreation and bicycle safety education. Install playful, secure, and user-friendly bike racks.

Expected Outcomes

Increase bicycle safety education, safer riding behavior, and stronger community participation in active transportation for cyclists of all ages.

A6 Score: 59

This project supports community biking culture and youth safety education through a playful, low-cost public space.

RECOMMENDED MULTIMODAL PROJECTS

PROJECT	PURPOSE	SCORE
A1. Safer, Controlled Crossing SW Tualatin-Sherwood Road	Control crossings, calm speeds, predictable gaps.	**80**
A2. Protected Bike Lanes & Enhanced Bikeway Connections SW Tualatin-Sherwood Road segments	Close high-crash gap, provide safe and protected multimodal facility.	**82**
A3. Pedestrian Plaza Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road	Improve pedestrian safety and enhance connectivity to public spaces.	**73**
A4. Downtown Pedestrian Alleyway SW 84th Avenue between SW Seneca Street & SW Nyberg Street	Enhance multimodal access into the downtown core.	**67**
A5. Wayfinding of Tualatin River Greenway Trail Toward WES Station and the Lake at the Commons	Improve first/last mile connectivity and strengthen linkage from trail to downtown core.	**61**
A6. Traffic Garden Lake at the Commons District	Increase bicycle safety education, safer riding behavior and active transportation for users of all ages	**59**

SCORED MULTIMODAL PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
A1	5 →25	4→16	3→12	3→12	5 → 15	80
A2	5→25	5→20	3→12	4→16	3→9	82
A3	4→20	4→16	2→8	5→20	3→9	73
A4	3→15	4→16	2→8	4→16	4→12	67
A5	2→10	4→16	2→8	3→12	5→15	61
A6	3→15	3→12	1→4	4→16	4→12	59

B. NETWORK PROJECT RECOMMENDATIONS

B1. Rail Grade Separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road



FIG. 7

Boones Ferry Rd & Tualatin-Sherwood Rd Intersection.

Image credit: PPPM 399

Location

Intersection of SW Boones Ferry Rd & SW Tualatin-Sherwood Rd (rail crossing).

Problem

At-grade rail interference contributes to congestion and unpredictable delays at a high-volume intersection, disrupting traffic flow and network reliability.

Recommendation

Implement some grade separation to remove rail disruption from the intersection. One proposal is to lower the intersection/roadway or to otherwise elevate or separate the rail crossing with the aim of improving network reliability, safety, and support rail and multimodal functionality.

Expected Outcomes

Improve traffic operations, reduce delays, and integrate enhanced pedestrian crossings and protected bike facilities as part of reconstruction.

B1 Score: 76

This project would be highly impactful by removing one of the city's biggest reliability and delay issues while improving safety and multimodal access; but is extremely complex, costly, and long-term.



FIG. 8

Case Study Blackstone McKinley Grade Separation in Fresno, CA

Image credit: PPPM 399

B2. Boones Ferry Road Corridor Redesign

Location

Boones Ferry Road corridor connecting downtown trails and WES station access areas.

Problem

The SW Boones Ferry Road corridor is a key gateway to the WES station but contains multimodal conflicts including uncomfortable crossings and limited protection for pedestrians and cyclists.

Recommendation

Maintain vehicular throughput while improving pedestrian and cycling connectivity between the Greenway Trail, WES station, and downtown area by adding protection to existing bike lanes and adding clearer crossings at SW 84th Avenue & Nyberg Street.

Expected Outcomes

Safer, more predictable multimodal travel between downtown and transit stations; reduced crash risk through clearer geometry and separation.

B2 Score: 73

This project enhances safety and multimodal travel on a key corridor by improving crossings and adding protection for pedestrians and cyclists; strengthening the overall transportation network.



