DOWNTOWN REVITALIZATION COMMUNITY ADVISORY COMMITTEE

APPROVED 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 Fanno 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