FIG. 9

Current Bike Lane SW Boones Ferry Road, Southbound

Image credit: PPPM 399

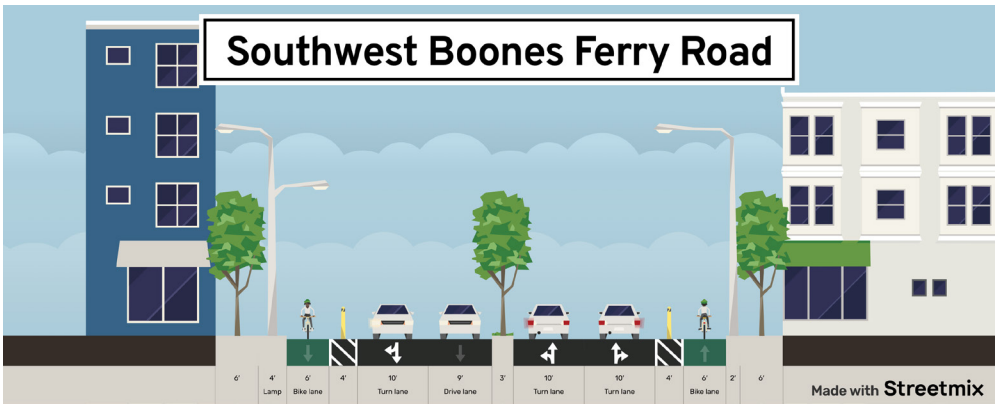


FIG. 10

Concept for Southwest Boones Ferry Road Bike Lane Protection

Image credit: PPPM 399

B3. Intersection redesign at SW Nyberg Street & SW Martinazzi Avenue

Location

SW Nyberg Street & SW Martinazzi Avenue Intersection.

Problem

The intersection currently features long pedestrian crosswalks, multilane turns, and limited pedestrian protection. These conditions reduce comfort and safety for pedestrians and cyclists, despite the intersection's proximity to parks, trails and downtown destinations. High vehicle volumes and turning conflicts further complicate movement for all users.

Recommendation

Redesign the intersection to shorten pedestrian crossings, simplify turning movements, and incorporate protected multimodal elements such as curb extensions, and enhance crosswalk visibility. Improve intersection geometry to reduce conflict points and create clearer, more predictable travel patterns for all users.

Expected Outcomes

Safer, more predictable multimodal travel for pedestrians and cyclists, reduced turning conflicts and improved access to recreational and downtown destinations.

B3 Score: 73

This project improves pedestrian safety, simplifies vehicle movements, and supports recreational and commercial access; offering strong local mobility and placemaking.

B4. Smart Traffic Management System

Location

Coordinated intersections along Tualatin-Sherwood Road, Martinazzi corridors and downtown approaches.

Problem

Peak-period congestion and variability reduce network performance and potentially incentivize risky driving behavior.

Recommendation

Install adaptive signal control and data systems to optimize traffic efficiency in real time, prioritize transit operations where appropriate, and improve corridor reliability. This recommendation would ideally be paired with corridor redesign projects (e.g. Boones Ferry Corridor) to improve traffic flow and safety.

Expected Outcomes

Operational improvements, reduce delays, and improve safety and network reliability.

B4 Score: 57

This project improves operational and reliability through adaptive signals and is simple to implement, though it offers limited placemaking impacts.

RECOMMENDED NETWORK PROJECTS

PROJECT	PURPOSE	SCORE
B1. Rail Grade Separation Boones Ferry & Tualatin-Sherwood	Removes rail delays and integrates multimodal safety.	**76**
B2. Boones Ferry Road Corridor Redesign	Provides protected facilities, safer crossings, and improves traffic flow.	**73**
B3. Intersection Redesign SW Nyberg Street and Martinazzi Avenue	Shortens crossings, calms traffic operations and increases recreational accessibility.	**73**
B4. Smart Traffic Management SW Tualatin-Sherwood Road and Martinazzi Avenue	Improves safety and traffic flow through adaptive signaling.	**57**

SCORED NETWORK PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
B1	5 ➛→25	4➛→16	5➛→20	3➛→12	1➛→3	76
B2	4➛→20	5➛→20	3➛→12	3➛→12	3➛→9	73
B3	4➛→20	4➛→16	3➛→12	4➛→16	3➛→9	73
B4	2➛→10	2➛→8	4➛→16	2➛→8	5➛→15	57

C. PARKING & LAND USE PROJECT RECOMMENDATIONS

C1. Multi-Level Parking Structure

Location

Parking area on the East side of T.J. Maxx and Staples, near SW Tualatin-Sherwood Road & SW Boones Ferry Road.

Problem

Underutilized surface parking consumes downtown land and limits opportunities for walkable, mixed-use development and social activity.

Recommendation

Construct a multi-level parking garage to consolidate parking supply and free land for redevelopment into active uses for mixed-use, retail, green infrastructure and/or public space.

Expected Outcomes

Improved land use efficiency and walkability, stronger downtown identity, support for long-term economic development.

C1 Score: 66

This project consolidates surface parking to free land for higher value uses, improving circulation and enabling mixed-use development and green space, with moderate feasibility.

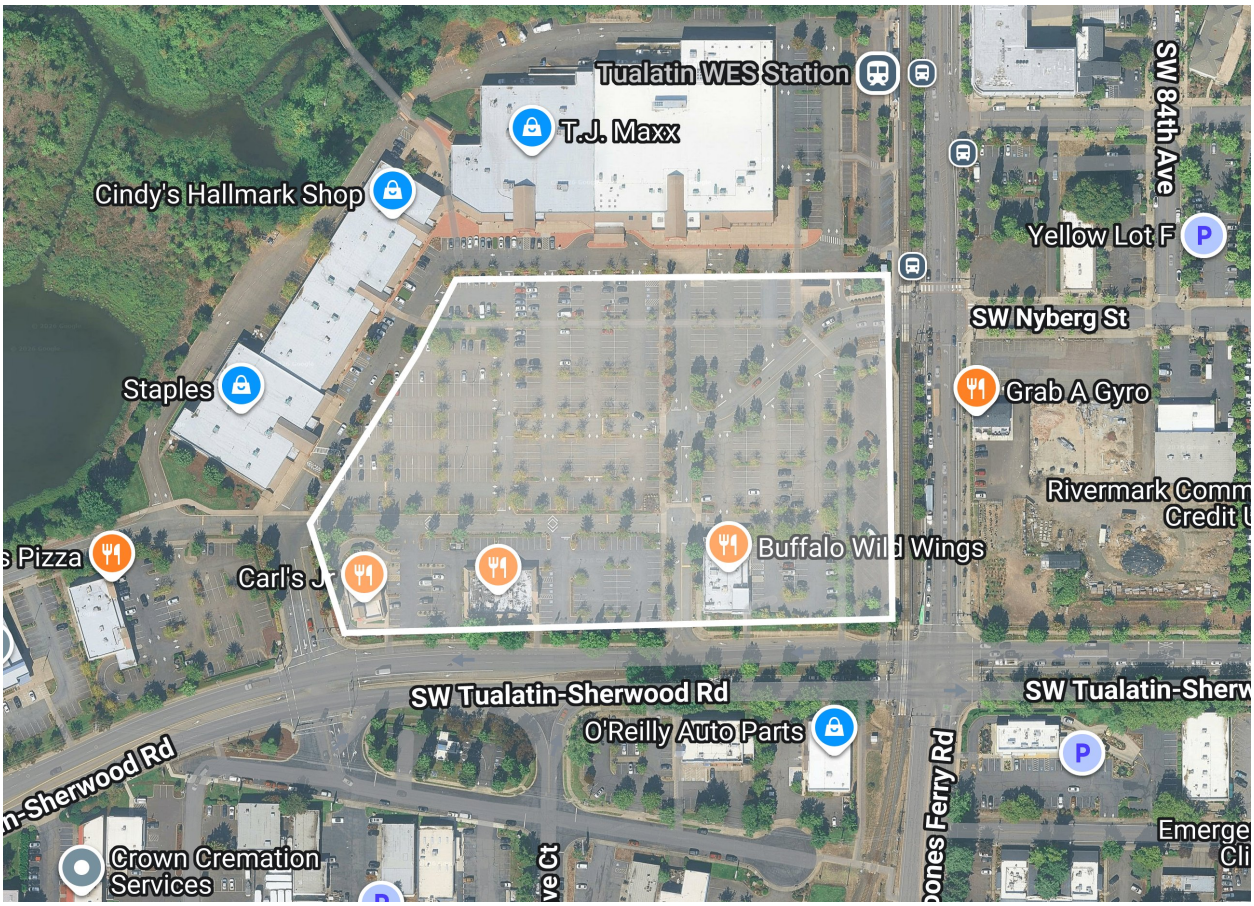


FIG. 11

Proposed Location for Multi-Level Parking Structure.

Image credit: PPPM 399

C2. Gravel Lot Conversion to Green Space (Or Compliant Repaving Option)

Location
Gravel lot near downtown commercial activity and lake district.

Problem
Gravel lot conditions reduce aesthetics and usable land, that may conflict with local ordinance. Downtown has limited inviting public green areas that encourage recreation.

Recommendation
Convert the gravel lot to a green space with shade, seating and play features. Alternatively, repave to a complaint surface if parking supply remains necessary.

Expected Outcomes
More inviting downtown space while increasing climate resilience and strengthening pedestrian activity near the Lake at the Commons.

C2 Score: 63
This project converts a gravel lot into green infrastructure that enhances climate resilience, comfort and downtown aesthetics with straightforward implementation.

C3. Cultural, Retail, & Social District

Location
Redevelopment areas enabled by parking consolidation near the Lake at the Commons.

Problem
Downtown currently offers limited socially engaging destinations that foster community identity and consistent foot traffic.

Recommendation
Develop a mixed-use district with local businesses, cafes and bars, event spaces, and public art installations, supported by walkable and multimodal access.

Expected Outcomes
Increased sense of place, community, and economic development; a downtown core that serves as a destination rather than a pass-through zone..

C3 Score: 55
This project activates downtown with a vibrant, community-oriented district that enhances placemaking and economic growth. While its mobility and operational benefits are more indirect, developing an active district could encourage people to spend more time in the downtown core rather than just passing by.

RECOMMENDED PARKING & LAND USE PROJECTS

PROJECT	PURPOSE	SCORE
C1. Multi-Level Parking Structure	Allocate land for mixed-use and public space improvements.	**66**
C2. Gravel Lot Conversion	Add green space with shade, seating, and play to enhance placemaking and support climate resilience.	**63**
C3. Cultural, Retail, & Social District	Activate downtown; support local businesses and enhance placemaking.	**55**

SCORED PARKING AND LAND USE PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
C1	2➛→10	3➛→12	4➛→16	4➛→16	4➛→12	66
C2	3➛→15	3➛→12	1➛→4	5➛→20	4➛→12	63
C3	2➛→10	3➛→12	1➛→4	5➛→20	3➛→9	55

Combined Recommended Project List

All three focus areas share priorities in connectivity, safety, placemaking, and sustainability. Projects that repurpose auto-centered spaces (e.g. parking redevelopment, plaza conversions) complement corridor and crossing improvements that make walking and biking accessible and safe. Additionally, network improvements that reduce delays and improve predictability can support downtown growth by providing local connectivity without compromising regional mobility.

PROJECT	PURPOSE	SCORE
A1. Safer, Controlled Crossing SW Tualatin-Sherwood Road	Control crossings, calm speeds, predictable gaps	**80**
A2. Protected Bike Lanes & Enhanced Bikeway Connections SW Tualatin-Sherwood Road segment	Close high-crash gap, provide safe and protected multimodal facility	**82**
A3. Pedestrian Plaza Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road	Improve pedestrian safety and enhance connectivity to public spaces	**73**
A4. Downtown Pedestrian Alleyway SW 84th Avenue between SW Seneca Street & SW Nyberg Street	Enhance multimodal access into the downtown core	**67**
A5. Wayfinding of Tualatin River Greenway Trail WES Station & the Lake	Improve first/last mile connectivity and strengthen linkage from trail to downtown core	**61**
A6. Traffic Garden Lake at the Commons District	Increase bicycle safety education, safer riding behavior and active transportation for users of all ages	**59**
B1. Rail Grade Separation Boones Ferry & Tualatin-Sherwood	Removes rail delays and integrates multimodal safety	**76**
B2. Boones Ferry Road Corridor Redesign	Provides protected facilities, safer crossings, and improves traffic flow	**73**
B3. Intersection Redesign SW Nyberg Street and Martinazzi Avenue	Shortens crossings, calms traffic operations and increases recreational accessibility	**73**

PROJECT	PURPOSE	SCORE
B4. Smart Traffic Management SW Tualatin-Sherwood Road and Martinazzi Avenue	Improves safety and traffic flow through adaptive signaling	**57**
C1. Multi-Level Parking Structure	Allocate land for mixed-use and public space improvements	**66**
C2. Gravel Lot Conversion	Add green space with shade, seating, and play to enhance placemaking and support climate resilience	**63**
C3. Cultural, Retail, & Social District	Activate downtown; support local businesses and enhance placemaking	**55**

Conclusion

The Lake at the Commons presents various opportunities for Tualatin to advance its vision of creating "an efficient, accessible, innovative, sustainable, and connected transportation system that effectively and safely meets the needs of [the] entire community" (City of Tualatin, 2030 Vision). While existing conditions reflect decades of auto-oriented development, characterized by high-volume arterials, rail conflicts, and large plots of underutilized parking, this report presents pathways for meaningful progress toward the City's goals.

Through a comprehensive assessment of multimodal transportation, network connectivity, and parking and land use, this report outlines a set of recommendations that collectively shift Downtown Tualatin toward a more walkable, accessible and vibrant core. The proposed projects prioritize safety, reinforce critical transit and trail connections, emphasize public spaces, and encourage development patterns that support community life and economic growth.

Implementing these improvements, ranging from protected bike facilities and pedestrian plazas to strategic parking consolidation and grade separation of the City's most constrained intersection, will help Tualatin transition from a pass-through corridor for commuters to a thriving destination centered around the Lake at the Commons. These investments will improve day-to-day mobility and reliability for all users and will also strengthen placemaking, climate resilience, and the overall livability of Downtown Tualatin. Together, these recommendations provide a roadmap for Tualatin to evolve into a sustainable, connected, and community-oriented downtown.

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